



Rally Directions

The official Organ of the Classic Rally Club Inc.

November/December 2014



The photos above show something of our Club's events in 2014. The Club has had a great year.

In this issue: Full coverage of this year's Alpine Rally and the Pas de Deux, including 'Director's Cut' articles. Lui relives her 16 years with the Alpine Rally. Details of the Club's A.G.M. Results of the 2014 C.R.C. Championship. Up to date details of next year's Club Calendar and more.

Upcoming events:
(Full details inside)

- * **Saturday 7th February 2015. Half Day, Pre-season Training Run.** Warm up for the year's CRC events, try a different category, maybe even try Classic Rallying for the first time or just catch up with your CRC mates. Whatever your choice this is the ideal opportunity. Starts & finishes in West Pennant Hills.
- * **Saturday 28th February 2015. Highway 31 Revisited.** Our first Championship event of the year is a one dayer starting and finishing in Mittagong. Enjoy all the usual features of a CRC rally as you explore the old Hume Highway.

Classic Rally Club Officers and Contacts 2015

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Classic Rally Club Inc.,
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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.

**Record of the Classic Rally Club Inc- for the Annual General Meeting,
held at Denistone Sports Club at 8pm on 25/11/2014.**

The AGM was opened at 8.03 pm by President Ross Warner. The attendance book was circulated for noting of those in attendance.

Moved by Tony Wise, 2nd Gary Maher to adopt the record of the 2013 AGM, as previously printed in the club magazine. No matters arising, the motion was carried on voting, no dissenting votes.

Reports had been printed in recent issues of the club magazine Rally Directions, covering the year in review, from the Treasurer, Secretary and President. It was moved by Jeff West, 2nd by Dominic Votano to accept these reports- carried.

In the absence of any special business the election of the office bearers for 2015 was conducted. The retiring President Ross Warner (not seeking another term) and the rest of the committee stood down for the election.

Election of office bearers for 2015-this was conducted by long term member Tony Wise, who took the chair, as returning officer for the proceedings of the election. The election process confirmed uncontested nominations for all vacant positions.

Results were:

President: John Cooper

Secretary: Anthony Kanak

Treasurer: Tim McGrath

Membership Secretary: Glenn Evans

Newsletter Editor: Bob Morey

Competition Secretary: Tony Norman

Point Score Manager: Jeff West

HCRS: Ron Cooper

Webmaster: Harriet Jordan (subject to confirmation- as Ms Jordan was absent and reported as being overseas at this time)

Photo Webmaster: Dominic Votano

Newly appointed President John Cooper took the chair for the completion of the rest of the AGM and Tony Wise was thanked for his assistance as returning officer.

Club fees for 2015 were left unchanged from 2014, as determined by the meeting, on the basis of the satisfactory financial performance, and the lack of a specific recommendation from the Treasurer and the Executive Committee.

President John Cooper led some brief discussion about the desirability of appointing a Facebook Co-ordinator/moderator to assist with management of the Club's Facebook sites - where members share observations and comments about CRC events etc. It was announced that a decision on the aspect of the club's activity management was imminent.

There was no further business.

The meeting was declared closed at 8.17 pm.

A Kanak

Secretary

John Cooper

President

FOOTNOTE- at the November monthly meeting which followed the AGM, Greg Yates accepted the Facebook role, discussed at the AGM. Thank you Greg, and all the other office bearers!

STOP PRESS: CHANGES TO THE CRC 2015 EVENT SCHEDULE

Long time competitor Mike Batten has put his hand up to set and run a one day rally next year in late March. In order to accommodate this event it has been decided to change the dates of the first 2 Club events as previously shown in the CRC Event Calendar.

Please note the following changes:

- * **CRC Training Day** - now on **SAT 7TH FEBRUARY**. All other details as previously advised.
- * **Highway 31 Revisited** - now on **SAT 28TH FEBRUARY**. All other details as previously advised.
- * **Wollondilly 300** - to be run on **SUN 29TH MARCH**. This will be a TA and will run in the South West region of outer Sydney. Many thanks to Mike Batten for his offer to organise this event.
Barry Ferguson Classic - This event will still be run on the **30th/31st May** as previously listed but will be a **TA and not a TRE as per this year**.

We also understand that the Thornleigh Car Club will be organising a 2 day TA event and that 2nd/3rd May are the currently proposed dates. Further details to follow in the new year.

It would be appreciated if Members could note these changes in their diaries to ensure that we continue to get good participation in all our rallies.

Finally, on behalf of the CRC, I would like to thank again Mike Batten for joining the clubs rank of Rally Directors.

I'm sure he will enjoy getting his revenge on all of us who may have caused him 'navigational stress' in the past.

I hope to see many of you at the Xmas party and wish all members a happy and safe festive season.

TONY NORMAN COMPETITION SECRETARY

ANOTHER SAD (ALPINE) TALE WITH SOME GUSTATORY SNIPPETS.

Heather Dux, Triumph 2500 P.I.

When things start off wrongly they usually continue that way. We left home on Thursday morning to overnight in Scone. We stopped for lunch at the Cuisine Café in Glen Innes. If you are ever in that vicinity, call in. We were amazed that our food, perfectly cooked, arrived at our table within 10 minutes of ordering. When I congratulated them on the food, well cooked and fast, the lass said that was their intention. Beats Maccas by a long shot.

We had a good trip to Scone and left the next morning bright eyed and bushy tailed. It had been decided that we would head to Gulgong and have a wander around this very historic town. Gulgong was everything we'd expected, a lovely, old town where nobody had decided to demolish everything with character and build 'modern' buildings. We'd only gone through it on a rally before and missed so much.



Plain sailing often lulls one into false confidence because after we had lunch and were back on the road, Don spotted that the Brantz trip meter had turned itself off. Panic immediately set in. It's nine years since I'd done a rally without my beloved toy. Don thought it must have been a fuse and checked his spare parts in the boot. For a man who carries at least one of everything he might ever need, he had no fuses. He was stunned. The first thing he would then do was seek out the second Promised Land after Bunnings, Supercheap, and get some fuses. It was an odd size but eventually he found a small garage which stocked things you could buy singly and not have to buy a bucketful. The fuse didn't make any difference. More panic! I think that set the tone for the rest of the rally.

On Wednesday evening we had seen on TV the devastation caused by the micro storm over Sydney the night before. I tried to ring Eric and Jenny Young to find out if they were OK but we couldn't get through. We headed into Lithgow to the sound of chainsaws. There were a large number of fallen branches, plus trees virtually split in half, along the last 50 km of the trip to their place and we thought all this damage had been caused by the storm, but not so. The weight of the massive snow falls had been too much for the trees and some of them had suffered badly. Eric and Jenny's yard was a mess. After just having got it the way they wanted it, they have to begin again.

On Saturday we all met at the school in Lithgow for our pre-rally breakfast of bacon, egg bun which is always scrumptious. This time Don had the feral egg in his bun which he dribbled down his front. It certainly wasn't as much as I had done during that Alpine years ago but enough for me to smirk and for my prime tormentor about that incident, Peter Cale to cackle. The start of this year's Alpine was as decorous as usual and to our great delight, we found ourselves driving through the Jenolan Caves and up a beautiful winding road. Sheer Heaven for serious drivers. On the Saturday morning during both sections, we arrived one and two minutes early. Guess who pushed wrong buttons on the timer! Even though we were sure we'd answered most questions correctly and not missed a VRC, as usual we were wrong. Saturday afternoon was more fun with the Brantz and timer. When I'd start the timer, I'd hit the wrong button and add 1 minute and not set it working or I would zero the Brantz.



At the dinner on Saturday night we had all our rally children with us. The Cales and Farrells were taking part in the rally and Eric and Jenny Young were officials. As the Youngs had finished so late and had to head back to Meadow Flat, Lui suggested they have dinner with us. It was great for all of us to be in the same place at the same time.

I think the Sunday sections should be written off from our point of view. What could go wrong did go wrong. I zeroed the Brantz, first the main readout then later the intermediate read out; I stuffed up the time by pressing the wrong buttons more than once. You name it, I did it. Section 3a began and we'd got to 75.05 km preparing to answer Q 6 – 'How many times did you cross Evans Plains Creek in the last 20 km?' We'd decided I would look for the Evans Plains Creek crossings and Don would look for the answer to Q 7 'How many times did you cross named creeks in the last 20 km?' which would begin .05 km later. Then we saw a stream of rally cars heading back the way we'd come with some drivers giving us hand signals but until John Cooper pulled up and told us about the head-on accident on the highway we were to use, we had no idea what was happening. After this followed a long run to Millthorpe via a dirt road. Dust and more dust. This meant we were to begin Sunday's average speed horror immediately.

This is where it gets really sad. It had already been decided we'd concentrate on answering questions and not worry about the average speed. Where we were parked was an ideal place for the M board; it was off the road, no bother to passing traffic and there was plenty of room for every car to line up without double parking. But the M board was around the corner on the primary road. When I got the instructions, I couldn't understand why the first direction read 0.03 km TL at TJ. Not knowing the road, we thought there must be another T junction

when we got past the M board. As we had started the trip meter at the M board, I don't know how many times we did circles to find the answers to questions which were not at the right distances. Someone said later that the M board had been moved. That makes sense but the *why* doesn't. Obviously most people sussed it out and compensated but as I have already indicated, once things went pear shaped, they stayed pear shaped. We were about 30 minutes late for lunch at Rockley about which, the less said, the better. I think the sandwiches were made on the Friday and chilled until the Sunday.

The final section of the event was to be 2 hrs 40 mins. I was already exhausted and felt quite wobbly when we stopped for lunch. It was most likely all the angst about making mistakes but nevertheless, we carried on. I think we might have got a bit better even though we lost 40 points on wrong answers to questions. By golly, I was totally spent at the end of the day. We drove straight to Meadow Flat to Eric and Jenny's and then to the Tarana Pub for a welcome feed.

We stayed at Meadow Flat for some recuperation on Monday and left early on Tuesday to drive home in one go. Thank Heavens for Wildwood Rd at Meadow Flat. It is a lifesaver.

One of the joys of life is good food and we found some of it for breakfast on the way home on Tuesday morning. We planned to eat at Sandy Hollow but we'd left a bit later than normal so by the time we got to Rylstone, we were famished. We visited The Saffron Kitchen in Louee St. They grow saffron and make saffron infused products

which win medals and awards. The lad had just opened up the tiny shop and was happy to provide us with breakfast. [As a by-the-by, any male under 40 is a lad to me.] He offered us a full cooked breakfast with great coffee. The funny thing was, he couldn't find any eggs. Apparently his wife would bring the fresh organic eggs from their farm when she came in later. We had three dozen organic eggs in the car, as you do. Jenny had given them to us when we left and so we provided our own eggs for the feed. It was the best ever cooked breakfast we've had. Not fast but to die for. We had two slices of freshly toasted sourdough bread topped with homemade tomato relish, two rashers of bacon, caramelised onion and egg on each slice. There were also two fried slices of chorizo, tomato and rocket leaves. All this was sprinkled with saffron vinegar. As we had provided our own eggs we got the breakfasts for \$11 instead of \$15 each so with the coffee, it only came to \$30. It set us up for the rest of the day and we just had an ice cream for lunch. If you want to know more about this quirky little shop visit

www.caperteesaffronaustralia.com.au

Since we got home, Don has been telling all and sundry that he will probably be looking for a new navigator for his next rally. Possibly he'd want one younger, better looking and not quite a bimbo but close enough to be to his advantage. It would most likely kill him but what a way to go. I certainly hope that my miserable performance is not a result of my brain beginning to turn to mush. If I'm still allowed to be navigator, I'll see you at the Clarence Rally next July.

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Our Alpine Rally - 2014 by Jen Navin.

Snow to sunshine. Chaos to calm. Hesitation to 'have a go.' The Alpine Classic is all about extremes. Extremes in weather, extremes in emotions and extremes in personal gumption.

Only a few days before the Alpine weekend this year Lithgow and the Blue Mountains were blanketed in snow. Roads and schools were closed. Winter in October had arrived. People were skiing to destinations! The SES and emergency services were assisting stranded drivers in snow drifts and home owners with leaking roofs damaged by the weight of snow.

Twelve months ago, almost to the day, the picture was very different. It was the extreme opposite with pure destruction. Flames, heat and fire balls replaced the snow and the cold. Homes, National Parks and forests burned, while emergency services fought to save homes, schools, famous tourist attractions and art galleries. But this Saturday morning as Shane and I were driving to Lithgow Public School, the traditional starting point of the Alpine Rally, we were marvelling at the regrowth of the trees, very different to the smoking black trunks we saw last year. On arriving at the school, the previous feeling of chaos and anxiety was replaced by calm. It was good to see people who were absent from last year's rally there again. Smiles all around.

And so the rally commenced. Timed out, our in time worked out to the minute, we commenced the Alpine Rally 2014. But that's where the accuracy ended for the next two days. We drove, spotted the VCRs, found the questions and even the first speed camera. Thumbs up there, we were good. Driving through Jenolan Caves was excellent and so much fun. The motorkhana at lunch was brilliant. I enjoyed that; keeping Shane to the left. The afternoon was going pretty well. Travelling through the towns at 50kph wasn't too hard until we realised that we had passed the speed camera and thennnn the speed changed to 100kph. #@**. Oh well them's the breaks and the country side was so beautiful one couldn't complain.



We finished the first day, handed in the route card with the nominated time believing that our only misdemeanour was a little bit of speeding. Imagine our surprise when the scores went up that night and we had clean sheeted but lost a hefty amount of points on time, the speeding penalty having been universally dropped. Tomorrow's another day.

And so Sunday began. What will the day bring? Certainly not what we expected... A country lane, on all the days to move a herd of cattle to a new paddock. Masses of cattle were stuffing up our already stuffed timed rally. 'Hey Wayne, how about a time extension or extra points for helping herd the cattle into their new paddock?'

Never a dull moment on the Alpine, just quintessential moments in time that you're just so happy to have experienced. Then there are other moments which bring you back to reality and you realize that no one is immortal and life is precious.

It happened on Sunday Stage Two of the morning rally after we had been redirected because of a major accident on the Mitchell Highway. Where we wanted to drive we couldn't because the Care Flight chopper was there. There were no fatalities... a blessing. The previous night at dinner we'd all had a bit of a dressing down because of the speeding that went on in the afternoon on Saturday. If our speed camera had been the Police some of us wouldn't have stood a chance. Seeing the results of an obvious head on accident, all the emergency services involved in the rescue plus the inconvenience not only for us but for the drivers on the highway who were stopped for kilometres in either direction brought it all home. It was humbling and it was very real. Just don't speed; it's that simple.



So the rally continued with the respect it deserved to the Classic Car Rally Club. We continued to have fun but those questions got trickier with comments from our friends that a marriage counsellor and a divorce lawyer need to be a pre requisite for the Alpine Rally.

Then it starts on the Sunday afternoon at the pub in Lithgow... no, it finishes there over a beer or two; the autopsy of the rally. Questions to each other are asked about the questions asked of us during the rally. Answers are compared, swapped and dissected. The knives are out. Then in the car on the trip home you scrounge out the questions that are in question and you realise, after a closer evaluation, the twist in the words or grammar reveal the correct meaning. Then on Monday morning you do it all again; the penny drops and you berate yourself for being so in-sightless.

Of course that was the answer but when you are travelling along, at the speed limit mind you, looking for VRCs, counting down to the next direction, reading directions, checking the Monit, getting lollies for the driver and finding the questions at the right distance, answering those questions with only seconds to deliberate... well it can be hard and mistakes do happen. Navigators are only human after all.

So ended another Alpine Rally, marriage intact and talking to each other. We had fun, always do. But to make calm out of chaos and taking gumption to 'have a go' all comes down to core people who put in hours of work, preparation, time, sweat and tears months before and on the rally days to make the Alpine Classic the iconic rally it has come to be. Many thanks... it was a great weekend!

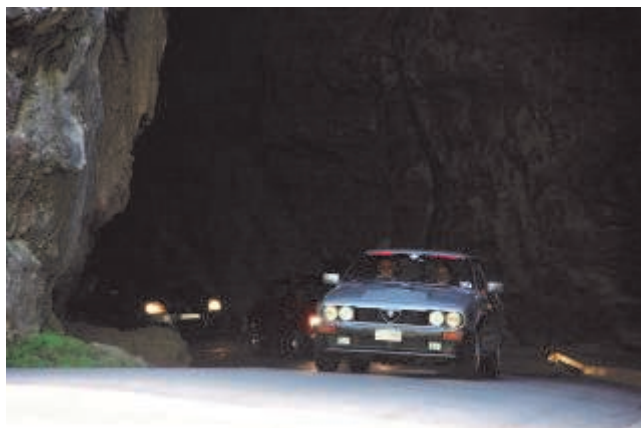
Jen and Shane Navin. Black Porsche- 928GT

Classic Alpine 2014 – **Director's Cut from Wayne Gerlach**

Well, this year's event has been run and won, done and dusted. Overall, I did enjoy organising the course this year – so much more than 2012 when I was a newbie and not sure what I was doing, and last year 2013 which I must admit I can't really remember! This year my head was on my shoulders and I actually had fun.

The Roads;

It was great to take the field down to Jenolan Caves and through the Grand Arch first thing on a Saturday morning, before the Sydney sightseeing mob arrived. I was aware that the Jenolan Caves road had not been used previously in an Alpine Classic, so it was certainly overdue. The feedback from many competitors was that the drive there through the morning shadows was a highlight of



the event.

Also, the Icely Road drive to the East of Orange on Sunday morning provided wonderful scenery. I decided to use this for the early morning of Day Two after hearing the following comment at the rally dinner last year: "Tomorrow we'll go out to the west of Orange towards Canowindra. We always do that on the Sunday morning". Well, not this year !

And the old Bathampton Road through the stock paddocks was a fun area. I even had a Masters team saying that they had never seen that drive before. I had to remind them that they did, in fact, drive it last year, but in the other direction.

The Unexpected;

The closure of the Great Western Highway in Stage 3a called for some quick thinking and replanning. In the setup car we did get flagged through the accident site (nothing at all to do with the event). It looked pretty bad, so we weren't surprised when the news came through that the road was closed by the police and emergency services. A quick roadside meeting was held involving Lui, Kay, Dianne and me, and a calm and purposeful phone discussion with John Cooper and Ross Presidente (thanks to them for rapidly calling with the road closure news), led to the decision to get all the cars re-routed to the start of Stage 3b.

We do apologise for a bit of confusion in having to change the location of the first 30 metres of the Average Speed section. It was necessitated by most cars coming out of Millthorpe on the main road rather than the originally intended slip road at the back of the railway line (and would have meant that there would be opposing rally traffic for 30m at the start of 3b – a no-no). However, it seems that it was handled quite well by all concerned, and a very well done to Lui for organising that.



Tricks 'n Traps;

For the Masters and Apprentices it was Division 4 on Sunday afternoon that provided a new brain-teaser. I did enjoy thinking of a different way to present a map trace, and it seems that teams generally handled it well, after some initial exclamations of “What the...”.

Also on Sunday afternoon, the passage control in O’Connell caught quite a few Masters, indeed more than we expected. It was for the Tour/Apprentices only, and was a deliberate divergence of the Masters in a mid-section of a Stage, rather than at the end of a Stage where such divergences are more likely as it is easier to provide changes in the written instructions and questions.

And, finally, also on Sunday afternoon the Tony Norman dummy passage control was my “I told you so” moment. For weeks Lui had been telling me that no Masters or Apps would fall for it, and that Tony would spend a lonely afternoon somewhere off the rally route. Then, on set-up Dianne also offered her advice that it was a waste of time having Tony out there on the Edith Road. Well, over half of the Masters and Apps went into Tony’s control. As I said at the club meeting, I think it speaks volumes for the camaraderie and friendship in the club that so many teams would sacrifice points in order to say hello to Tony on a sunny Sunday afternoon!

Invincible Colliery in different locations on two maps caught a few (a change of priority map was needed). And sending everyone back to the non-existent rail crossing at Culya was my revenge for last year – This year I think everyone got the Z board.

Timing and Towns;

To everyone’s delight, we were able to stay away from major towns and their weekend traffic this year. And re-fuelling didn’t seem to be an issue, although I should have bought a part ownership in the Shell stations at Blayney and Oberon before we gave them all that business.

The timing was tight for Masters and Apps, but nearly spot-on for Tour. It’s a perennial problem to balance the timing needs of Masters/Apps, who have to map on the run, with the Tour who have a route-charted course. We considered different times for the different Classes, but decided against it as it could mean that there would be car crashes at the end of stage controls, and quite likely wouldn’t meet CAMS requirements as well. I know that Doug Barbour has a novel way to reconcile the two, but it was too late to get his approach into the course this year.

Congratulations

To all who made it onto the podium in all classes I’d like to say seriously well done. It wasn’t easy, it wasn’t intended to be. I’ve always thought that Tour should be like playing draughts/checkers in a car for a weekend, Apprentices is backgammon, and Masters should be chess at a reasonably high level. I think we hit those levels this year. Beyond that, to all teams who took part and generally finished with smiles on their faces I’d like to say thank you – the organisers are always apprehensive whether an event will turn out well, and it’s wonderful to get the smiling thanks that we did after the event.

Major Thanks

To all officials, you know who you are, and I did mention all of you at the Saturday night dinner. The event runs smoothly because you are all totally competent, knowledgeable and professional (if somewhat underpaid!).

Heaps of special thanks must go to Lui. She is the powerhouse of the event. Her admin and organisational skills are superb. Her frameworks and timetable for the event are first rate.

I do thank her for putting up with me with my deadline manager mentality – she loves to have everything organised months in advance – I can't do that, but I'm also not a crisis manager as I had to remind her many times. And her sage advice was valuable whenever I tried out a new navigational trick/idea – Her replies were either “No, that's too evil”, or alternatively “That's evil, I like that one”!

And so Adieu

When John Henderson indicated that he was stepping aside from the Alpine after 2011 I had no idea how crazy I was to put up my hand, with the intention of three years in the hot seat. Dianne tried to tell me that the Alpine Classic is not the place for a novice rally director and that it's a huge amount of work (Note to self: I really do have to listen more to wise words from Dianne). I soon learnt that getting the correct approvals from NSW police, R.M.S. and seven councils is like herding cats. And that days become weeks in terms of the setting of the course for a fully timed, two day event and getting out there to run a number of checks of the roads and instructions and times.

So, for 2015 it's over to Ross Warner and John Cooper. A new organising team with new ideas. Lui and I will be meeting with them next weekend to hand over the logistics. I've removed the three pages of “Evil tricks 'n traps” ideas from my “Wayne's World” folder, so I do expect that Ross and John will be kinder people for you to deal with. They'll do a great job, I'm sure.



With that, it's evolution in action. The Alpine moves, no advances, on to its next stage..... but the DNA stays the same. Enjoy.

Cheers, Wayne.

P.S. despite comments above, I do have one new trick that I want to hand over to Ross. Let's see whether he uses it !

The Third Child by Lui.

The Alpine has been part of my life for so long that it's hard to know where to start. It all began at a CRC meeting in Parramatta at the end of '98, when with my then partner in crime, Adrian Carrick, we went to our first meeting to pick up gongs for the Alpine Marathon Prelude, an event organised by Geoff Bott and what was to be a precursor to a seven day event – the Alpine Marathon. At the end of the evening, Geoff announced he'd not be going ahead with the Marathon but that the dates were locked in with CAMS if anyone wanted to pick it up. With a small amount of Dutch courage and a large dose of total ignorance of what was involved, I raised my hand and suggested that if anyone would buy me a bottle of wine, we'd do it – but only as a two-dayer! The rest is history, an abridged version of which I'll now attempt to relate.

We hightailed it home and immediately contacted Hendo, suggesting he was the ideal person to take on the role of Clerk of Course. Adrian was to be Director and I gave myself the rather grandiose title of Admin Director – soon changed to Event Secretary. A meeting was held with our 'mentors' Mr Bott, John Vickery and Brian Cooper and then we independently went our own way.

A rough course was set and it seemed obvious that the area around Hendo's farm at Yetholme was to become the Alpine's 'home' with the overnight in Orange. Family and friends were roped in as officials, publicity was sent around and work began. Looking back, it seems crazy but that year we actually reced the course eight times – and still ended up with a question one kilometre out!

We ended up with 54 entries evenly divided between the two categories of Experienced and Novice and finished with what was said by all to be a successful event. There are many names on that first entry list that are still very active members of the CRC. It had been a huge learning curve for us all. The Jeffs Whitten & West came home victorious. At the team debrief, it was made clear by Hendo that we couldn't just stop at one and that a three-year plan was needed. Three years??? OK, I guess I could cope with that...

2000 saw the return of our established core of officials, including Kathy & Peter Grant, Mark & Rhonda Drummond and Liz & Richard Bennet, joined by Gerry & Carol Both and Margaret & Don Brown. 1999 competitors John & Helen Young also jumped ship to the dark side of officialdom!

Both my sons were also part of the team, with the elder proudly wearing his red Ps. This was our first year with a Tour category and we introduced the names of Masters and Apprentices to the others. Brian & John Cooper won the event with Whitten & West 2nd and Thommo & David Booth 3rd.

2001 and we went to Cowra! Well, that was a mistake – a motel that was supposedly going to be refurbished before we arrived wasn't and the meal at the local club would have to go down in history as one of the worst ever!



Many of the 63 competitors had a bit of fun at the Woodstock dirt speedway but it was Garth Taylor and Michael St John Cox who went home smiling on the Sunday evening. So, then it was a commitment to five years and a return to Orange, where the Alpine would continue to overnight for the next thirteen years.

The years went on and the Alpine just kept happening! Hendo and I seemed to have forgotten the five-year plan and our long-suffering families continued to put up with us. Both our parents did survey runs of the event with me at various times, Hendo's wife Glennie put up with me at the farm every time we did a recce and every Friday night before the event, hosted and fed half the officials there. My sons decided to adopt the event as the third child of our family!

In 2005, we had 73 entries and in 2006 we closed off the books at 85! Wiggles and Smith won the Masters, Bransgroves the Apprentices and McAlpines came up trumps in Tour. For many years, Hendo and I would make visits to a bunch of car club meetings publicising the event and it certainly showed in the numbers.

One year we had six Sprites, another eight big Healeys and by word of mouth, the reputation of the Alpine was still spreading.

From now on the event was running to a pretty efficient formula and everything ran smoothly – well, I hope it appeared that way to competitors! There were always dramas behind the scenes – last minute withdrawals, officials having to pull out, a railway bridge closed – that got sorted with a friendly word from Hendo and a carton of beer – or new road diversions on the day.

After thirteen years, we decided the event need new blood as we were getting a tad jaded and Wayne Gerlach stepped into the breach. Wayne stuck to the basic formula but put his own twist on it and although I was meant to have stepped down, somehow I got conned into helping! Wayne and I spent many happy (?) hours putting the event together for three years but the geographical logistics of running an event in the central west while living on the central coast took its toll. So now another three years have gone by and it is finally time to send the third child out into the big bad world without its mother's guiding hand! I have no doubt that Ross Warner and John Cooper will do a brilliant job – so long as they don't plan to get Hendo & Wayne back for all their evil tricks of navigation over the years!

At the end of the day, it's been a pretty amazing journey and one that I wouldn't have missed for the world. I've learnt a lot over that time:

- Never trust a motel or dinner booking – they will dump you without a backward glance if they get a wedding booking on the same night.
- Life in admin can't exist without mail merge – I just wish they'd stop changing it with every new version of Office!
- Despite doing your best and sweating blood sweat and tears, someone will always criticise.
- It's almost impossible to get it 100% right – I reckon 2014 was the closest ever.
- 98% of competitors are fantastic but that last 2% can be bloody hard work and sometimes you wonder why you bother.
- Every single volunteer official that's been involved for the last sixteen years has been a total godsend and I could never have done my job without their unceasing and unquestioning help.
- I have made some incredible friends because of my involvement.
- The Classic Rally Club rocks!

Well, I guess there's a hundred more thoughts and thanks that I could put down but time and space preclude me. Thanks for the journey Alpine. May you travel safely and in good company for another sixteen years.

Over and out, Lui MacLennan



More 2014 Alpine photos



Driving the Pas de Deux – Chris Hallam

The final rally for the year organised by Gary & Wendy Maher and Jeff West was typical of events organised by this group in that navigation for the Masters and Apprentices was difficult, with some sly tricks, but from the words I heard from Phill sitting next to me in the navigator's seat, there were no really underhand tricks, just things that made the teams think.

There was a total of 28 entrants, with five Masters, only three Apprentices, 16 Tour and four Social, the latter not requiring any Cams licences. Two teams didn't make it to the start. Perhaps the Annabel's Daimler failed to proceed?

The problem I have with one day events is that you tend to spend the whole day on the outskirts of Sydney, with little in the way of long open roads. Not the Pas de Deux. This was a mini Alpine, using many of the same roads between the Mountains and Bathurst/Blayney (I think, since drivers often don't know where they are; they just get told where to go).

The start at Katoomba was convenient for most entrants. Having brought our Blue Mountains street directory, in anticipation of an initial tour of the back streets, we were over-prepared, with the initial route a "relatively" simple run, sort of, along the Great Western Highway towards Little Hartley. However, with the devil in the detail, plotting required the shortest route to vias (or something like that) and that meant the route crossed to the western side of the railway line at Blackheath, past a VRC and back onto the Highway. The double jeopardy in the instructions here was that the more "logical" route was to make a diversion at Mount Victoria before rejoining the Highway, with a very visible VRC drawing you off the Highway at this point. Many Masters and Apprentices went looking for re-alignments of the Highway. Just east of Mount Victoria, we followed Robbie and Hendo down an old Highway section, coming to a dead end with no Z board. We waved to the Watsons as they followed us in and all reversed. Speaking of Z boards, after that Drivers Briefing, with Z boards mentioned, we did not see a single one. I was told at the finish that one Z board became hidden in the boot of the Maher Volvo and couldn't be found. A good excuse?

South of Little Hartley, the road opened up for some good driving roads, although country road maintenance can be random, with the pot-holed road up from Hampton being unfriendly. This road saw an interesting question on the types of animals on road advisory signs over a specific stretch of road. Some people don't know cows from sheep, on the same sign, thinking a sheep was a calf or something. Many ignored the school crossing sign which showed human beings. The latter of course are a species of animal and had to be included, to make the answer five.

After following the usual east-west route past Tarana, the road to O'Connell was taken, with a slightly fastidious answer to a question about the age of a property along the way, requiring the word "circa" to be inserted. I personally agree with the wording requirement here, having an interest in history and historic buildings but maybe not all Tour entrants would agree. The end of this road saw a tricky bit of navigation on the run, with an unmapped road to be used, after observing the road sign was a cross junction, not a T-junction. We certainly went backwards and forwards in this area,



when our mileages were not correct, with the main thing we wanted to do at that stage was to come in for lunch.

The lunch stop at O'Connell School was pleasant, with the sting coming on leaving, with a specific distance condition requiring Masters and Apprentices to turn left, not right, before rejoining the mapped road. The afternoon's roads seemed to go on and on, I think somewhere between Blayney and Bathurst. All good driving roads. Later in the afternoon we had a herringbone route, north of Yetholme, with several VRCs to reward us.



Returning towards Lithgow, we were directed down an appalling dirt road, very unkind to old Porsches. As a general comment, I did not like the extent of dirt roads we traversed. I understand that several were used to link up good sealed roads to provide an overall route different to previous Pas de Deux/Alpine/Mountain rallies using these roads, but it didn't do much for this driver's enjoyment or concern about the car. On making this comment at the rally end, someone suggested that an old less valuable car might be more appropriate for these rallies. However, as a driver, I like to use my historic cars in a mild form of motorsport, rather than driving any old car on a rally. In other words, I think, *I have these nice old sports cars. Where can I use them?* The alternative is to decide to do the rallies and then look for a car to compete in.

The issue of car damage became a concern in a previous Alpine, when we competed in the XK120, and a fellow competitor ran into the back of us when we were stationary, waiting for a gap to enter the Highway.

The end of the rally had the previously used trick requiring drivers to travel all the way on a side road off the Highway to a T-junction before U-turning to enter the final control. A VRC at the end rewarded the careful. We have been tricked on this before. Drinks at the hotel at Old Bowenfels provided the usual commiserations and friendship. I was very impressed with Jeff's efficiency in marking, and in having a laptop and printer handy, so that not only did we know the final positions, those at the end were given a printed copy of the results. Speaking of which, the winners of each category were:
 Masters: John Cooper and Ross Warner (22 points lost)
 Apprentices: yours truly with Phill Stead (12 points lost)
 Tour: Steve Blair and Jocelyn Vettoretti (11 points lost)
 Phill and I will not be competing as a team in 2015 because I will be doing a lot of travel, including a West to East and back again road trip across Canada and northern USA in a period when several rallies are planned. We ended the season with a few wins and the championship, so I am sure Phill will move to Masters in 2015 (hey Phill that's what you get for being such a great navigator!)

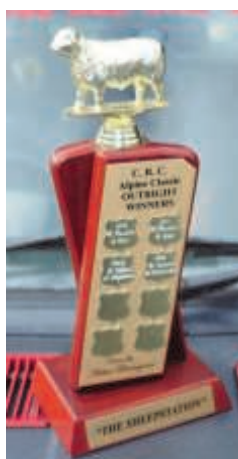
Chris Hallam

DO YOU REALLY NEED A SHEEP STATION? **The Pas de Deux Director's Cut by Gary Maher**

A friend of ours who owns a sheep property out Mudgee way reckons the definition of 'child abuse' is to leave your property to your children – they're just not worth much anymore!

As a long standing organiser of events and a supporter of all types of motor sport events, I personally was disappointed with the turn out for this, our last run. Yes, we did have a couple of apologies with very valid reasons but where were most of the regulars – particularly organisers of events which we have supported for years?

Thank you to those 26 crews who did support the day – most of you did seem to enjoy our efforts and



we did appreciate your favourable comments. A big 'Thank You' to Garth & Paul who have been great helpers for this, and many of our events. Also thanks to our friends Rob & Christine Wells and Tony & Cathy Hanrahan from Bathurst Light Car Club who 'manned' the two passage controls near O'Connell – although a mistaken verbal instruction on my part did reduce the effect of the afternoon control (Sorry Jeff!).

My old mate 'Richo' proved in the MG Classic that we really don't need the radar to sort our ties and placings, so I must admit that I did not want to use it.

After 'meaningful negotiations' with Jeff, we planned to use a radar trap on the outskirts of Kelso but as (bad) luck would have it, it didn't happen because our 'policeman', a BLCC member, was rushed to hospital on the Friday night – thankfully he is now 100% OK. However, this meant a late change to the scoring for the Tour category which was via a Bulletin displayed at the start of the event. An old Mountain Rally idea, which Richo put to good use in the MG event, where a small penalty is given for incorrect spelling of an answer to a question, was used to split up the top runners. We were fairly confident that Jeff's traps would sort out the navigation categories - which they did. These included the railway crossings at Blackheath early in the morning and the O'Connell loop immediately after lunch which worked a treat!

The questions all worked as planned although a typo in the mileage column caused a question about JC (Jenolan caves that is, not 'you know who') to be cancelled. Controversy about a question relating to animal species raged, on Facebook, for days after the event. Wendy's comment to this was: 'Google the A – Z of Animals' website and look under 'H – Humans'.

My comment to this is: 're-read the first paragraph of this article' and Jeff's comment is 'the judges' decision is final'

When 'Professor' West, Wendy and I agreed, for a variety of reasons, that this would be the last rally/touring assembly we would set, we decided to make it a little 'memorable'. Bearing in mind that we were locked into well-trodden territory, we wanted to invoke some unused roads. Largely, we achieved this on the climb up to and down from Black Springs and the little loop around O'Connell (for the navigation categories). These roads, combined with Cox's River Road in the morning and the old Western Road in the afternoon meant that we had a tad more unsealed road than usual – but perhaps not quite as much rough road as in some recent events. This attracted some adverse criticism but as it's an untimed event you drive to the conditions – and hey, it's a car rally for heaven's sake!

Well, that's it - the end of 50 years of setting road events! Hopefully, I can continue competing and maybe start looking for a couple of good sheep dogs!

Gary Maher

Classic Rallying in 2014 by Greg Yates

Apart from the Mudgee Trial (where I drove the setup car for Gary Maher), I had competed in every round of the Classic Rally Club's 2014 championship as a Tour driver. Ian Packard navigated for me in the 2-day Clarence Classic for a 5th place finish and the 2-day Barry Ferguson Classic for an equal 1st place result. My wife Karen usually navigates for me in the one day events and it was no different this year for the Autumn Challenge and Tour d'Course where we achieved 5th and equal 1st places.

For the 2-day MG Classic, I talked Karen into navigating for me for the weekend. Initially she reminded me that she was only doing this to help me out and wouldn't make a habit of navigating in the 2-day events. Winning the lucky door prize at Saturday's lunch added to a day that was going well for us. Saturday afternoon as we headed towards the day's finish in Muswellbrook, Karen commented that she was annoyed with herself as she was actually enjoying the rally. Sunday went equally well for us and another equal 1st place result only reinforced Karen's enjoyment of the event.



With that enjoyment of the MG Classic still fresh in our minds, Karen agreed to navigate for me in the 2-day Alpine Classic. She was a little concerned about this being a timed event with an average speed section, however I suggested that she just concentrate on the route instructions, noting VRCs, answering questions and leave the time, distance and maintaining the correct speed to me. We didn't get the average speed section completely right however finishing in 3rd place (and 1st in teams) was still a nice result for us.

Just one round of the championship pointscore remained and some classes still had a few competitors with the top places in their sights. I had secured a first place in Tour Drivers thanks to two capable navigators and Karen was in third place in Tour Navigators, even though she had missed two of the 2-day events. Whilst I had nothing to lose, Karen was now feeling very competitive and was looking forward to the final 1-day event, the Pas de Deux.

The number of starters in Masters and particularly Apprentices was a bit disappointing however a large field of starters in Tour made up for that. There was also a Social Tour category in which our eldest son Ben and his girlfriend decided to have a run after enjoying the Club's social lunch run a few months ago.

As was the case in 2013, the 2014 Pas de Deux would start in Katoomba rather than Penrith. The under-cover carpark provided shelter in case of rain although the weather was fine. The shopping centre above allowed the purchase of coffee and any supplies needed for the event. Wendy Maher was taking care of the administrative business whilst Gary was already out on the road doing the setup. Jeff West gave us the briefing and it was time to hit the road.

Last year we navigated our way around the scenic parts of Katoomba whereas this year it was straight out onto the highway towards Mount Victoria with just a slight detour at Blackheath, a navigational trap for the Masters and Apprentices. At the bottom of Victoria Pass we turned onto Cox's River Road to eventually end up on the Jenolan Caves Road. I had not driven this road since Gary and Wendy organised a "Targa Thornleigh" for Thornleigh Car Club back in the 1990s.

Rather than head all the way down to Jenolan Caves as was the case in the Alpine Classic, we took the Rydal turn-off at Hampton. Turning off again before Rydal towards Sodwalls had a question asking us to count the number of different animals on the yellow advisory signs. This question ended up determining the winner in Tour as, like many others, we counted the cow, sheep, kangaroo and wombat but did not count the humans as animals. These signs need to be observed as a little later near Brewongle we needed to make an emergency stop for sheep running onto the road.

I was thankful that another car wasn't following closely as my unexpected stop with ABS activated may have seen a following car unable to stop in time.

A very friendly greeting awaited us for lunch at the small O'Connell Public School and plenty of time here allowed for socialising.



The afternoon initially saw us head out around the Chifley Dam before eventually heading past Lake Lyell to the finish near Lithgow at the Donnybrook Royal Hotel, also the usual finish location for the Alpine Classic. Considerable discussion ensued over drinks as crews came in and results were posted. In Tour, no crews clean-sheeted the event. Several of us had the single incorrect answer to that question in the morning whereas Jocelyn Vettoretti and Steve Blair had a single incorrect answer in the afternoon which, on the basis of "furthest cleanest", had them win Tour. We were happy with our equal 2nd place as that was sufficient to move Karen into equal 1st place Tour Navigator along with Lachlan Baird.

Another well run and enjoyable event to conclude what has been both a very enjoyable and successful year of classic rallying for Karen and me. I have to thank both Karen and Ian for offering to navigate for me. Without their skills I would not have been able to achieve such a pleasing result in the Tour Drivers championship. Congratulations to all those who achieved good results throughout the year. I thank those of you who spend huge amounts of time setting these rallies on fantastic drivers' roads through scenic country and I thank everyone for the companionship and friendly competition as we all enjoyed driving our classic cars. I'm looking forward to the classic rallies for 2015.

Greg Yates

The 2014 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
4	John Cooper	Ross Warner	1962 Red/Black Mini	Mast	0	0	0	11	0	11	0	0	0	11	0	22.0	1
1	Alan Watson	Pam Watson	1984 Red Toyota Celica	Mast	0	0	12	11	0	23	0	0	0	0	0	23.0	2
2	Peter Reed	Mike Batten	1969 White Datsun 1600	Mast	0	0	12	11	0	23	0	0	12	0	0	35.0	3
3	Robbie Panetta	John Henderson	1972 Red Alfa Coupe	Mast	0	0	12	11	0	23	0	0	12	0	0	35.0	3
5	David Shaw	Ray Arthurs	1965 Red Ford Mustang	Mast	0	0	72	11	0	83	0	0	0	0	0	83.0	5
7	Chris Hallam	Philip Stead	1971 Black Porsche 911	App	0	0	12	0	0	12	0	0	0	0	0	12.0	1
6	Peter Jakrot	Valerie Jakrot	1986 Beige Porsche 944	App	0	0	12	11	0	23	0	0	12	0	0	35.0	2
8	Chris McDonald	Roger Wood	2011 White Alfa Romeo	App	0	0	0	22	0	22	0	0	12	11	0	45.0	3
11	Steve Blair	Jocelyn Vettorelli	BMW	Tour	0	0	0	0	0	0	0	0	0	11	0	11.0	1
14	Neil Hood	Joy Hood	1975 Green Lancer LA	Tour	0	0	0	11	0	11	0	0	0	0	0	11.0	=2
15	Greg Yates	Karen Yates	1980 Green Silver Benz 500SLC	Tour	0	0	0	11	0	11	0	0	0	0	0	11.0	=2
22	Steve Brumby	Grace Brumby	1977 Red Alfa GTA	Tour	0	0	0	11	0	11	0	0	0	0	0	11.0	=2
9	Graham Dolbel	Karen Devereaux	1995 Green MG RV8	Tour	0	0	0	11	0	11	0	0	0	0.5	0	11.5	=5
17	John Burkhardt	Martin Leaver	2006 Silver Alfa Romeo 159	Tour	0	0	0	11	0	11	0	0	0	0.5	0	11.5	=5
18	Jim Baird	Ryan Baird	1984 White Mazda RX7	Tour	0	0	0	11.5	0	11.5	0	0	0	0	0	11.5	=7
20	Shane Navin	Jennifer Navin	1989 Black Porsche 928 GT	Tour	0	0	0	11.5	0	11.5	0	0	0	0	0	11.5	=7
21	Robert Clare	Sue Clare	Mercedes Benz	Tour	0	0	0	11.5	0	11.5	0	0	0	0	0	11.5	=7
23	Brian Doyle	Paulina Doyle	1986 Black Merc 190E	Tour	0	0	0	11.5	0	11.5	0	0	0	0	0	11.5	=7
19	Ian Packard	Steve Maher	1978 Bronze Peugeot 504	Tour	0	0	0	11.5	0	11.5	0	0	0	11	0	22.5	11
24	Kevin Payne	Thomas Payne	1973 Blue Alfa GT Jnr	Tour	0	0	0	22.5	0	22.5	0	0	0	0	0	22.5	12
10	Bryan Allart	Paul Allart	1967 White Volvo 123	Tour	0	0	0	11.5	0	11.5	0	0	0	33	0	44.5	13
13	Ramin Shustarian	Amir Shustarian	BMW 320	Tour	0	0	0	23	0	23	0	0	0	22.5	0	45.5	14
12	John Crowley	Carol Crowley	2010 White Hilux	Tour	0	0	0	55.5	0	55.5	0	0	0	0	0	55.5	15
16	Peter Atkinson	Sarah Priestley	Alfa Romeo	Tour					0								DNS
# Scored by furthest cleanest																	
27	Lindsay Farrell	Ross Farrell	1987 Red Alfa GTA6	Soc	0	0	0	11.5	0	11.5	0	0	0	0	0	11.5	1
26	Ben Yates	Jordan Fletcher	1991 Black Benz 190E	Soc	0	0	0	12	0	12	0	0	0	0.5	0	12.5	2
28	Geoff Hemsall	Rachel Hemsall	1962 Grey Studebaker Lark	Soc	0	0	12	12	0	24	0	0	0	0	0	24.0	3
25	Steve Annabel	Jayne & Connie Annabel	1984 Blue Daimler Double 6	Soc					0								DNS

Club H Plate Registration By John Cooper

The Classic Rally Club has almost 100 cars on Conditional Club H Plate Registration, administered by our elected "honorary position", Club Plate Register Officer, Ron Cooper. Ron voluntarily gives up a huge amount of time to oversee our club's responsibilities and manage liabilities with granting, renewing and logging H Plate Registration.

Our club has recently been put on notice by the R.M.S. regarding one of our cars on Club plates - a full rally car, which according to their notification did not comply with the club plate guidelines. These set out that cars must be as close to original condition as possible with NO alterations or modifications, except for safety features and period accessories available in the period. The club has since de-registered the vehicle involved and responded with an apology to the R.M.S.

The club is now in the process of formalising a policy to provide our members with guidelines indicating equipment your vehicle may be allowed to have fitted and these will be available in the New Year after the formation of a selected Eligibility Committee. The Committee will assist Ron on matters in which he may be in doubt, thereby taking the onus off Ron so that he is not left vulnerable to abuse or criticism.

Some of the changes to our current allowable registered cars will be that any car with a full roll cage will not be eligible for re-registration due to current R.M.S. laws that do not allow for any car with a front cage to be registered for the road, however half roll cages or bars may be considered if they meet the rules. We have been informed by the R.M.S. that their interpretation of full rally cars are for competition use and not suitable for street or H plates. Fortunately all of our members in this situation, who by now should have discussed the matter with Ron, have the opportunity to change over their cars to the now available Rally Registration Scheme, or maybe seek an alternate club that may be willing to allow this.

The other main change that will apply is that when applying for re-registration or registering a proposed new application you will need to supply a list of EVERY accessory or alteration to the vehicle that is not standard to the cars manufacture, and possibly supply photographs or documentation for proof of eligibility. This should only need to be done

once and will be kept on file unless any changes occur.

Another main problem that Ron is encountering is that the registration is NOT transferrable. So you cannot sell your car to someone and tell them to join the club for instant registration. If you do sell the car, or don't re-register it, the Club Register MUST be notified immediately and the plates handed back to the R.M.S.

Don't forget that you MUST be financial with club membership at all times or the vehicle is deemed unregistered and you could be in a lot of poo if there was a situation with an accident or being pulled over. This scheme is for our Club and you are expected to be associated with it, contribute or be active in some way with our activities, meetings, socials, rallies, or events, or be in contact in some way to be able to have this registration, not just join the club and never come to any club activity and use it and the club as "cheap rego". If you do not associate with the club it would be deemed that your car or cars never leave your property because they are not to be used unless on a sanctioned club event and must be logged with our Register for any movement.

So if you have a car or cars on CRC Club Plates, expect to be required to either present your car to have it checked for eligibility This is different to having it signed off for road worthiness by one of our inspectors or providing a pink slip, and you will need to start making your documented list of the car's period accessories and alterations. It is not rocket science to comply within the rules set down by the R.M.S. Club Plate Scheme and we would hate to be responsible in some way for using it incorrectly and jeopardising our club and others.

Please allow plenty of time for Ron to assess your renewal as he does have a full time job (not a retiree), has a family, grandkids and property with livestock to attend to, and he needs time for social activities as well as time to fit in the administrative duties required to keep almost 100 cars on the road for our club.

THERE WILL BE MORE ON THIS IN THE FUTURE.

John Cooper

Rally Rego Update - courtesy Geoff Bott.

Geoff Bott has sent the following documents which he has received from the Authorities controlling the recently introduced Rally Vehicle Scheme. Members registering their cars, or contemplating doing so, need to be aware of the conditions for use of R.V.S. registered vehicles.

Thanks Geoff

From: CAMS NSW [<mailto:CAMS.NSW@cams.com.au>]

Sent: Monday, 17 November 2014 1:52 PM

Subject: CAMS RVS - Clarification of approved operations.

Dear All,

Re: Clarification of Conditions of Operation for vehicles on the RMS Rally Vehicle Scheme.

As the Applicant/registered operator/driver, the onus is on you to provide evidence that the Rally Vehicle is being used in accordance with the Conditions of Operation (details of Rally Vehicle use must be recorded in a Vehicle Log Book).

The approved operations document (attached) stipulates that the vehicle can only be used during 'Rally' events and for maintenance and servicing. The MOU available for download on the RMS website; www.rms.nsw.gov.au/documents/roads/registration/get-nsw-registration/rally-vehicle-scheme-memorandum-understanding.pdf defines 'Rally' as an event permitted as a Rally, including touring events, under the regulations of an **Approved Organisation**.

As CAMS and AMSAG are the only approved organisations, vehicles participating in club organised AASA events, i.e. those events which are not sanctioned by CAMS or AMSAG, are actually in breach of the conditions of approved operations.

We ask that you please ensure you are fully versed in the approved operations and requirements before driving your vehicle on public roads.

Those who wish to attend a sanctioned public display and/or promotional activity (i.e. non sporting activities) as defined by the Conditions of Operations, which are not covered by a CAMS or AMSAG permit will need to contact CAMS for an exemption prior to taking part. Please note if this social gathering is part of a CAMS car club activity then there is no need to contact us.

Regards,

CAMS NSW

Certificate of Approved Operations (Rally Vehicle Annexure)



This certificate should be kept in the vehicle at all times.

Conditionally Registered Rally Vehicles operating under the Rally Vehicle Scheme 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.

Issued in accordance with the Road Transport (Vehicle Registration) Regulation 2007.

**Contenders for Classic Rally car status- some of the lesser known possibilities.
(Part of an occasional series) - Tony Kanak**

The vehicle pictured was photographed recently in the central west town of Molong. I didn't manage to find the owner so I can't tell you much about the history of this exact example from Riley during the post war Nuffield era.

Now I don't know too much about Riley cars myself, though when I was a boy the local butcher's son used to make home deliveries with carefully packed parcels of selected cuts travelling on the front passenger's seat of a Riley Pathfinder.

In my memory of that distant past this vehicle photographed in Molong looked similar to a Pathfinder and I walked around it twice wondering if it was a colonial modification of a Riley saloon. In many ways the style of workmanship looked like manual labour by skilled hands.

But it is not a Pathfinder, it is older than that. It is a Riley RMC, in production from 1948 to 1951, one of 507 produced. Only about 100 were built as right hand drive. Notably this model featured torsion bar front suspension and a coil sprung or leaf sprung live axle at the rear.

I don't know the placement of the example I saw in this limited production run, though some scratches show it was a deep red in colour before becoming white in a somewhat unflattering re-spray. Maybe a Riley brochure for each year, with available colours will turn up? A recent Bonhams on line sale listing suggests red was probably correct for 1950. The price when new was 1225 pounds and a good example is currently valued at about \$30,000 US.

Maybe the owner will see this picture and short note, and contact the CRC to help it find a new and appreciative home!

Anyway- these cars were made at the Riley works in



Coventry, England until some time in 1949, when production shifted to the MG Works at Abingdon, where similar vehicles at 2/3 scale were being built. In terms of performance this RMC model offered the then usual Riley 2443cc long stroke four cylinder (bore of 80.5 mm X stroke of 120mm) twin camshaft engine good for 106 HP at 4500rpm, and a true 100mph/161 kph maximum speed capability. Twin 1.5 inch SU carburettors were fitted. For the metric only readers, this equates to a butterfly size of 38.1 mm.

A very rare and stylish vehicle, likely to appreciate markedly upon a quality restoration. Be mindful, the body is built around a wooden frame, with all that this technique involves- for the restoration task.

Similar cars- Morgans and MG s prior to the MGA would be the most findable, but there are others.....

Referring back to the picture for a moment- it is interesting to ponder that the much more recent vehicle in the background is likely already much closer to the end of its useful life than the sixty plus year old Riley RMC!

Tony Kanak

Water in the Carburettor

WIFE: "There is trouble with the car. It has water in the carburettor."

HUSBAND: "Water in the carburettor? That's ridiculous "

WIFE: "I tell you the car has water in the carburettor."

**HUSBAND: "You don't even know what a carburettor is. I'll check it out.
Where's the car?"**

WIFE: ".....In the pool"



Pre-Season Training Run - Saturday 7th February 2015

- This event will be run under a C.A.M.S. Social Permit and will be non-competitive.
NO C.A.M.S Licence - NO Scrutineering and NO ENTRY FEE
- You just contact the Event Secretary by telephone, by the 3rd February, to confirm your entry and the navigation category you wish to enter. Instructions will be available for Tour, Apprentice and Masters categories.
- The Event is designed as a warm up for the C.R.C.'s 2015 competition rallies and will be directed primarily at new members who want to see what our events are all about. Another aim of the Event is to encourage regular entrants to have a try at a higher level of navigation in a relaxed, non-competitive environment.
- The Event will **NOT** be conducted as a 'Navigation School' type of event but assistance will be available at the start to help entrants if required.
- All entrants must be a member of a C.A.M.S. affiliated car Club for public liability insurance purposes.
- Instructions will be issued approximately 30 minutes prior to the departure of the first car.
- For Apprentice & Masters categories there will be a mapped herringbone and mapped tulips diagrams. If unfamiliar with these types of instructions entrants should seek advice from an experienced navigator prior to the Event.

Event Details:

START. Mt Wilberforce Lookout Reserve, Castle Hill Road, West Pennant Hills.

TIMES. Registration from 12.15pm. Briefing and issue of instructions 1.15pm.
First car away 2.00pm.

DURATION. The expected duration of the Event is 2-1/2 to 3 hours.

DISTANCE. Approx. 110kms. No dirt roads, but there will be some narrow, winding roads.

FINISH. Same location as the Start.

- There will be light refreshments - nibbles etc., at the conclusion of the Event.
- At the conclusion of the event Road Cards will be checked to see how entrants went and to advise on how and where they may have gone wrong.

For further details, and to confirm attendance, please contact the **Event Secretary** as follows:

TONY NORMAN - Mobile 0402 759 811 or Home 9804 1439.

Highway 31 Revisited



Saturday 28th February 2015.

- * A One Dayer, this is the first event in the 2015 C.R.C. Championship.
- * The Start is at Mittagong R.S.L. Club and the route will travel parts of Highway 31, and the surrounding countryside, that you probably forgot existed!
- * Lunch will be at Goulburn with the Finish back at the Mittagong R.S.L.
- * The Event will feature the usual competitive navigation categories; Masters, Apprentices and Tour.
- * The Event will also have a C.A.M.S. Social Licence to allow entrants to participate in a non-competitive category.
- * Entrants must be members of a C.A.M.S. affiliated Car Club.
- * It is anticipated the Entry Fee will be around \$90 to \$100.
- * The Supplementary Regulations and the Entry Form will be available mid January.

Tony Norman - Event Director

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	Round 4 Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Total Points	Final Position
Competitor										
Peter Reed	15	36	19	40		40	34	18	153	1
Robert Panetta	19	40	18	34	12	28	36	17	147	2
John Cooper	8	28		38	18		28	20m	132	3
Gary Maher	16	34m	10		18	30	16	16	124	4
Tony South	16	38			16	24	22		116	5
Bob Morey	20		20		16	32	24		112	6
Gerry Both	18	30	14	18m	12	26	20		110	7
Alan Watson	17m		16	20		36		19	108	8
Peter Thomson	13	32		28m			28		101	9
Garth Taylor		26	12					12	50	10
Rob Worboys						38m	40m		40	11
Dominic Votano							38		38	12
Michael Olsson			17m		19m	34m			36	13
Lauren Walker				26m	20m		2m		33	14
Wendy Gibbs		32							32	15
Matthew Thompson				30					30	16
Roger Banham							30		30	16
David Shaw			13					16	29	18
Belinda Manewell			15m		13m				28	19
Ron Spelman	12m			16					28	19
Paul Morton	14m							12	26	21
John Young				24					24	22
Laurie Mason				22					22	23
Barry Ferguson				16					16	24
Dennis Reeve				16					16	24
David Batten					14				14	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	Round 4 Barry Ferguson Classic	Tour d'Course	MG Spring Rally	Alpine Classic	Penrith Pas de Deux		
	1 day	2 day	1 day	2 day	1 day	2 day	2 day	1 day	Total Points	Final Position
Competitor										
Mike Batten	15	36	19	40	14	40	34	18	153	1
John Henderson	19	40		34		28	36	17	146	2
Lui MacLennan	13	32		28m	18		32		123	3
Ross Warner	8	28		38			28	20m	122	4
Ted Norman	16	38		22	16	24	22		116	5
Carol Both	18	30	14	18m	16	26	20		114	6
Teresa Morey	20		20		16	32	24		112	7
Pam Watson	17m		16	20		36		19	108	8
Wendy Maher	16		10		18	30	16	16	106	9
Jeff West	16	34m				38m	40m	16	72	10
Michael Cox	14m	26	12						52	11
Alan Walker			18	26m	20m		2m		51	12
Ian Reddoch	11						32		43	13
Mike Stephenson							38		38	14
Harriet Jordan			17m		19m	34m			36	15
Graham Thompson				30			2		32	16
Ian Gibbs		32							32	16
Wayne Gerlach							32		32	16
Gordon Lennox	8						22m		30	19
Roger Barlow							30		30	19
Ray Arthurs			13					16	29	21
Brett Manewell			15m		13m				28	22
Graham Bresnahan	12m			16					28	22
Helen Young				24					24	24
Garth Taylor	14m								14	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	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	Total Points	Final Position
Competitor										
Chris Hallam		16m		26	15	30	30	15	116	1
Doug Barbour	15	30	13	30	10	22			110	2
Tanya Arthur	13	24	15	28	13				93	3
Peter Jakrot		20m	12m	24m	12m	22	26	14	86	4
Tony Wise			14	8	11		16		49	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
Chris McDonald								13	13	16
Steve Cox			10m		1m				11	17
Joyce Lawrence					9				9	18
Geoff Cranna							2		2	19
Ian Wilson		2							2	19

Apprentices 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	Total Points	Final Position
Competitor										
Phil Stead			14	26	15	30	30	15	117	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	14	86	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 Navigators

	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	Total Points	Final Position
Competitor										
Karen Yates			6		10	20	16	9	61	1
Lachlan Baird	5	12m	4	20	3m	6	20		61	1
Glenn Evans		16	1	20	3	14	2		54	3
Bev Richardson		20		6	10	4			40	4
Sue Clare	1	2		8	10	14		4	38	5
Grace Brumby	10		1	4	10	2m	2	9	36	6
Ian Packard		12		20					32	7
Cate Lee	7			8	10	2			27	8
Julie Braithwaite	2		3m	20	1				26	9
Julie Stratton	8	2	1		10		2		23	10
Steve Maher			10m				12	1	23	10
Ken Davies		8	1	8					17	12
Michael Friend			7		10m				17	12
Deborah Hallam		16m							16	14
Kevan Peters							14		14	15
Heather Dux	7	2	2				2		13	16
Shane Navin	3m	6m	10m						13	16
Ivor Davies	10						2		12	18
Jocelyn Vettoretti	1m							10	11	19
Shaneen Dhondy						10m			10	20
Tammy Cale	1m						10m		10	20
Tanaz Dhondy						10m			10	20
Peter Evans				8					8	23
Jennifer Navin					3m	6m	2m	4m	7	24
Ron Cooper			2	4					6	25
Sarah Brell							6		6	25
Paulina Doyle				2m		2m		4m	5	27
Amir Shustarian					3			1	4	28
Natalie Evans	1m			2	1				4	28
Phillip Williams	4								4	28
Susan Trevitt		4m					2m		4	28
Adam Bransgrove	1m				1		2m		3	32
Alan Cummine	1			2					3	32
Beryl Allart				2	1				3	32
Sharyn McAlpine	1					2			3	32
Sylvia Gleeson					3				3	32
Thomas Payne							2	1	3	32
Colleen Davis		2							2	38
Dianne Steggles							2		2	38
Garth Bransgrove							2m		2	38
Helen Young							2		2	38
Irene Carliato							2m		2	38
James Calabria							2		2	38
Janelle Heatley							2		2	38
Janice Yip	1m		1m						2	38
John Crighton							2		2	38
Judy Bransgrove	1m				1m				2	38
Kainaaz Variava						2m			2	38
Lorraine Drummond							2m		2	38
Richard Nineham							2		2	38
Allana Mackertich	1								1	51
Brian Madigan					1				1	51
Cheryl Evans					1				1	51
Danny Castro	1								1	51
Paul Allart								1	1	51
Ryan Baird								1	1	51
Denise Adams			1						1	51
Fran Bromley	1								1	51
Jenny Young			1						1	51
Karen Lennox	1								1	51
Lindsay Cox					1				1	51
Liz Kornhaber			1						1	51

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	Total Points	Final Position
Competitor										
Greg Yates	2	12	6	20	10	20	16	9	75	1
Jim Baird	5	12m	4	20		6	20	4	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	12		39	5
Robert Clare	1	2		8	10	14		4	38	6
Steve Brumby	10		1	4	10	2m	2	9	36	7
Jeremy Braithwaite	2		3m	20	1				26	8
Ian Packard			10m		1		12	1	24	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
Michael Peters							14		14	14
Tim McGrath			2	12					14	14
Don Dux	7	2	2				2		13	17
Jennifer Navin	3m	6m	10m						13	17
Jon Dickson	10						2		12	19
Edul Dhondy						10m			10	20
Peter Cale	1m						10m		10	20
Shane Navin					3m	6m	2m	4m	7	22
Robert Brell							6		6	23
Brian Doyle				2m		2m		4m	5	24
Bob Williams	4								4	25
Bryan Allart				2	1			1	4	25
Lindsay Trevitt		4m					2m		4	25
Ramin Shoushtarian					3			1	4	25
Alan Cummine					3				3	29
Kevin Payne							2	1	3	29
Peter McAlpine	1					2			3	29
Ryan Baird					3m				3	29
Arthur Bransgrove	1m				1m		2m		2	33
Darren Taylor						2			2	33
Garth Bransgrove	1m				1				2	33
Henri Hendriksen							2		2	33
John Calabria							2		2	33
John Crighton		2							2	33
John Davis		2							2	33
John Young							2		2	33
Ken Parsons							2		2	33
Malcolm Drummond							2m		2	33
Marian Crighton							2		2	33
Merzi Mody						2m			2	33
Peter Eastham	1m		1m						2	33
Peter Ryan							2		2	33
Sergio Cariolato							2m		2	33
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

4/12/2014 Remaining Events on the 2014 CRC Calendar

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

Date	Event	Note	Contact
14/12/14	Club Christmas Party. Chris & Mike Birks' property at 395 Old Stock Route Road, Oakville.	12.30 pm, BYO Drinks.	Chris & Mike Birks at mikeandchrisbirks@bigpond.com
	Haulin' the Hawkesbury. Rear car park, Maccas McGraths Hill.	9.45 am, 115 km.	Ted Norman, 0408 441 427 or tedharry404@gmail.com

2015 CRC Events Calendar.

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

Date	Event - CC indicates CRC championship event	Note	Contact	
2/01/15	First Friday Free Fling (F.F.F.F.)	Details T.B.A.		
27/01/15	CRC Meeting			
6/02/15	F.F.F.F.	Details T.B.A.		
7/02/15	Half Day Training Run. Run on a social permit with Masters & Apprentice Instructions. For those who want to try Classic Rallying or experience the next level of navigation.	Mt. Wilberforce Lookout Reserve, Castle Hill Road. Registration-12.15pm	Tony Norman - normansoz@optusnet.com.au or 0402 759 811	
24/02/15	CRC Meeting			
28/02/15	Highway 31 Revisited C.C.	1 Day T.A. Mittagong to Goulburn & back. Usual 3 categories.	Tony Norman - normansoz@optusnet.com.au or 0402 759 811	
6/03/15	F.F.F.F.	Details T.B.A.		
24/03/15	CRC Meeting			
29/03/15	Wollondilly 300	1 day T.A. -SW region of outer Sydney	Mike Batten	
3/04/15	F.F.F.F.	Details T.B.A.		
19/04/15	Lunch/Social Run in conjunction with Thornleigh Car Club.	T.B.A.	Greg and Karen Yates are co-ordinating this event.	
28/04/15	CRC Meeting			
1/05/15	F.F.F.F.	Details T.B.A.		
26/05/15	CRC Meeting			
30/05/15	31/05/15	Barry Ferguson Classic C.C.	2 day T.A. SW NSW	David Johnson
5/06/15	F.F.F.F.	Details T.B.A.		
23/06/15	CRC Meeting			
28/06/15	A.R.O.C.A. Tour d' Course C.C.	1 Day T.A. I.B.C.		
3/07/15	F.F.F.F.	Details T.B.A.		
25/07/14	26/07/14	Clarence Classic	2 Day T.A. Northern NSW.	
28/07/15	CRC Meeting			
7/08/15	F.F.F.F.	Details T.B.A.		
25/08/15	CRC Meeting			
4/09/15	F.F.F.F.	Details T.B.A.		
19/09/14	20/09/14	MG Spring Rally CC	2 Day T.A. in Hunter Valley T.B.C.	
22/09/15	CRC Meeting			
2/10/15	F.F.F.F.	Details T.B.A.		
24/10/14	25/10/14	Alpine Classic C.C.	2 Day T.R.E. in Central West NSW	
27/10/15	CRC Meeting			
6/11/15	F.F.F.F.	Details T.B.A.		
mid November	Pas de Deux C.C.	T.B.C.	Volunteers to run this event required.	
24/11/15	CRC Meeting - AGM			
4/12/15	F.F.F.F.	Details T.B.A.		
mid December	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.

22/02/2015	2nd Annual Hughes Charity Car Show	Kids with Cancer Foundation Australia	www.hughescarshow.com.au
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Events of Interest; The CRC has not received an invitation to these events so cars with conditional registration (Club Plates) cannot be driven to or used in them.

16/02/15	Giant Hawkesbury Swap Meet, Hawkesbury Showground, Clarendon		www.vcaa.com.au/swapmeet.htm enquiries@vcaa.com.au or 0410 447 927
17/05/15	National Motoring Heritage Day		www.councilofmotorclubs.org.au/



Contributors to this edition: Geoff Bott, John Cooper, Heather Dux, Glenn Evans, Wayne Gerlach, Chris Hallam, Tony Kanak, Lui MacLennan, Wendy & Gary Maher, Shane & Jen Navin, Tony Norman, Jim Richardson, Renai Warner, Jeff West, Greg Yates and Len Zech. Thank you all.