



# Rally Directions

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

November 2015



*In this issue:* Geoff Bott's photo of Gerry & Carol Both and Dom Votano & Mike Stephenson has caught some of the recent 2015 Alpine Classic action. See full results & read all the reports inside. We also have a classic Romsey Quints article and final positions in the Annual Club Championship.

*Upcoming events:* \* **Sunday 6th December Christmas Fun Run Rally.** Starts at 9.30am at McDonalds car park on the westbound side of the M4 freeway at Eastern Creek.  
(Full details inside) \* **Sunday 6th December Classic Rally Club annual presentation and Christmas lunch.** Mulgoa Community Hall from 12 noon.  
\* **Sunday February 28th 2016 Wollondilly 270.** A one day event starting at Penrith, finishing near Picton and covering 270 km. All the usual CRC features.

## Classic Rally Club Officers and Contacts 2015

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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.

## JOHN'S JABBER

Welcome to the November edition of the CRC's *Rally Directions*. How time flies! It only seems like yesterday that I took over the Presidency from Ross Warner and now I have had one full year at the helm. Now for some of the reasons I'm prepared to put my hand up again for another.

Our November meeting is the CRC Annual General Meeting of the club where all positions should be filled and preparation for next year starts. As you may be aware I am very passionate about our club, I have been around since day one, I am proud to have membership number 3 and would like to maintain the existence and high standard of classic rallying, events, socials, friendship and camaraderie that has existed within our Club for the past 21 years. There are a few things that need addressing and fine tuning within the running of events and the club. These are being sorted out by the Executive Committee and the excellent team of people who have contributed in club positions this year. hopefully they will continue on and will provide us with many more years of success.

I would like to say thank you to all those who have helped run the club, organise events, set and run rallies and have contributed in some way, we are all volunteers. And thanks also to all the competitors in what has been a pretty full year. Overall the club has had a very busy and successful year, conducting classic rallies for our club championship. Congratulations to all the competitors and place getters in all categories. Tony Norman started the year off with his Pre-season Training Run for Navigators, then club rallies commenced with Highway 31 Revisited and Wollondilly 300 (both one dayers), Club Lunch Run, two day Barry Ferguson Classic, Clarence Classic and the two day Alpine Classic. Also included in the point scoring were the Alfa & MG Car Club's one day events, AROCA Tour d' Course and MG Spring Rally – a big thank you to these clubs for putting on their events for us to join in.

The club conducted the annual Alpine Classic Rally in October with 62 entries, 60 starters and 59 finishers. Ross Warner and I took over the organisation and 16<sup>th</sup> running of the event (well mainly Ross), and have put in 10 months of solid work on the event. Over this time there was a lot of fun planning and driving the route many times etc. We tried to lift the profile of the event a little and give the competitors something very different, we provided a new adventure. Ross has provided his feedback within this magazine and no doubt others may have contributed also with their stories and photos. Thanks to Geoff Bott we have a YouTube video of the event that can be viewed on YouTube – 2015 Alpine Classic, thanks Geoff!

In my opinion we delivered what we set out to do in taking over the Alpine Classic. Ross' passion for the Hill End area gave us many spectacular new roads and scenery, different accommodation and Saturday night function, tough and challenging Masters' instructions, achievable Apprentices' instructions, some map reading for the Tour entrants Plus a chance to highlight the tourist area of Hill End (which many said they were going back to have a good look around at a later time) Name another 750 kilometre rally on public roads where you only had two sets of traffic lights and no built-up areas. one set of lights were 200 metres from the start and the other 20 kilometres from the start. It was something new and different, and outside of the square for some entrants. Ross' attention to detail was outstanding, with everything you needed to know written in the instructions, rally pack and sub-regs. All you had to do was read the information and not skip over it, even the part where we said there was 50 kilometres of unsealed roads. He provided bound booklets at the finish of each day to show the navigators where they should have gone and what they should have plotted, his officials' booklet, different for all of us, were outstanding with the information supplied in them we were able to be in the right place at the right time, doing the right thing.

It is hard to comprehend the amount of hours needed to put in on a timed event (TRE) as well as a TA. There is so much more liability for the club; Police and Shire Council approvals, traffic management plans, risk assessments for everything, the scoring of the stage times, average speeds & speed events. Putting together an Officials Team and making sure they are trained, inducted and briefed on all their duties, not to mention having all the competitors licences, declarations and liability waivers signed and sighted. This is one of the things that let us down and frustrated us.

I think we have become a little blasé about providing the formalities to enter a rally. This is about to change, with more emphasis on completely filling in & signing entry forms, and providing licences, not to mention scrutineering, all without organisers chasing entrants up. Ross, myself and our new team of Officials have learnt a lot from this year's event and after some consideration, sleep and arm twisting Ross has again agreed to front the 2016 Alpine Classic, with even more new areas, ideas and maybe another big adventure!

Tony Norman has provided us with a pretty full calendar of events for next year, some dates to be confirmed, but this calendar should be suitable to all.

Don't forget the end of year Club Presentations and Christmas Lunch Run on Sunday 6<sup>th</sup> December, to be held this year at Mulgoa in the air conditioned Community Hall. The event is free to members with a small cost to non-members. We need to know numbers for catering so please RSVP soon (see ad in the Mag).

Garth Taylor has organised a small easy, optional fun run to test your navigation and road skills out to get you to the lunch spot. He also needs to know numbers.

Don't forget to bring your own drinks.

A reminder that we have a club Facebook page and it is constantly being updated with members' posts, photos and videos of our events and other interesting rallying and racing goings on. Not to mention the Alpine Classic Facebook page with all the news of our 2016 event.

If I don't see you at the club Christmas party or before Christmas, have a safe and merry Christmas and a Happy New Year!

That's all from me - see you out on the rally road.

John

**First Friday Free Fling.** First Friday Free Flings were held each month again this year with mixed numbers for attendance; some cold nights 2 or 3 people, other nights 20-30 people. It's club plate legal to drive your classic out and a great social catch up, feed and get together. It will continue on next year.

**Alpine Classic Raffle.** Once again Heather and Don Dux kindly donated the fantastic prizes for the raffle which raised \$531.00. All money raised has been donated to Australian Women's & Children's Research Foundation OZWAC, who through research make an important contribution to enhancing the health and wellbeing of our children, our future.

**Historic Vehicle Club Plates.** At the last club meeting a vote was passed that the club should opt into the new Historic Vehicle Log Book Trial. Our Club Plate Register Ron Cooper has since formally advised RMS of our intention and we have had a reply back from them on 2 November 2015 acknowledging our request to participate and also advising the RMS Historic Vehicle Club list will be updated to show our club is participating. Once the list is updated members may choose to opt in to the trial, however they also stated that the RMS makes every effort to promptly update the list but some delays may occur during this initial period, and they have asked us to inform our members to only apply for a log book at a Service Centre or Registry after the list is updated. At the time of writing this, 11 November 2015, our club has not been included on their list, however I assume it will be soon.

Through club member Peter Reed, the Royal Automobile Club put on an information night with guest speakers from the RMS to clarify some of the speculation or misinformation that has been bandied around. Peter, Tony Wise and Gerald Lee attended. *(Gerald's thoughts on this information night are included later in this issue of the magazine. Bob Morey)*

John Cooper



## HEAR YE, HEAR YE! ITS TIME AGAIN FOR THE CRC INC. ANNUAL GENERAL MEETING

Date: Tuesday November 24<sup>th</sup>, 2015 commencing at 8pm, prior to the usual monthly meeting.

Place: Denistone Sports Club 59 Chatham Rd, West Ryde.

- Agenda:
1. To accept the minutes of the 2014 CRC AGM,
  2. To receive the summary reports on 2015 activities from the CRC Committee,
  3. To elect the CRC committee for the period to the 2016 AGM ( note the current committee is eligible for re-election and they have indicated they are prepared to stand again for the next year. If you are potentially interested in assisting with any of the Club's roles but won't be at the AGM to declare your interest, could you please contact the secretary on 0419 233 494 so your interest can be noted at the meeting.
  4. To set membership fees for 2016. *(Editor's note: In last month's issue I mistakenly stated Garth Taylor has suggested that membership fees should be increased to \$40.00 for members who wished to have the Club magazine mailed to them. I should have said "... increased by \$40.00 ...". This matter will be dealt with at the A.G.M.*
  5. Any other business, in accordance with the Club rules.

Tony Kanak, Secretary CRC Inc.

**COMPETITION SECRETARY REPORT.** We don't have a Competition Secretary's Report this month. Tony Norman is overseas and our competition year has ended with the running of the Alpine Classic. There is a copy of the provisional 2016 calendar at the back of this issue. Tony has advised a recent addition to the Calendar early in the year. He and Mike Batten will be running a training day for members interested in trying a short navigational event. This will probably be held on February 6th and will be similar in format to the training day they ran in early 2015. Bob Morey



**OUR NEW EDITOR.** The Club Committee have appointed Jen Navin as Editor of this magazine. Jen usually competes in the Tour Category with her husband Shane in their black Porsche 928.

Could anyone sending articles for future editions of the magazine please use the official email address for the Editor, [crc.editor@classicrallyclub.com.au](mailto:crc.editor@classicrallyclub.com.au) This will make the transition to a new Editor easier.

I have very much enjoyed my four and a half years as Editor of the mag. but I feel it is time to take a break and maybe get involved in other Club activities.

Editing this mag is made much easier by the fantastic support of Club members. Often I haven't even had to ask members to send in contributions and when I have asked I have rarely had to remind people. I am sure you will all continue to help Jen in this way.

Thank you all, Bob Morey

## Gerald Lee's thoughts on the new Historic Vehicle Log Book Trial.

Recently Peter Reed posted a notice on the Classic Rally Club Facebook page about a presentation that was being held at the Royal Automobile Club of Australia about the new Historic Vehicle Log Book trial that was introduced by the Roads and Maritime Services on October 1. Senior RMS managers would be there to explain the workings of the new trial log book scheme and answer questions from the floor. I, along with a few other CRC members, went along to get the story from the horse's mouth.

For those who haven't heard about it, this is a 2 year trial of a scheme which is similar to those that operate in Victoria and South Australia whereby eligible Historic Vehicles can be driven for general use for a specified number of days each year, with each journey recorded in log book.

The trial in NSW is available to vehicles 30 years of age or older, currently registered in the existing Historic Vehicle Scheme administered by recognised historic vehicle clubs (which includes the Classic Rally Club).

Under the NSW trial, participating classic vehicles will be able to be used for 60 days general use (ie. maintenance and personal use) each year outside of club organised events. Each day's use must be recorded in a log book issued by the RMS.

Participation in the trial is voluntary with each club and each individual member able to decide whether they want to opt-in or not. If a club or an individual member decides not to opt-in they will carry on operating under the current Historic Vehicle Scheme.

The details of the scheme are comprehensively detailed on the RMS's website <http://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/log-book-trial.html> and I'm sure our Historic Vehicle Plates Registrar, Ron Cooper, will have more to say about the CRC's participation in the scheme.

While the RMS's website covers the overall workings of the trial, I was still a bit confused about what is specifically included in the 60 days 'General Use'. I went along to the presentation hoping to get a more detailed understanding to allow me to decide whether it was advantageous for me to opt-in to the trial (assuming the CRC decides to opt-in as a club).

I thought it was a very worthwhile session. The two RMS heavies (Peter Wells - RMS Director of Compliance & Enforcement and Graeme Faulkner - RMS General Manager Customer and Support Services) certainly knew what they were talking about and seemed genuine in their desire for the scheme to increase the enjoyment of our classics and to make things work more smoothly for clubs and owners who opt-in.

In answering questions from the floor, they made it clear that the intention that the scheme is to allow 60 days of private enjoyment of your classic IN ADDITION to everything currently covered by the rules of each club's Historic Vehicle Plate scheme.

Specifically, they stated that the 60 days personal use is over and above:

Club Events on the calendar/s of your Primary Club and any secondary clubs you may have listed on your registration.

The short-distance servicing and road testing rules in individual Club's existing Historic Plates scheme.

Provisions for longer runs for servicing and testing in accordance with a Club's existing rules.

So, for me it means that I'm free to drive my Datsun 260Z for personal trips for 60 days a year in addition to days I use to participate in club events (for which I'd still carry a copy of the CRC calendar in case I get pulled over by an inquisitive officer). Plus I can still take it for a short local Sunday drive to warm it up and charge the battery. Plus I can still seek the approval of the club's Historic Vehicle Plates to take the Z out to Stewart Wilkins Motorsport at Mulgrave for fettling. All over and above the 60 days personal use.

Another notable thing that might be important to some CRC members was that travel under the logbook scheme would be recognised by other states. So no worries about using some of your 60 days for interstate events or a romantic tour of the Barossa wineries!

And the best news is that Registration cost (incl. CTP) for Historic Vehicles would remain unchanged (however, they did say that it would probably be wise for you to advise your Comprehensive Insurer that you've joined the scheme). Rego costs for the Modified Vehicle Scheme to be introduced next year have yet to be determined.

All in all, it looks like a win-win situation and I can see no reason why I wouldn't opt-in to the trial if the CRC decides to participate.

Gerald



## ANNUAL PRESENTATIONS & CHRISTMAS LUNCH FUNCTION

**SUNDAY 6<sup>TH</sup> DECEMBER 2015 FROM 12 NOON - BYO DRINKS**

MULGOA COMMUNITY HALL - Littlefields Road, Mulgoa NSW 2745

Free to CRC members – Small fee to non-members

***RSVP – Lunch / John Cooper 0414 246 157***

### **Christmas FUN RUN RALLY—GARTH AND PAUL'S CHRISTMAS SCATTER**

**SUNDAY 6<sup>TH</sup> DECEMBER 2015 Start 9:30am**

A great drive to get to the Lunch Function venue

Starts at the McDonald's car park west bound on the M4 Freeway at Eastern Creek

Please bring a copy of the N.R.M.A. Metropolitan Sydney Map, their Road Map 3

***Please advise Garth Taylor at [garth@aapt.net.au](mailto:garth@aapt.net.au) or 02 4784 3301***

***by Friday December 4th, or earlier, if you are attending the run.***

If you have a G.P.S. you can use it on the run.



## 2015 ALPINE CLASSIC RALLY

### A tale of death and destruction by Heather Dux—1971 Triumph PI

This Rally is something we look forward to each year. First was the Clarence Classic which is just down the road, then the long trek to Lithgow for the Alpine. We decided to get to Lithgow on the Thursday and have a free day on the Friday. Don and I have always wanted to go across Wiseman's Ferry so we planned to do this on our way south. We stayed at Gloucester overnight and headed down Buckett's Way and Wiseman's Ferry. As my navigational skills or lack thereof, only start at M1, I refuse to claim any fault for what happened next. We took a turn which would cut off a corner and still leave us on the right route. Wrong! It was a 35 km dirt road [very scenic but rough in places], and we ended up at St Albans. A beautiful old pub, 1836, where we had a great lunch. There were two directions for the ferry so we asked the lady at the pub which one we should take. I think we should have said Wiseman's Ferry because we ended up crossing at the Webb River ferry. Wiseman's is still on our Bucket List but it won't happen soon.

We got to the Zigzag Motel late Thursday afternoon, had a lovely meal and settled in for the night. I'm pleased to say the kitchen arrangements have changed for the better. Now the meals are generous and very tempting. We spent Friday touring and joined our fellow travellers for dinner on the Friday night. As always, the Mort Street Public School provided us with a lovely bacon and egg roll etc for breakfast, this time there wasn't a feral egg in sight. Two of our rally children, Peter and Tammy Cale, were taking part and we met up with another rally child, Eric Young, at the breakfast. We hadn't seen him since his horrific accident when he wrote off his Fiat X19 and almost killed himself. We'd been in touch but it was great to see him looking so well. There's still a lot of regeneration work to happen on bones and nerves but he's well on the mend. Our other rally children, Lindsay and Heather Farrell had the effrontery to put their personal family ahead of their rally family and head to Phuket. How dare they! Hope they had as much fun as we did.

Ross and John did a wonderful job of choosing some great roads with marvellous scenery. We toured all around Coxs River, Lowther and Oberon, even driving past our favourite pub at Tarana. The afternoon drive took us on to Hill End but then the diabolical rally director decided as the answer to a question, we had to map where we'd been on Route 2a. I couldn't find half the names on the map so I knew we'd flunk that one. In the afternoon we came upon Thommo trundling along ahead of us on a narrow road with a double white line down the centre and two cars between us. Now, as I understand it, Thommo likes a bit of speed and there he was dawdling along like a Sunday driver, not moving over to let others pass and I thought, "I'm going to give you a bit of hot tongue and cold shoulder when I catch up with you, my lad!" When we got into Hill End I went up to him; I was smiling as I told him he was a naughty boy. He look at me with a pained expression and said as if everyone in the world would know "I was doing an average speed section". We chaffed each other a bit and the upshot was that on the Sunday at Old Bowenfels, Thommo told me that it was women like me who made sure he had never married. He's still my friend.



We were lucky to get a stand-alone cabin at Hill End Lodge but even those who ended up at Hill End Ranch said that as basic as it was, it was only for one night and they could wear it. The food at the dinner was great and I think everyone had a good time. The next morning, we Tourists had our average speed section of which we don't really take much notice. As it turned out there were 4 questions in that section which could have meant that not only would we lose 30 points for the average speed but also 40 points for lost or wrong answers. We don't do well enough to risk deliberately losing that much. Once again, we had to plot the route we'd taken when we did Stage 3c. We could guarantee that was another question on which we'd lose points.





When we were travelling down the Castlereagh Highway I saw a strange thing. Two strange things in fact. On roadside kangaroo signs I've seen many very well endowed kangaroos but never one on a skate board and another with a hula hoop. It made my day. Someone has imagination. When we arrived at the Old Bowenfels pub at the finish of the rally, we were expecting to meet up with Eric and Jenny. I got a txt from Eric to tell us to come straight out to Young's ex-Fiat Dealership [‘e bought a Renault], Alpaca residence and Stray Chook

Reserve. We always have dinner at the Tarana Pub on the Sunday night after an Alpine Rally; it's become an institution. We were so pleased to see Jenny looking so well.

While it's a silly thing to say, Jenny's health has improved out of site since she had to care for Eric. There was a crisis, he needed so much help and she rose to the occasion. We're so proud of her.

After a day of rest, we left Meadow Flat just after 6 am on Tuesday to head for home and sensible time. We dodged kangaroos all the way through Sunny Corner, Portland and the forestry areas only to collect one between Kandos and Bylong. The radiator was leaking like a sieve and two blades had come off the fan, there is a crease in the driver's side wheel arch and the front number plate has lost its cover and been pushed up but, we were very lucky it was only a small roo because a bigger one would have come through the windscreen and probably damaged us. It went under the car and we spat it out between the front and back wheels where it landed well off the road, very dead. According to Sod's Law, we had no mobile coverage but, fortunately, some workmen pulled up to see if we were OK and told us there was coverage up the hill. So, here's these two geriatrics quacking up the hill where I stopped to take a photo of the \*@##\*## dead kangaroo. When we found a connection, the silly twit I was speaking to had never heard of Kandos and kept asking me which suburb we were in. She thought I was saying Canberra. Finally we were patched over to the Insurance company when it began to rain. Thankfully, the girl at Shannon's had enough sense to say she'd organise the tow truck so we could get out of the rain and we could finalise details at the depot. They agreed to take the car and us back to Lithgow because we had friends, Eric and Jenny, with whom we could stay while repairs were done. Shannon's was very accommodating as they allowed us to have the mechanical repairs done in Lithgow to get us home and the bodywork could be done in Queensland.

So back we trundled to Lithgow where Eric picked us up and took us back to the Young's ex-Fiat Dealership [‘e bought a Renault], Alpaca residence [and Stray Chook Reserve. We had been planning to have breakfast in Sandy Hollow but our breakfast wasn't until after 12 noon at the Kebab shop next to Welch's motor works. One of the best bacon and egg rolls I've ever had [no Peter Cale, no feral eggs]. It was a crispy long roll with stacks of bacon, no rind, and two flat eggs cooked right through. BBQ sauce finished the deal and a cup of flat white to act as a heart starter.

The amazing thing about our repairs is that the car was delivered to the repairer after 11 am on the Tuesday and we collected it after 4 pm on Wednesday and a fan had to come from Gosford and the radiator hole had to be plugged. Unbelievable! We stayed with Eric and Jenny until the Friday morning. Don had begun mowing the yard and the Common and wanted to get as much done as he could. Eric's u-beaut zero turning circle ride-on mower was boy Heaven for Don and I contributed by doing some baking. A good time was had by all. We are so lucky to have Eric and Jenny as two of our rally children because they do look after us.

Now, back to the Rally! Ross and John, you dun well. If there were hiccups, and I'm sure there were, it's a learning curve and will be taken into account next time. As I said on the Club Facebook page, we need to take great care of this club. It is unique in that all marques are included and the people we have met since we first joined in 2005 are so friendly and welcoming. We must also take care of our rally directors; if we make it too stressful for them who on earth will put up their hand to take on the job? I still can't figure out the scoring and I've got no hope of understanding how so many cars lost 30 points and more for VRCs or Z boards. Knowing the Z boards don't apply to we Tourers it must mean we missed VRCs and if we did, almost every other person did too. They must have been very difficult to spot. As far as the dirt roads are concerned, there was a bit too much because no matter how often the organisers stress the need for safety and consideration, there will always be some dills who decide to pass on these unpaved roads. Never mind, we had a ball and loved every minute of it and wish we could participate in more rallies but the distance is a bit much in the long run. Well done, Ross and John and all your helpers. It was a joy.

Heather Dux

## HILL END. THE NEW ORANGE TO THE ALPINE CLASSIC

By Jennifer Navin

I love Hill End.

So when I learnt that we were overnighing at Hill End on the Alpine Classic this year I got a little bit excited. My relationship with this old lady dates back to 1973 when Dad decided to take the family there for a long weekend after I had finished my HSC trials. My father's car at the time was a Triumph 2000 TC 1969 model, British racing green with a fawn interior. Accolades to Heather and Don Dux. Dad loved that



car. I learnt to drive in that car. It was never the same again!

After a day of rallying which, at times, was pretty tricky especially in the afternoon, we ended up entering the historic town of Hill End not once but twice! We needed to retrace our route just to be sure to be sure, saving face and proving that strategy to be right in the end. Rally card handed in and directions to the hotel noted we drove up to the Royal Hotel and parked. I got out and stared at the hotel this being 'a back to the past moment' for me. Built in 1872 the grand old hotel was still standing in all its faded glory. Memories flooded back of sloping wooden floors, saggy iron framed beds with lumpy

mattresses and outside bathrooms that were freezing at any time of the year.

Its walls of sand stock brick and verandas of iron lace had aged over the years, time rusting its youthful beauty into old age elegance. I crossed the dirt road, stepped onto the wooden veranda of The Bakery opened the wire screened door to see the pies and sausage rolls for sale with the espresso machine dispensing coffee being the nod to the present.

For the first time in the history of the Alpine Classic Hill End was hosting sixty classic cars for the night. Teams were fed, watered and bedded in various grades of adventure. At the briefing on Saturday morning at Lithgow Public School, our wonderful breakfast hosts, we were warned that this rally was to be an adventure and an adventure it was turning out to be. An adventure in mapping, in Z boards, in VCRs and in relationships.

I love adventures.

From the wild life to the food to the accommodation and the locals. It was all an adventure and it was fun. We did see a mob of kangaroos, goannas in the fields, snakes and blue tongue lizards on the road, all alive and well.

There were spiders in our room and sneakers hanging from the power line at our lunch stop on Sunday but I didn't see the echidna that was reported to be around.

A team was spotted unpacking sleeping bags to take into their accommodation on Saturday night; the heater I understood remained in the car. This team was certainly prepared for an adventure.

The roads and localities were all new adding to the new experience of this rally. The country side and scenery was just spectacular. It was all so novel that Shane didn't need to nudge me awake on the afternoon stages! Yes Hill End is certainly the new Orange and I hope it can remain so.

I love the lunch stops on the Classic Car Rallies.

By lunch time you are ready for a break. A break from plotting, mapping, calculating, questions and from... from each other! On the second day of the Alpine we had a great lunch stop at the Rylstone CWA.

Opposite the pony club, amongst the trees, we sat on the grass eating these fabulous sandwiches and slices that can only come from a CWA kitchen. I have never seen such big caramel slices nor gooier custard and lattice slices. Shane and I were in heaven. Just priceless.

I love the camaraderie of these rallies.

We all get together for a day or a weekend of fun in beautiful vehicles that we all treasure and love driving. We may not have seen each other for months or even years but it is as though we had just shared last night's dinner with each other. These rallies are great events and so well planned and executed I am in awe of the experience, commitment and passion of the Rally Director, Assistant Director and team who I know have spent months of blood sweat and tears planning these events so the rest of us can have fun. Shane and I set out on rallies confident that we will be safe in the occurrence of a misadventure either to us or the car. We have seen and actually experienced the pure generosity of thoughtfulness of other teams in helping you out of a mess.

I do not love it when the rally organisers are challenged by teams asking for answers or explanations about a perceived mistake in the day's route, at a time when they are trying to have a quiet meal at the end of a sixteen hour day. There are procedures and protocols to follow in this occurrences but really common decency and respect is all that is required when one needs to query a result.

We are an ageing population, I should know as I work in that area of health. I know only too well how hard it is to encourage or recruit younger people to a position or role. We need to remember that our club is banking on the younger generation to keep it going.



If they observe senior members being given grief over some perceived slipup do you think they will ever wish to take on the role of Clerk or Assistant Clerk of Course for a rally? Hill End was the new Orange for the Alpine Classic this time and I hope that the personal disagreements that occurred have not diminished this and we may return.

Thank you Ross and John for an awesome weekend. I found the whole rally to be really manageable and a lot of fun. Shane and I had a great time and for once we actually got our act together and this time we managed the timed trials OK.

I am just hoping that we can have an Alpine next year that is even half as good as this one was.

Jennifer Navin, Navigator Black Porsche 928 GT.



## **“There Really Was Gold In Them There Hills – Never Give Up”**

Phillip Stead & Graham Pettit

What a great weekend! Exciting roads, different and interesting instructions, beautiful countryside, good company, fantastic organisation, eclectic accommodation and lots of fun – what more could you ask for in a rally.

Our weekend started browsing through the Supp Regs on our early morning journey over the mountains resulting in lots of the provided orange highlighter being used on some rather unusual wording that would set the tone for the weekend. After a much needed bacon & egg roll from the Lithgow P&C and the normal jovial drivers’ briefing including Dom’s jocular interjections we were on our way. Why did John repeat the words “Read the Legend”? Had he been to the Mad Monk’s school of speech-making.



Stage 1a - “Bond, James Bond” – this was surely a reference to being shaken, but not stirred as we travelled past the historic Collits and Comet Inns and up the pot holed Hartley Vale Road to the Darling Causeway. Then came the smoke and mirrors – an elaborate description of an unmapped road behind the village of Mt Victoria complete with VRC perfect for a rally diversion which allowed you to comply with not using the “GREAT WESTERN HWY” (Brain remembers - refer orange highlighted supp regs “maps have been modified”). Strangely the HWY was now a RD. But wait “Graham, we have missed a question before Mt Victoria” – a quick rewind to the required odometer reading – nothing – then the realisation that question 2 was in the next stage. After a pleasant meander through the Coxs River Valley (why hadn’t we used this road before) we found the first control at Lowther.

Stage 1b – “Bueller, Ferris Bueller” – with a section name like this I was hoping for a day off – no such luck! Map crossovers, realignments and words in different positions on the priority map and Z boards had cars going back and forth on Rydal Road – OK, I’m starting to get a feel for this director. A wrongly plotted control at Gemalla had us back tracking and losing many precious minutes.

Stage 1c looked way too easy to be true – yep, missed that Z board and then we were so eager to get to Hendo’s for lunch we forgot to answer the one and only question. And so started our Alpine – 89 points down running 11<sup>th</sup> after Division 1. I confided to Tony Wise at lunch “I think we should go back to Apprentices, we’re having a shocker”.

After a good sugar fix on the cakes at lunch we relaxed and resolved to enjoy the drive to Hill End with our hopes of a good result all but lost. At this point I have to acknowledge the observational prowess of my driver, Graham. Looking over my shoulder while I was trying to plot the next VIA, a road junction at the intersection of two lines with one involving a Principal Road he casually asked “Why are the secondary roads thicker on the map than the principal roads”. I remembered the mad monk’s words “Read the Legend”. Note to self: good to have a school teacher as your driver. The wrong plotting sent you on a quest to find a road to Peel which didn’t exist and a false Z board – this dastardly director guy is getting trickier!

We were enjoying a very pleasant drive up Limekilns Road thinking things were finally going pretty good – bad thought. Just before Wattle Flat Graham asks “can you hear that strange noise at the back of the car?” “Sounds like something is loose or falling off but keep going as we are just about on our due time” I reply. We limp into control with the greeting from the ever smiling official “Do you realise your back tyre is flat?” The Red Bull team having nothing on our quick tyre change and soon we were on our way zigzagging across the undulating hills to the north of Bathurst to one of my very favourite roads – the Bridle Track – why don’t they fix and reopen it - great memories of those 1970’s rallies. However before we were to be rewarded with our Hill End destination we had to negotiate an Average Speed Section on a winding unsealed road through private grazing land complete with opening and closing of gates as well as a little loop through the township before finally enjoying a well earned schooner at the Royal Hotel.



Our accommodation was in a salubrious sleeper railway carriage at Hill End Ranch – having stayed there before with the scouts I was not looking forward to negotiating the top bunk – would Ross be singing Kumbaya around the camp fire tonight, I thought. Luckily we each had our own compartment with crisp, clean, brand new sheets apparently thanks to the insistence of our rally director - great fun and a quirky place.



A minibus took us to the dinner at Hill End Lodge for an abundant country style meal and lots of post mortems of the day's performances. We even had special 2015 Alpine Placemats (see photo). Methinks, is this an official map with tomorrow morning's way out of town already marked – I discreetly put the placemat in my pocket – my distrust for Ross is obviously growing. Then the first day's results were put up – 3<sup>rd</sup> – what the – how did that happen!

Our previous night's exuberance was soon dashed as we were confronted with an average speed section into Hargraves to start off day two – this director really doesn't want my breakfast to remain in its appropriate place. We were headed into uncharted waters having not been north of the Turon in an Alpine before. "Expletive, Graham, we missed another question 5 k's back!" followed by "Should we go back and pick up the 10 points and try to catch up the time, let's do it". As we cruised past the interim time check at sub-sonic speed we realised that we had just lost another 30 points – mornings obviously are just not our thing. The run into lunch at the CWA in Rylestone included a small scenic detour into Windamere Dam to pick up a Z-board and was not without dramas – yet another question missed requiring a quick back track and barely making control on time without a second to spare.

Division 4 was to prove the linchpin of the event with more tricks than a magician's suitcase – indeed some were forming a lynching party. The pleasant drive into historic Sofala proved to be the lull before the storm. Stage 4b "Eat my shorts" was a 140 km section with a myriad of seemingly conflicting instructions, out of bounds, do this, don't do this, altered legends, VIAs on intersecting lines, loop de loops, obscure Z-boards on the right while you are looking at the VRC on the left. We used all manner of diversions off the highway including the old Napoleon Reef and Yetholme realignments as well as a tricky loop near Mount Lambie – you name it this section had it. Alan, throw away your "find every name on the map" reference guide because the director had changed all the grid numbers. Where was that "most northerly Bullen and Tarana" anyway?

I gave up and resorted to plan B to find the way home – which way can we take that adds up to the required kms – a little jaunt up to Darkes Corner will do it. With much loss of hair and consumption of snakes we finally made control on time even after nearly running out of fuel along the way. A short last stage soon had us enjoying a refreshing ale at the Donnybrook Hotel and the surprising realisation that we may have done pretty well.... or was it less bad than others.

So that was our Alpine. Our final verdict on the event was WOW – Warners Oarsome Weekend (poetic licence). It was evident that an insurmountable amount of time and effort had been put in by Ross, John and all the officials to make this a memorable and enjoyable weekend. The attention to detail in the organisational things was exceptional such as the colour coded hats and name badges for the different levels – right down to the yellow cap for the overnight leaders of each category.

It was different and challenging – it certainly had my cerebral pathways working overtime. And this is why I navigate in rallies, not for an easy dawdle in the country, but for the mental stimulation – it's one way of warding off dementia. I have often said that to do well in a rally you have to get inside the head of the director – I think by the end I was getting a glimpse. On behalf of all competitors we would like to extend a very big "Thank You" to all concerned and please run the rally again next year.

Phill Stead

## The Alpine Classic 2015 - Ross Warner

The very first thing that I should say is that without the support of many, many people the Alpine Classic could not happen. The logistics and technical preparation is a significant undertaking. I would like to thank my family for supporting me through thick and thin, and for putting up with me for the last 10 months or so. I would also like to thank John and Wendy Cooper for obvious reasons. Working and competing with John is lots of fun.

Officials, what would we do without them (watch television at home I guess). Our officials were fantastic again this year, thanks to you all, and how about our first time officials who want to come back again next year! It was Mark Drummond's 16<sup>th</sup> year and he says that he will be back next year too.

One person that I don't want anyone to forget about thanking is Lui. Without her valuable input and guidance we would all have been stuffed. She did a drive of the whole event (yes even Box Ridge Rd) and was an outstanding mentor. She even warned me about the possible reaction from my "doctoring" of the legends on the map! (based on the response from some navigators, it turns out she was spot on.)

I agreed to have a go at running the Alpine this year without quite knowing what I was getting into. Perhaps I was a bit obsessive with some of the things I did and this probably added to the workload, but I think it was worth it, I hope you agree.

Yes, I played with the maps a bit, maybe not as much as you might think. Yes, I set traps for the Masters, because that was my job, I don't apologise for this. Do we really want a whole page of clean sheets? I think we just want clean sheets at the accommodation (well that was one good thing).

I didn't want crews getting lost and way off track, and then being under time pressure to make the next control on time. That is dangerous and has the potential to bring our sport into disrepute. I just wanted them to get a little bit lost, sometimes without them knowing about it. So, what I did was to use Z boards to control this situation. Some crews didn't realise that they had used a wrong road until days after the event, but they finished the event within the allocated time.

I placed Z boards on roads where I expected a "trap" to lead crews and I worded the associated redirection instruction such that it wouldn't be obvious that the Z board was on the wrong road. That way crews might be inclined to write it down so I could score it appropriately (30 points – wrong road), and hopefully wouldn't get that upsetting experience that you get from a WD at a passage control. I have a feeling that I won't be able to do that so easily in the future, but it did allow us to minimise the number of officials that we would otherwise have required.

If I remember correctly I only used one Z board as an actual redirection that required re-plotting, because I know that most crews don't really enjoy them. In most cases if you encountered a Z board and it required you to substantially re-plot, that meant that you had incorrectly plotted in the first place, these were "bad boards".

Other Z boards were used at road realignments in the usual way (at White Rock for example), while others were used where the mapped road no longer existed or was different from the actual roads, these were "good boards". In some cases I put a VRC on the left hand side of the road just past the Z at the missing road. This was intended as a diversion and in some cases it worked too well. If you picked up the VRC without having recorded the Z that permitted you to use the road that the VRC was on, you were



scored 30 points for recording VRC on an unmapped road, but not the double jeopardy implied by two boards.

This all seemed to work as planned because everyone arrived within a reasonable time at Hill End, and our end of division officials were finished well within daylight (apparently this hasn't always been the case).

Did anyone notice that our lollies this year were wrapped? This is because we did a risk assessment on our "unplanned" toilet stops where there is no opportunity to wash out hands.... Hence the wrapped lollies. Enough said about that.

The accommodation for some of the crews and the officials was "unique". The train carriages at the Hill End Ranch were 1<sup>st</sup> Class Sleeper Carriages from 1929 (I could have sworn they were 1927 vintage). Some people loved them, others not so much. It was only one night and you were advised to get your entry in early (so there's an incentive for you next year, and there may be another one). The officials were at the Royal Hotel, an authentic 1872 gold rush historic building, complete with creaking floors, acoustically transparent doors and communal bathrooms! One of my highlights for the weekend was hearing the shrieks of laughter when David Johnson went looking for Natalie and found more than he bargained for, a bathroom full of girls removing their makeup and cleaning their teeth. It was a lot of fun.

Dinner on Saturday night was different to our typical arrangement. Again some enjoyed it and others not very much at all.... I'm told the wine was great and that showed. But again, we all got fed and nobody should have been hungry. Did anyone see the size of the snapper that was brought out at the end of the night? It looked fantastic, but we were all too full to finish it off.

We used the P & C from Lithgow and Meadow Flat Public Schools for our breakfast and lunch on Saturday, and they looked after us well once again. The ladies from the CWA in Rylstone were just fantastic; I just wanted to give them all a great big hug!

We did a couple of average speed sections this year, some being a bit more detailed than others and one with a couple of gates to deal with. It was all part of the adventure, and it didn't seem to cause any major problems (that I know of).

I made a couple of mistakes and you can look forward to that again in the future. I missed a shorter route in stage 1b (and I'll nominate for the "metal case Halda" for this), I didn't clarify where "enter on sight" and "wait outside control" were in conflict at the end of a stage. There were probably more that I can't think of right now, but I'm sure you all know about them more than I, and probably have some extra ones to add to the list that you would like me to consider.

During the event, and in the days immediately after, I have been given lots of feedback and suggestions for improving next year's event. Some of these have been really helpful and I will try to incorporate them as appropriate, but I will not change my quest to provide a challenging fun event with great roads, fabulous scenery and great camaraderie.

Get ready for the ALPINE CLASSIC 2016.

Ross Warner

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## 2015 Alpine Classic Results - Saturday 24 October 2015

Masters		Division 1										Division 2										Total	Day 1 Total	Day 1 Place	Special Test	Alpine Cup
No	Driver	Navigator	Car	Time	WD	M	PC	Q	VRC/Z	Radar	Total	Time	WD	M	PC	Q	VRC/Z	Radar	Day 1 Total	Day 1 Place	Special Test					
1	Dominic Volano	Michael Stephenson	SAAB	7					60		67									67	1	0:45	7772			
2	Bob Mory	Teresa Mory	Alfa Romeo	15					60		75							105		107	11		11102			
3	Robert Panetta	John Henderson	Alfa Romeo	21					60		81							105		105	12	0:42	10602			
4	Garth Taylor	Jeff West Natalie Martin	Leyland						45		45							60		72	5		13806			
5	Dianne Gerlach	Wayne Gerlach	Subaru	20					60		80							60		79	159	10	15264			
6	Gerald Both	Carol Both	Alfa Romeo	21					75		96							30		35	6	1:13	15196			
7	Graham Pettit	Phillip Stead	Subaru	49			10	30			89									2	91	4	1:13			
8	Wendy Gibbs	Ian Gibbs	Infiniti	18			10	75			103							30		32	135	7	1:13			
9	Bob Moore	Winton Brocklebank	BMW	40					60		100							60		284	364	14	28800			
10	Peter Reed	Mike Batten	Datsun	18					60		78									60	138	8	7452			
11	Lauren Walker	Alan Walker	Alfa Romeo	8					60		68							60		90	158	9	9006			
12	David Shaw	Raymond Arthurs	Ford	44					30		74							105		131	205	13	1:13			
13	Roger Benham	Roger Barlow	Sunbeam	1					60		61							15		27	88	3	1:00			
15	Alan Watson	Pam Watson	Toyota	12					30		42									36	78	2	1:13			

Apprentices		Division 1										Division 2										Total	Day 1 Total	Day 1 Place	Special Test	Alpine Cup
No	Driver	Navigator	Car	Time	WD	M	PC	Q	VRC/Z	Radar	Total	Time	WD	M	PC	Q	VRC/Z	Radar	Day 1 Total	Day 1 Place	Special Test					
14	Karen Lennox	Gordon Lenox	Datsun	16					60		76									2	78	5	1:13			
16	Tim McGrath	Ron Cooper	Morris	22				10	30		62										62	3				
18	Danny Castro	Anthony Hudson	BMW	22					45		67							30		36.17	103	7	10935.7			
19	Doug Barbour	Xanthea Boardman	Porsche						60		60							30		41	101	6	1:13			
20	Peter Pary	Ian Gilhorne	Suzuki	42	20			20	45		127							60		255	382	12	71816			
21	Ross James	Mal Sinfield	Volvo	32					60		92							45		74	166	10	24568			
22	Robert Mitsud	Star Mitsud	VW	25					60		85							30		90	175	11	1:13			
23	Peter Jakrot	Valene Jakrot	Porsche	6				10	30		46									46	1	1:13	3266			
24	Richard Banke	Christie Jeffery	Mercedes-Benz	15					30		45									4	49	2	1:13			
25	Tony Wise	Glenn Evans	Alfa Romeo	32					30		62									82	154	9	7700			
26	Ian Wilson	Guy Brand	Morris	42					30		72							30		82	154	9	7700			
27	Peter Thomson	David Booth	Sunbeam	19					45		64							45		87	151	8				



# ALPINE CLASSIC 2015 Results - Sunday 25 October 2015

Masters		Division 3										Division 4										Total	Day 1 Total	Day 2 Total	Comh. Total	Place	Alpine Cup
No	Driver	Navigator	Car	Time	WD	M	PC	Q	VRCZ	Radar	Total	Time	WD	M	PC	Q	VRCZ	Radar	Day 1	Day 2	Comh. Total						
1	Domenic Violano	Michael Stephenson	SAASB	27							27						45		67	72	139	2	18124				
2	Bob Macey	Teresa Macey	Alfa Romeo	4							4	9							186	97	283	11	18131				
3	Robert Parrella	John Henderson	Alfa Romeo	3				10	75		3	9							117	59	176	3	20768				
4	Gerth Taylor	Jeff West Nikkie Martin	Levland	4				10	75		7	1							159	90	252	10	24192				
5	Dianne Gerlach	Wayne Gerlach	Subaru	7				10	60		25	10							131	105	236	7	27378				
6	Georgi Bosh	Carol Bosh	Alfa Romeo	15							30	30							81	45	126	1	-				
7	Graben Pentt	Phillip Silead	Subaru	30							3	48							135	65	201	6	-				
8	Wendy Gibbs	Jan Gibbs	Infinid	3							43	141							384	394	778	13	58950				
9	Rob Moore	Winton Brockschark	BMW	28				15			3	3							158	82	240	9	18860				
10	Peter Reed	Nike Barton	Datsun	5				30			19	21							205	125	330	12	-				
11	Lauren Walter	Alan Walker	Alfa Romeo	3							31	3							66	135	201	5	18876				
12	David Shaw	Raymond Arthur	Ford	19							3	3							78	125	203	4	-				
13	Roger Barnham	Roger Barlow	Sunbeam	31							3	3							78	125	203	4	-				
15	Alan Watson	Pam Watson	Toyota	3							3	3							78	125	203	4	-				

Apprentices		Division 3										Division 4										Total	Day 1 Total	Day 2 Total	Comh. Total	Place	Alpine Cup
No	Driver	Navigator	Car	Time	WD	M	PC	Q	VRCZ	Radar	Total	Time	WD	M	PC	Q	VRCZ	Radar	Day 1	Day 2	Comh. Total						
14	Karen Lenton	Gordon Lenton	Datsun	15							15	4							78	119	197	5	-				
16	Tim McShall	Ron Cooper	Morris	4							4	5							62	89	151	2	-				
17	Austin Badgley	Khalid Lozi	Volkswagen	3							30	3							109	148	257	8	28623.67				
18	Dianny Castro	Anthony Hudson	BMW	30							15	15							101	55	156	1	18032				
19	Doug Barlow	Xanthia Boardman	Porsche	15				10			35	80							302	240	542	12	118336				
20	Peter Parry	Ian Gilhorne	Suzuki	10							60	35							166	255	421	11	82308				
21	Ross James	Mal Birnfield	Vaux	30							3	3							175	58	233	7	11650				
22	Robert Milford	Star Melford	VW	3							12	14							46	148	194	4	13632				
23	Peter Jelcol	Valerie Jelcol	Porsche	12							30	5							48	150	198	5	-				
24	Richard Barrie	Christie Jeffrey	Mercedes-Benz	50							12	12							82	119	201	3	16678				
25	Tony Wiles	Gleni Evans	Alfa Romeo	12							3	81							154	214	368	10	16400				
26	Ian Wilson	Gay Brand	Morris	3							3	3							125	128	253	8	-				
27	Peter Thomson	David Booth	Burbaam	3							3	3							125	128	253	8	-				

# 2015 Alpine Classic Results - Saturday 24 October 2015

Tour	Division 1										Division 2										Total	Day 1 Total	Day 1 Place	Special Test	Alpine Cup						
	Total					Radar					Total					Radar															
	Time	WD	M	PC	Q	VRC/Z	Time	WD	M	PC	Q	VRC/Z	Time	WD	M	PC	Q	VRC/Z	Time	WD						M	PC	Q	VRC/Z		
28	Jim Baird	Lachlan Baird	Mazda								30														2	32	2	1:13	4416		
29	Steve Brumby	Heather Brumby	Alfa Romeo								30															2	32	2	1:02	1994	
30	Greg Yates	Karen Yates	Mercedes-Benz							10	15															50	75	16	1:08	9750	
31	Kevin Payne	Thomas Payne	Alfa Romeo							15	30															8	53	15	1:13	6148	
32	Garth Bransgrove	Arthur Bransgrove	Adam Honda							10	30															40	40	4			
33	Henni Hendriksen	Richard Nineham	SAAB								30															63	104	23	1:13	6032	
34	Shane Navin	Jennifer Navin	Porsche																									1	1:13		
35	John Needs	Steve Mann	Porsche							10	30																40	4			
36	Chris Batty	Michael Goodchild	Audi							10	30																40	4			
37	Geoff Hemsall	Rachel Hemsall	BMW							10	30																40	4			6480
38	Ramin Shustarian	Amir Shustarian	BMW							10	30																40	4			
40	Don Dux	Heather Dux	Triumph							20	30																56	106	26		
41	Steve Blair	Jocelyn Vettori	BMW							10	30																41	12	1:13	6068	
42	Harry Barker	Stephen Barker	Alfa Romeo							30	30																90	20	1:13		
43	Ian Packard	Steve Meher	Peugeot								30																10	40	4	1:13	2520
45	John Young	Helen Young	Datsun							25	30																50	105	24	1:13	6195
46	Ben Hamblett	Lena Wetzel	Triumph							25	30																72	140	28	1:13	
48	Gregory Strange	Dianne Lawlor	Austin Healey							20	30																38	102	22		5100
49	James Phillis	Cheryle Phillis	Porsche								30																10	47	13	0:51	
50	Jonathan Mansell	Christine Jones	Toyota							10	30																40	4	1:01		
51	Andrew Hibbard	Michelle Hibbard	Porsche							130	75																226	452	31	1:13	38776
52	Lindsay Rusten	Deborah Beers	Porsche							130	75																258	494	32		
53	Dianne Staggles	Peter Ryan	Porsche							35	30																17	96	21		
54	William Brown	Courtney Spring	Austin Healey							5	30																70	105	24	1:13	
55	Alex Boyle	James Boyle	Porsche							80	15																75	170	29	1:13	
56	Joseph Cilia	Nickette Cilia	Volvo							10	15																71	111	27		12654
57	Peter Dalbridge	Lindsay Trevitt	VW							10	15																40	78	19		14820
58	Sergio Carliato	Irene Carliato	Lexus							10	30																21	64	17		
59	Paul Nelson	Jessica Nelson	HSV							5	75																102	182	30	1:13	17472
60	Peter Cale	Tammy Cale	Mini							10	30																10	50	14		4350
61	Michael Mingo	Kath Hemsall	Jaguar							10	30																40	40	4		2040
17	Justin Bedingfield	Khalid Lozi	Volkswagen							5	30																20	55	16	1:13	

# ALPINE CLASSIC 2015 Results - Sunday 25 October 2015

Year	Driver	Manufacturer	Car	Division 3						Division 4						Total	Day 1 Total	Day 2 Total	Compl. Total	Place	Alpine Cup		
				Time	W/D	M	PC	Q	VRCZ	reodar	Time	W/D	M	PC	Q							VRCZ	Radar
26	Jim Baird	Larchlan Baird	Mercedes	3												30	32	66	2	8970			
27	Steve Brumby	Heather Brumby	Audi Romeo	4												30	32	66	3	4282			
28	Greg Yates	Karen Yates	Mercedes-Benz	3				20								30	75	128	15	16640			
29	Kevin Payne	Thomas Payne	Audi Romeo	4				10								48	53	124	14	14384			
30	Earl Brangrove	Arthur Brangrove	Honda	27												30	40	101	9	-			
31	Hari Hendrikson	Richard Nyholm	SAAB	30												30	104	170	21	9980			
32	Steeve Neven	Jennifer Alvin	Porsche	4												48	46	49	1	8980			
33	John Needa	Steve Mann	Porsche	3												32	40	75	5	-			
34	Chris Bailey	Michael Goodfield	Audi	31												30	40	101	9	-			
35	Scott Brompool	Rachel Hempsell	Bentley	4												51	40	66	8	16390			
36	Karin Shuttlesworth	Juni Shuttlesworth	BMW	30				10								65	40	146	17	-			
37	Robert Clare	Susan Clare	Jaguar	1																			
38	Don Dui	Heather Dui	Triumph	26				20								32	106	80	168	23	-		
39	Steve Blair	Jocelyn Veborad	Bentley	6				10								45	41	71	13	16676			
40	Nary Barker	Blayne Barker	Audi Romeo	3												45	50	49	138	18	-		
41	Ian Packard	Steve Maher	Pagot	5												30	40	35	75	4	4725		
42	Michael Peters	Kevin Peters	Meris	3																			
43	John Young	Helen Young	Datsun	3				10								30	106	49	148	16	8792		
44	Gregory Savage	Dianne Lawlor	Audi Healey	22																			
45	Jamus Phillips	Cheryl Phillips	Porsche	3				10								45	47	68	105	11	-		
46	Jonathan Mansel	Cherelle Jones	Toyota	34												82	40	106	146	16	-		
47	Robbie Russen	Duncan Beers	Porsche	11				100															
48	Dianne Staggles	Peter Ryan	Porsche	15				10								16	96	72	108	20	-		
49	Max Boyle	Jenise Boyle	Porsche	3																			
50	Joseph Cilla	Michelle Cilla	Volvo	25				30								48	111	165	204	24	25298		
51	Peter Desbrique	Lindsay Travel	VW	10				80								59	78	129	207	25	36350		
52	Sergio Carolina	Irene Carolina	Linus	6				10								91	84	107	171	22	-		
53	Paul Neilson	Jeana Neilson	HSV	3				20								218	162	387	468	28	42024		
54	Peter Cole	Tammy Cole	Meri	3				10								30	50	45	93	7	5061		
55	Michael Malgo	Kath Hempsell	Jaguar	28												42	40	70	110	12	5610		
56	Justin Bestingfield	Kyald Loaf	Volkswagen	3												30	55	93	98	6	-		

## THE CLASSIC CAR RALLY CLUB ROUSTABOUT - Glenn Evans by Jennifer Navin



They separated at the beginning of this year. The relationship that began six years ago ended on a positive note; a mutual understanding that aspirations and desires needed to be met by other means with other partners. The Len and Glenn team of Porsche 928 went their separate ways.

For six long years this rally team had driven together, the respect they had for each other's skills demonstrated in their driving and navigation capabilities. They rallied in the Tour section with Len driving his beloved Porsche and Glenn attempting to navigate in a car that was at times driven at a lively speed! This relationship was initiated from a Porsche Club meeting at which Shane heard from John Young that the Classic Rally Club was promoting The Riverina Run in 2009. Shane then alerted Len of this fantastic event which provided him with a venue to drive his beloved car on some unique and interesting roads. A great, affordable and fun weekend away for two unique cars - a 928GTS and a 928GT.

And so it began, the Len and Glenn partnership that could not be rivalled nor put asunder. Their first rally not only initiated them to the complexities of this sport but also to the etiquette of the drive.

One is not intended to arrive at the first Manned Passage Control before they have even set up their table and chairs let alone the umbrella and lollies! Nor to arrive at the lunch stop 1 hour before the Parent's Committee of the local school had cut their first sandwich!

Len and Glenn quickly learnt that these events were meant to be at a gentleman's pace with fine-tuned tactics, an understanding for all other drivers, the local communities and most of all camaraderie between the competitors. On a Riverina Rally Len and Glenn and Shane and I finished second last and last, or thereabouts but we had lots of fun.

All four of us fronted up for a CRC run to Temora some months later. The air show was fantastic but on the run home Len and Glenn narrowly missed being nabbed by the local constabulary but Shane was pinged. It was a long weekend, the rally had finished, it was dark and we were on the Cargo Road heading for Orange. Bitter sweet.... After that Len then changed his eye-catching number plates for something less noticeable.

After a few years Glenn began to get a little adventurous as did we. He and Len attempted a rally at the Apprentice level. They did better than we did on their first challenge. Shane and I never made it out of the car park of McDonalds at Penrith Panthers. Unlike Shane and me Len and Glenn never ventured into the heady stratosphere of plotting and mapping again. It was Tour category all the way...

And for the next 5 years the Len and Glenn show pushed for podiums at Tour level, never quite getting to the top step.

On the 2014 Alpine, the infamous dog episode on the rally caused Len to swerve, missing the dog but crashing his car. They were out for the rest of the season, Len's love of dogs deciding the future for both of them. Having retired Len decided it was time to travel with his wife Jackie. Freed from this relationship Glenn began looking further afield, considered his options and decided to freelance sharing his skills, knowledge and talents as a navigator and so he became The Classic Car Rally Club Roustabout for 2015.

And thus the year began and continues with a diversity of partners that would make any solo person green with envy. He is hot property! But for Glenn it is a unique opportunity to venture out into the Apprentice Division as navigator to drivers in the Classic Rally Club.



And so it started...

1/ The Apprentices and Masters training run with Brian Doyle in the Mercedes 190 E.

2/ The Hume Highway Revisited Rally with Robbie Panetta in the Alfa 105. Third placing Apprentice.

3/ The Wollondilly 300 run with Jonathon Mansell in the '88 Corolla. Fourth place Apprentice.

4/ The Tour de Course with Johnathon Mansell and Ashleigh in the 88 Corolla. Fourth place Apprentice.

5/ Out of left field Glenn put up his services for the State Bank South Australia 1986 Discovery Trial Rerun 2015 with Ian Packard in the Nissan Gazelle. This event was very special for Glenn as a fellow air force colleague had competed in the original rally back in 1986. This rally that Glenn competed in retraced some of those original routes... and they finished!

6/ The MG Classic Rally with Geoff Bott in 'Felix' the XJS Jaguar. Not his finest hour, Glenn will admit but this did not dampen his enthusiasm or tenacity.

7/ The most recent event, the Alpine Classic with Tony Wise in the Alfetta reaffirmed his reliable and consistent performance. Third place Apprentice.

And to come... Targa High Country with Shane, driving the Porsche 944 Turbo. This will be Glenn's first crack at Pace Notes. Placing? We shall see. I believe that if they finish the event everyone will be happy... and dare I say it ...relieved.

Glenn is thriving with his new venture as Rally Roustabout offering his services as an astute navigator to drivers in the Classic Car Rally Club. His placings mirror his skills, passion and able capabilities as a navigator but there can be no rating for his honesty and integrity in the field of car rallying.

At the time of writing this article Glenn is the provisional third placed navigator in the Club's Apprentice division. Congratulations!

Jennifer Navin

### Classic Rally Club Members Up For The "Movember" Challenge - Bob Morey



During November every year, the "Movember Foundation" encourages men to grow a moustache to attract donations to tackle health issues such as prostate and testicular cancer, poor mental health and physical inactivity that affect men in Australia and around the world. For 2015 Classic Rally Club members Steve Friend and Greg Yates have decided to participate in "Movember" and grow a "Mo".

On the "Movember" website Steve states his motivation as "In my 50th year there are many things I am still learning. One of these is that there are many challenges facing men at this age some of which we can sort and some we can not. Lets work on what we can -join me in making a difference".

Greg states his motivation as "To not only encourage donations to assist with research into the more well known health issues affecting men, but also to increase awareness of lesser known diseases which currently receive little or no fund-raising for research into possible cures. Just one such life-threatening and rare chronic condition is Polycythaemia Vera (PV) which is more often diagnosed in older males, but can also occur in younger people and females (including the special lady in my profile photo)". On his Facebook page Greg mentions that he had a mo years ago but adds "Having also never had a beard, I have decided to grow that as well. The beard will be for all those less well known health issues that receive little or no publicity and therefore struggle to receive funding to assist with research into possible cures".

To read more about the "Movember" Foundation visit <https://au.movember.com/> To donate to Steve Friend's "Movember" fund-raising campaign and follow Steve's progress visit <http://mobro.co/stevefriend198> To donate to Greg Yates' "Movember" fund-raising campaign and follow Greg's progress visit <http://mobro.co/greg-yates>

Greg and Steve have also combined their efforts into the "Classic Rally Club" Team at <http://moteam.co/classic-rally-club> to which donations can also be made however donations directly to either Steve or Greg also appear as donations to their team and will be greatly appreciated. Any other CRC members participating in "Movember" are encouraged to join the Classic Rally Club team.

## 2015 Clarence Classic Division 4 - the division most of you missed by Greg Yates



When preparing my entry for the Clarence Classic held over the weekend of 25-26 July 2015, I was interested to read that there would be a "Division 4" khanacross held at the Mountain View Hillclimb track, the lunch venue at the end of the rally. Having never had a run at that hill previously, I considered this would be an opportunity to have a bit of fun.

The only problem was that it would delay our departure from Grafton to return to Sydney on Sunday afternoon. I therefore didn't submit an entry for Division 4 but took my helmet along just in case I changed my mind (read this as my navigator deciding she would allow our trip home to be delayed).

At Saturday evening's dinner after Day 1 of the Clarence Classic, event director Ian Gibbs mentioned that he had very few entries for Division 4 and that he would accept entries as late as Sunday morning. After some negotiations with my navigator, I gave Ian my entry form at breakfast on Sunday. As it turned out, there were only four of us (in three different cars) entered to have a run at the hill. Both Mike Birks and Lachlan Grave were entered in Mike's BMW, Tony South in his Escort and me in my 500SLC.

The conclusion of Division 3 of the rally saw all competitors have a leisurely drive up the hill (taking note of the final VRC for the rally) before an early lunch of hamburgers which Tanya Arthur stepped in to help prepare to reduce the length of the lunch queue. With lunch completed most rally competitors headed off for home whilst Ian and Wendy Gibbs prepared several khanacross courses for us on the hillclimb. Those of us having a run in the khanacross emptied everything from the cabins and boots of our cars.

For those unfamiliar with Mountain View Hillclimb, it starts off in a similar fashion to most hillclimbs with a narrow, twisty and fairly steep sealed track but levels out at the top to a tight little circuit. Completely unsuited to my big 500SLC with its soft suspension which is more at home out on the roads we normally encounter in classic rallies. Not to worry as this was just going to be a bit of fun. Our times up the hill wouldn't matter as they didn't have any impact on the results for the rally.

Ian initially had planned four different tests but ended up running three with two attempts at each. Two started at the bottom of the hill and the other in a "garage" on the circuit at the top. Being run as a khanacross there needed to be "garages" created with traffic cones and additional cones creating slaloms to slow our progress on any of the longer "straights".

In typical khanacross fashion, our results were the total times at all six attempts. Tony South's Escort sat nice and flat through the corners and achieved the fastest times on three runs but an "off" in one test hurt his total time and saw him finish in second place overall. Lachlan Grave moved from the navigator's seat to the driver's seat of Mike Birks' quick 6 cylinder 3 series BMW and did the unforgivable in beating Mike's times and achieved the best times on the other three runs and first place overall. My 500SLC wanted to understeer (to the extent of an "off" at one corner) unless its torque was utilised to get the tail out. That same torque also turned my rear tyres into smoke. Karen shot some video and can be heard questioning whether we would have enough rubber left to get us home. Legally we didn't but fortunately the weather was fine. Needless to say, the 500SLC had new tyres fitted in time for the next rally. Overall I finished in third place and Mike was fourth.

We were all finished, packed and out of there by about 2pm so our trip home wasn't overly delayed. It was a pity that more competitors in the rally didn't stay to have a run in the khanacross. We all had heaps of fun and Ian had gone to considerable effort and expense in organising the event with a CAMS permit and the booking of the track. I'm pleased I took my helmet along "just in case" and decided to stay for Division 4. It was an enjoyable conclusion to another well organised Clarence Classic. Thanks Ian and Wendy and your helpers for a great weekend.

Greg

### FOR SALE



### **1972 TRIUMPH 2500 PI. IDEAL FOR CLUB COMPETITION.**

**Recent (1000 K'S ago) complete engine rebuild. Bored plus 40 with new pistons/ rings, bearings, water pump, oil pump, con rods, clutch, pressure plate, machined flywheel, radiator.**

**Reconditioned head with new valves and springs, new exhaust system.**

**Speedo rebuilt and calibrated.**

**SPECIFICATIONS:- 4 Speed with overdrive on 3<sup>rd</sup> and 4<sup>th</sup>, 150 plus horsepower with TR6 camshaft, roller rockers, modified fuel injection system, Exhaust extractors, Quick Rack steering, Lowered competition springs with gas shocks, Performance mags 14x6inch with Yokohama C Drive tyres, Green stuff brake pads, Cibie headlights.**

**Comes with numerous spares, mainly trim and suspension, alloy tappet cover etc. 5 months green slip and pensioner rego.**

**OFFERS AROUND \$4,000.00**

**Phone 0438 701275.**

**Jim Barrett**

## John Manual Fandango versus The Fat Geezers By Romsey Quints - courtesy of Jim Barrett

*This classic piece of humorous, motoring journalism, was penned by Bill Tuckey in the late 60's after the Coopers took all before them at Bathurst. Reprinted for your enjoyment. Do it justice, read it slowly. And remember, the police used to drive Cooper pursuit cars.*

"Dear Romsey,

I reckon there ought to be something we can do about it. You know, like maybe one of them ombudsmans or what the hell they are. I mean a beak shouldn't orter be allowed to play favourites, and there are some things he just can't say about blokes and their cars. Just take what this beak said about my FJ. Now I'm pretty proud of my old FJ. It's got all the good gear on it. Cam, head, six S.U.s, tramp rods, the whole lot. Do 120, no sweat. Okay, so it's got a bit of rust in it - what FJ hasn't? - and the brakes aren't all that hot and I was GOING to get some new tyres but the extractor cost a bit more than I reckoned it would. But goes like the hammers and like I say I'm pretty proud of it.

Anyway, I reckon maybe I better tell you what started this all off.

I was going down to Canberra a couple of months ago and I just come down the Razorback on to that gas road into Picton. There I was, cruising along about 70 minding me own business when I see a Mini in the mirror coming up pretty fast. He gets closer a bit and I can see it's pedalled by this fat geezer. He tucks in up me ginger and pushes me along a bit so I give the FJ a few herbs to see what this old bloke's got in him, see, and he looks like he's gunna be in it. I screw it up a bit more and he gets all switched on like, and he pulls out and tries to blow me off. Well, did he ever have a thrill coming to him because the Mini that can take on my FJ and do any good just ain't been soldered together yet. So I put the old size 10 right down through the floor.

Funny thing, that fat geezer in his Mini stayed pretty close all the way. I got her up on two wheels for that big left-hander into Picton - the fat geezer made up a bit here - and we touched about 110 down the town. Well, jeez, I reckon old fatso could drive cause he was right up me as we ripped under the railway bridge, scaring the whasis out of a bloke in a Valiant coming the other way. We went like hell up the hill and just where she levels off there was another fat geezer in another Mini. Well, he got all bloodshot when we went past and seems he reckoned he could do all right too and latched on the back.

Just outer Picton there's this big right-hander. Now you can't see much but I never seen anything coming the other way, only a coupla trucks now and then, and I been on the road a lot so I take a real good Beechey line through there and give a bloke in an old Anglia a hernia, and the two fat geezers chicken out and drop back, but they got guts see and they keeps coming. Now guts is a thing I like in a bloke so I gotta give these two credit. Anyway, 'we keep going and just outer Tahmoor you wouldn't believe there's another fat geezer in a Mini. Must all be in a club or something. This one joins in too and I starts thinking by the time we gets to Canberra we gunna be able to start a square-dance team.

Just as we fang over the railway bridge into Mittagong I can see in the mirror a coupla feds in a Rambler coming up.

Now a lot of people reckon I got no brains, but I'm not completely dopey see and I get more sense than to try and drag a cop, so I give it away and drop back to 35. Well these feds wave us over, so I stop and the three fat geezers stop and the feds go back and jaw them a bit and I can't hear what they're saying, but they all starts laughing and the three fat geezers get back into their Minis and drive away. So I reckon these Mittagong Rambler feds are good sports and don't mind a few blokes enjoying theirselves as long as they ain't driving dangerous, but they front up and start tearing me apart and saying pretty rotten things, so I asks them what about the fat geezers and how come they got out of it and they starts laughing again and the next I know I'm in the Rambler and they run me in.

So that's what started this all off and I'm a bit cheesed because I got the book threw at me by this beak bloke and he says I'm guilty of all sorts of things and I tried to get away from the cops. I tell him I didn't try to get away from the cops and I only saw the Rambler when we got to Mittagong and I stopped right away and he looks at me like I got no brains and asks me if I think I'm Bob Hope or someone. So then I kick up a stink about the three fat geezers not getting lumbered and everyone laughs their guts out and the beak says something about being in contempt but I can see as all I'm in is the can.

Finished up I lost my licence for five years which ain't gunna be easy to take but I was looking at a gear Customline a coupla days ago so I'm buying it and I'm gunna spend the five years turning it into a real screamer and no fat geezers in no Minis are gunna get near me."



# Wollondilly 270

## Sunday 28<sup>th</sup> February 2016

**"Back to the 60s"**



- **A One day event covering close to 270 km**
- A round of the 2016 C.R.C. Championship
- **Start - Penrith Whitewater Stadium Cafe**, McCarthys Lane, Cranebrook NSW 2749
  - Breakfast, coffee and tea are available
- **Lunch** – a nice school in the Wollondilly Shire. Very good quality food supplied
- **Finish** – a secret location not far from Picton
- The categories will be:
  - Masters
  - Apprentices
  - Tour
  - Social Run – a non-competitive category with no CAMS licence required
- **Masters and Apprentices:**
  - Navigation will be a mixture of that used in the usual CRC events as well as the style of the Barry Ferguson Classic. Accurate map reading will be rewarded
  - There will be some Victorian style challenges to help prepare for the BFC's day south of the border
  - Quality and easy to read maps supplied
  - The plotting will be relatively straight forward - no cryptic challenges. Easy to plot 6 figure grid references
  - Not many questions with no tricks
- **Tour:**
  - The instructions will be Route Charts as well as a little simple map reading
  - Fair yet challenging questions, accuracy will be rewarded
- **Social Run:**
  - Any crew not wanting a challenge can opt for the Social Run – no questions and no map reading
- **A minimum of unsealed roads at the time of survey:**
  - Enjoyable roads, lots of twisty sections and great scenery
  - Masters & Apprentices – less than 5 km of smooth unsealed roads
  - **Tour & Social Run – NO UNSEALED ROADS PLANNED**
- **Entry fee \$99**
- **Enquiries to:**
  - Mike Batten – 02 46 809 269 or 0400 174 579
  - Peter Reed – 0418 802 972
  - Email: [crc@leyton.com.au](mailto:crc@leyton.com.au)



# The Compass Run

SATURDAY 2nd April 2016

This will be the second Event in the 2016 C.R.C. Championship and will be run in the lower Hunter Valley region, around Cessnock and Morpeth.

Instructions will be available for the usual 3 competitive categories, together with SOCIAL RUN Instructions for our 'just for fun' members.

The Entry Fee per crew will be \$100.00 and this will cover all of the Event Instructions, Maps etc. and lunch for 2 to be provided by the staff and parents from Cessnock East Public School.

Supplementary Regulations and Entry Form should be available on the C.R.C. website from early 2016.

Come and enjoy some less-travelled roads in this scenic area.

Contact **TONY NORMAN** on **0402 759 811** for further information.

Classic Rally Club Championship 2015									
Masters Drivers									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Highway 31 Revisited	Woolondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
Competitor	1 day	1 day	2 day	1 day	2 day	2 day	2 day	Total Points	Final Position
Peter Reed	20	16	30	16	38m	38	28	128	1
John Cooper	15	19	36	20	36	30	32	127	2
Garth Taylor	13	16m	22m	1	32		36	108	3
Alan Watson	17	18	18			26	34	106	4
Bob Morey	11			16m	40	32	2	100	5
Garry Both	18	14	20m	16			28	96	6
Robert Panetta	13			19	34	2	20	87	7
Tomy South		17		13	26	24		80	8
Tomy Wise						38	26	64	9
Lauren Walker			26m	12	20m		24	62	10
Wendy Gibbs					32		30m	62	10
Winton Brocklebank		15	24					39	12
Gerald Lee			32	6				38	13
John Young	12		24					36	14
Gordon Lennox						34		34	15
Gary Maher	14	8		10				32	16
Michael Olsson	19m	13						32	16
Roger Banham							32	32	16
Darren Taylor	16					6		22	19
Dianne Gerlach							22m	22	19
John Henderson		20m						20	21
David Shaw							18	18	22
Barry Ferguson			16					16	23
Bob Moore							16m	16	23
Matthew Nolan		12						12	25

Masters Navigators									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Highway 31 Revisited	Woolondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
Competitor	1 day	1 day	2 day	1 day	2 day	2 day	2 day	Total Points	Final Position
Mike Batten	20	16	30	16	38m	38	28	128	1
Ross Warner	15	19	36	20	36	30	32	127	2
Pam Watson	17	18	18			28	34	106	3
Lui MacLennan	16	12	26m	18	28			100	4
Carol Both	18	14	20m	16			28	96	5
Terasa Money				16m	40	32	2	90	6
Mike Stephenson						40m	38	78	7
Phillip Stead			30m	17m		38	40m	78	7
Alan Walker			26m	19	20m		24	69	9
Michael Cox	13		22m		32			67	10
Ian Gibbs					32		30m	62	11
Jeff West		20m					36	56	12
Ted Norman		17		13	26			56	12
John Henderson					34		20	54	14
Helen Young	12		24					36	15
Wayne Gerlach				14			22m	36	15
Jamie Lennox						34		34	17
Harriet Jordan	18m	13						32	18
Ian Reddoch			32					32	18
Wendy Maher	14	8		10				32	18
Winton Brocklebank				14			16m	30	21
Adrian Kinsler		16m						16	22
Graham Thompson		15						15	23

## Classic Rally Club Championship 2015

### Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total Points	Final Position
	Highway 31 Revisited	Wotondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
<b>Competitor</b>	1 day	1 day	2 day	1 day	2 day	2 day	2 day		
Doug Barbour	3	14	22	15	28	22	30	98	1
Peter Jakrol	15	15	26	11	24	26	24	94	2
Ross James	8m	11	30	6	22		10	75	3
Donna Wilkinson	7m		14	7	18	28		67	4
Mike Birks		10			26	30		66	5
Joyce Lawrence	9		24m					33	6
Tanya Arthur			2		30			32	7
Peter Parry			22				8	30	8
Jonathon Mansell	1	12		13			2m	28	9
Steve Cox	12m	13m		14m				27	10
Karen Lennox							22	22	11
Geoff Bolt						20		20	12
Richard Banks							20	20	12
Tony Kanak	10	9		1				20	12
Ian Gilholme			18					18	15
Robert Mifsud							18	18	15
Danny Castro							16	16	17
Chris McDonald	14m							14	18
Peter Thomson							14	14	18
Kevin Payne	5	8						13	20
Helen Young				12				12	21
Collin Segelov	3	7						10	22
Martin Leaver	8m							8	23

### Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total Points	Final Position
	Highway 31 Revisited	Wotondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
<b>Competitor</b>	1 day	1 day	2 day	1 day	2 day	2 day	2 day		
Xanthea Boardman	3	14	22	15	28	22	30	98	1
Valerie Jakrol	15	15	26	11	24	26	24	94	2
Glenn Evans	13	12		13		20	26	84	3
Scott Wilkinson	7m		14	7	18	28		67	4
Lachlan Grave		10			26	30		66	5
Dominic Voteno			2		30			32	6
Guy Brand					20		12	32	6
Brenda Cox	12m	13m		14m				27	8
Renai Warner	11						14	25	9
Laurie Mason						24		24	10
Gordon Lennox							22	22	11
Chrissie Jeffery							20	20	12
Elizabeth Gilholme			18					18	13
Martin Leaver			16m	8m		16m		18	13
Starr Mifsud							18	18	13
David Booth							14	14	16
Roger Wood	14m							14	16
Tony Norman	11	3						14	16
Thomas Payne	5	8						13	19
John Young				12				12	20
Ken Davies	6m			6				12	20
Simon Robinson	3	7						10	22
Ian Gilholme							8m	8	23



## Classic Rally Club Championship 2015

### Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total Points	Final Position
	Highway 31 Revisited	Wollondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
<b>Competitor</b>	1 day	1 day	2 day	1 day	2 day	2 day	2 day		
Shane Navin	10	10	12	10	6	16	20	66	1
Steve Brumby			14	6	16	4	16	52	2
Greg Yates	4	8	6	8	12	18	2	49	3
Tim McGrath	8	6	12	4			18	48	4
Dominic Volano				6		20m	18	44	5
Jim Baird	2	5				12	18	37	6
Alan Cummine	7	8	8	10				33	7
Bruce Smith					20	12		32	8
Jim Richardson			12	6		12		30	9
Brian Doyle		4	20					24	10
Ian Packard	1	1		6			14	22	11
Jeremy Braithwaite	5m					18		21	12
Dave Johnson		6	12				2	20	13
Steve Blair			16				2m	20	13
David Gibbs					18			18	15
Don Dux					14		2	16	16
John Needs							12m	12	17
Jos Kroon		6m		6				12	17
Kevin Payne				10			2	12	17
Jon Dickson	9					2		11	20
Henry Stratton					10			10	21
John Young		7					2	9	22
Steve Friend		1			8			9	22
Peter Cale							8m	8	24
Tanya Arthur				6				6	25
Bryan Allart			4					4	26
Garth Bransgrove							4m	4	26
Ramin Shoushtarian	1	1					2	4	26
Sergio Carolato					4m		2m	4	26
Anthony Quiet		2		1				3	30
Henri Hendriksen				1			2	3	30
Alex Boyle							2	2	32
Dianne Stoggles							2m	2	32
James Phillips							2m	2	32
Joseph Cilia							2	2	32
Lindsay Trevitt				1m		2m		2	32
Michael Peters							2	2	32
Neville Howard	1	1						2	32
Paul Nelson							2m	2	32
Peter Atkinson	1			1				2	32
Peter Dalbridge							2	2	32
Simon Duff			2					2	32
Eric Young							2	2	32
Chris MacDonald				1				1	44

## Classic Rally Club Championship 2015

### Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total Points	Final Position
	Highway 31 Revisited	Wollondilly 300	Barry Ferguson Classic	Tour d'Course	Clarence Classic	MG Spring Rally	Alpine Rally		
<b>Competitor</b>	1 day	1 day	2 day	1 day	2 day	2 day	2 day		
Jennifer Navin	10	10	12	10	6	16	20	66	1
Heather Brumby			14	6	16	4	16	52	2
Karen Yates	4	9	6	6	12	18	2	49	3
Sylvia Gleeson	7	8	8	10				33	4
Jennie Smith					20	12		32	5
Bev Richardson			12	6		12		30	6
Lachlan Baird						12	18	30	6
Jocelyn Vettoretti	8m		18				2m	27	8
Paulina Doyle		4	20					24	9
Ron Cooper	2			4			18	24	9
Julie Braithwaite	5m					16		21	11
Steve Maher				6			14	20	12
Heather Dux					14		2	16	13
Natalie Johnson			12				2	14	14
Peter Robinson		6m		6m				12	15
Thomas Payne				10			2	12	15
Julie Stratton					10			10	17
Helen Young		7					2	9	18
Tammy Cale							8m	8	19
Glenda Lawrence		3	2			2		7	20
Ryan Baird	2	5						7	20
Cate Lee				6				6	22
Jon Dickson				6				6	22
Ruby Leonard						6		6	22
Tony Norman				6m				6	22
Amir Shustarian	1	1					2	4	26
Beryl Allart			4					4	26
Irene Cariolato					4m		2m	4	26
Richard Nineham				1			2	3	29
Adam Bransgrove							2m	2	30
Arthur Bransgrove							2m	2	30
Brian Madigan	1	1						2	30
Cheryle Phillis							2m	2	30
Christine Jones							2m	2	30
James Boyle							2	2	30
Jessica Nelson							2m	2	30
Kevan Peters							2	2	30
Linsay Trevitt							2m	2	30
Marlene Taylor	1	1						2	30
Mathieson Trevitt						2		2	30
Nicolette Cilia							2	2	30
Peter Ryan							2m	2	30
Sarah Priestly	1			1				2	30
Tessa Panetta						2		2	30
Wendy Cooper							2	2	30
Jenny Young							2	2	30
Kim Warner							2	2	30
Kristyan Plimsoll-Kanakova				1				1	48
Maureen Friend		1						1	48
Natalie Martin				1				1	48
Paul Trevitt				1m				1	48

14/11/2015

**Rest of 2015 & 2016 CRC Events Calendar.**

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

Date	Event - CC indicates CRC championship event	Note	Contact
24/11/15	CRC Meeting - AGM		
4/12/15	F.F.F.F.	Details T.B.A.	
6/12/15	Pre Christmas Party Fun Run	9.00 am start at Eastern Creek west bound McDonalds	Garth Taylor 0418 207 306
6/12/15	Club Christmas Party	12.00 pm Mulgoa Community Hall.	John Cooper 0414 246 157
26/01/2018 (Australia Day)	CRC Meeting	T.B.C.	
23/02/15	CRC Meeting		
28/02/15	Wollondilly 270 C.C.		Mike Batten – 02 46 809 269 or 0400 174 579 Peter Reed – 0418 802 972
22/03/16	CRC Meeting		
2/04/16	The Compass Run	1 day T.A. - Start at Lake Munmorah finish at Freemans Waterhole	Tony Norman on 0402 759 811
26/04/15	CRC Meeting		
30/04/16 1/05/16 or 28/05/16 29/05/16	Barry Ferguson Classic C.C.	2 day T.A. SW NSW	David Johnson
24/05/16	CRC Meeting		
28/06/16	CRC Meeting		
3/07/16	A.R.O.C.A. Tour d' Course C.C.	1 Day T.A. T.B.C.	
26/07/16	CRC Meeting		
6/8/16 or 7/08/16	New One Day Rally C.C.	Details TBA	
23/08/15	CRC Meeting		
10/09/16 11/09/16	MG Spring Rally CC	2 Day T.A. in Hunter Valley T.B.C.	
27/09/16	CRC Meeting		
22/10/16 23/10/14	Alpine Classic C.C.	2 Day T.R.E. in Central West NSW	
25/10/16	CRC Meeting - AGM		
12/11/16 or 13/11/16	New One Day Rally C.C.	Details TBA	
22/11/16	CRC Meeting - AGM		
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](http://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.

**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.





Contributors to this edition: Harry Barker, Jim Barrett, Mike Batten, Geoff Bott, John Cooper, Heather Dux, Gerald Lee, Jonathan Mansell, Jen Navin, Tony Norman, Phill Stead, Garth Taylor, Ross Warner, Jeff West, Greg Yates. Thank you all.