



Rally Directions

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

October / November 2016



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The P76 racing in the Peking to Paris Motor Challenge 2016.

For the full story read Steve Maher's account inside this edition.

In this issue: *The Alpine Classic in prose, poetry & photos. *The Peking to Paris. *The final competition report. *The final point scores for the year.

Upcoming events: * The CRC Annual Presentations and Christmas function.
(Full details inside) * The Southern Mountains Trial, March 2017

* CRC Meeting AGM, 22.11.2016

* First Friday Free Fling (FFFF), 02.12.16

Thanks to all our contributors for a great year of fun, photos & penmanship. Merry Christmas, Jen.

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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

A note from the Editor:

Peter Eastham penned the words perfectly in his poem, 2016 Alpine:

'And when you wake up on Monday Morning
All ready to start a new day, ...
Just remember the words of Ross the boss,
"you're supposed to be having fun."
And John, when you wake up in the hospital,
With the Ozzie sun on your face,
Forget the bloody Alpine mate,
You're winning the Human race!'

As we all know John didn't make it to the Alpine as he was in hospital quite unwell but not so sick that he couldn't type out his briefing that Geoff Bott so eloquently read out to the crews on Saturday morning.

We know that John was really hoping to be out of hospital in time for the Alpine but it was not to be. With his directions fresh in our minds we got into our cars and rallied the routes that he and Ross had worked so hard on. And what routes they were. They challenged all levels and it was fun. It was also unique, unique to be in Parkes and have dinner at the infamous Dish and on Sunday morning to have the main street closed just for us. How special was that. Elvis was present, the local band played, coffee shops were open, the reporter was there from the local TV channel; Parkes was pulling out all stops for the Classic Car Rally Club.

So John, you may not have been there in body but believe me you were not forgotten.

We were all thinking of you at every Z board, every tulip, every mapping direction and question and at the same time wishing you a speedy recovery.

Jen



Characters of Cumnock

END OF YEAR COMPETITION REPORT: 2016

With the successful running of the ALPINE CLASSIC our rally competition year is now complete. The CRC was responsible for organising and running 6 rallies and were invited to compete in the AROCA and MGCC events.

This provided a total of 5 one day and 3 two day rallies, giving a total of 11 competition days. I would like to thank all of the Event Directors and their officials, without whom none of these rallies would get off the ground. I think this indicates that the club still has a strong membership and rally orientated ethic and I trust that this will continue through 2017. If you are a CRC member but are not involved entering or officiating in the Clubs events you are missing out on a great way to meet other like-minded rally motoring enthusiasts.

For newcomers the events organised by the CRC and other car clubs have a TOUR category which is principally designed for those members who do not wish to engage in the 'dark art of rally navigation'. This category is still competitive however, so a trophy (only small) can still adorn your mantelpiece subject of course to your partners approval! Please consider having a go in 2017.

To all successful place-getters throughout the year I offer my congratulations and to all entrants thank you for your participation, without which Event Directors would be struggling to keep up their enthusiasm.

AND SO TO THE CALENDAR FOR 2017:

There have been some changes to dates for our planned events since the last issue of Rally Directions. The following is the state of play as of 08/11/2016:

SUN 19 FEB - WOLLONDILLY 250 Mike Batten and Peter Reed

SAT 01 APR - APRIL FOOLS FUN RUN - PART 2 Tony Norman and Jocelyn Vettoretti

SAT 20/SUN 21 MAY - Possible one or two day Rally Bob Morey and Phill Stead

SUN 25 JUN - AROCA TOUR D'COURSE Carol Both and Tony Wise

SAT 05/SUN 06 AUG - Possible one day rally with new Event Director.

SAT 09/SUN 10 SEP - MGCC SPRING CLASSIC Jim Richardson and Doug Barbour

SAT 04/SUN 05 NOV - ALPINE CLASSIC Ross Warner and John Cooper

Please note that the first and last of the listed events are now on different dates to the earlier preliminary list.

The current Calendar will provide for 9 or 10 competition days and it is hoped that this will still provide ample opportunity to get the dust covers off your classic car and join other like-minded driving enthusiasts out on some great Australian roads.

I trust that all members will have a great and safe Christmas.

TONY NORMAN - COMPETITION SECRETARY.



The Alpine Rally 2016 from a different perspective: Jennifer Navin.

Blue VW Golf R

Twelve months to the day ,Shane and I had competed in the Alpine Rally 2015 at the Tour level. We won the rally, so winning the Tour Championship 2015.

2016 saw us move up to the Apprentice level and take on the challenges that present at this level. Each rally we completed we became a little better, Shane with the navigation and me with the driving. We learnt from our mistakes, we learnt from each other. We even managed to come third in one event! Apprentice level is hard and challenging but we began to enjoy, at times, the challenges and the accomplishment of completing the rallies even if we came second..... from the end!

This year we registered for the Alpine Rally in the Apprentice division back in June but we had to drop to the Tour at the last minute as I was still healing from foot surgery and was unable to drive for long periods. This rally then became for us, a rally of comparisons and observations from the perspective of an Apprentice crew rallying at the Tour level again. So what have we taken from the Apprentice level that we feel has improved our over all skills in the competition of car rallying?

That navigation at the Apprentice level is difficult, initially. You have moved away from being spoon fed every direction to get you from one major control to the next. At Apprentice level you are now on your own with a map and a few directions. You move onto mapping a route of the shortest distance from one via to the next to get you from one major control to the next. The skills needed to map and navigate the correct route are learned at Rally School. We quickly learnt that Rally School is very different to being on the road but what we learnt at Rally School was reinforced on the road. You are making your way to the next control and you do make mistakes, you make a lot of mistakes but you build on your knowledge base and gradually you improve so that at the end of a rally when you hand in your card there is a quiet satisfaction that you have plotted a coarse as opposed to following specific directions. You have navigated the way ; it may not be exactly the shortest route or the correct route but you have got there which is the essence of car rallying. Yes, it is daunting and it is quite easy to say that it is all too hard, let's drop back to the security and the known entity of Tour but you need to stick with it, to continue on and trust in each other that it will get easier.

Over the years that Shane and I have been with the club the Tour level has become so competitive and prescriptive that to decide first place, answers to questions must be in the correct case with the correct grammar and punctuation. This is just one method used to weed out the podium winners at Tour level. As the years have gone by many other methods have been created to decide the place winners. At the end of day one on the Alpine Rally 2016 with the crews that had clean sheeted, the only differential to decide the podium winners was the motorkhana to decide the winning crew of the yellow hat; as opposed to the Apprentice division where the yellow hat went to the Apprentice crew who had the least penalty points.

At Apprentice level you learn the skills of navigation and spacial awareness, geographically. This then makes driving in the Apprentice more appealing as you are more aware of your position geographically. With no map in front of you in the Tour you are less aware of your position geographically, and to be honest we had to get the map out when we got home, as other than Parkes, we really had no feel for where we had been over what were some great roads. So what I am trying to say is that going back to Tour taught us that navigating gives us a great sense of achievement, as opposed to following route instructions, even if we do come second from the end.

But what ever class you decide to compete in there are advantages common to all: Sticking to the speed limits is a must if you don't want to loose valuable points off your score or your licence. When driving at the speed limit you also have time to appreciate the beautiful countryside and the country side on this Alpine Rally was just spectacular. The roads were the best and the wild life we saw, alive not dead; blue tongue lizards, foxes, tortoises, calves and lambs was amazing.

And of course there is the shopping. On Sunday morning the main street of Parkes was closed to traffic. The streets were lined with the cars, the coffee shop was opened, the band was playing and a few fantastic shops were open. Most important for the navigator, to do a bit more Christmas shopping. Got to get the priorities right!

It was another great rally but it wouldn't have happened without the hard work of John and Ross and the officials. So thankyou to all and the fellow crews for the camaraderie that makes the Classic Rally Club a great club to be involved with.



What Glenn Innes sees from behind the rally radar.

A note from Tony Kanak:

The October Issue of The Preserve is now on the website. To access/ download a copy, the link is:

<http://www.councilofmotorclubs.org.au/images/preserve/Otober2016.pdf>

It includes information on the January Carnivale.

☐ 2016 Alpine.

When you're zooming along on the gravel,
And you're covered in inches of dust.
Just remember you're in an old Alfa,
Smile! It's helping to hide all that rust.
And if you're zipping along at one-twenty,
And you think you're being quite nifty,
You'll soon end up with a reality check
When a red Alfa goes by at one-fifty!

And if you're only a lowly Tour driver,
And an Apprentice comes up from behind,
You'd better move over, get out of their way
Or you'll find they can be terribly unkind.
And if you want to test your equipment,
Like tyres, and brakes and your horn,
It's better to do it before you leave home,
Else you end up feeling forlorn.

And when you wake up on Monday morning,
All ready to start a new day,
And you find you're regretting some things that you said
When you think you had too much to say,
And you're not quite as good as you thought you were;
When all is said and done,
Just remember the words of Ross the Boss,
"You're supposed to be having fun".
And John, when you wake up in hospital,
With the Ozzie sun on your face,
Forget the bloody Alpine mate,
You're winning the human race!

Penned by Peter Eastham

2016 ALPINE CLASSIC RALLY

Heather Dux, Triumph 2500 PI

Ever since we heard that we would be over-nighting in Parkes during the 2016 Alpine Classic Rally, we were keen to be part of it. Then Don had to have surgery on his left cheek to remove a skin cancer which proved to be much more extensive than we had imagined and had us thinking we might have to miss this year. Then the surgeon spoke with his colleagues and the decision was made to follow up with radiation. We contacted Ross to ask how soon we needed to make a decision and luckily, we had time so when Don went to the radiation therapist, he asked if he could begin treatment after the Rally. I think they were a bit bemused that these geriatrics wanted to do such a thing.

We stayed overnight on the Wednesday at Scone and woke to hear birds squabbling and feeding in the beautiful bottlebrush trees around the motel. I thought they'd be lorikeets but they were noisy friar birds. They were fascinating to watch and the trees were in magnificent bloom. We had a slight hiccup heading towards Lithgow. On the Thursday as we stopped along the Bylong Valley Way to take a photo, the lovely green lady wouldn't restart! Up comes the bonnet and down goes Don's head as he tries to find the source of the 'outage'. He very scientifically began to tap bits and pieces with the handle of a screw driver, as you do, and amazingly the car started. Sometimes you really do have to hold your mouth in the correct position.

The ZigZag Motel was to be our home for Thursday and Friday. As always, the driver must check the engine on arriving at a destination and what Don saw boggled his mind. Something must have hit the fan and forced it up so that one of the blades stuck on the bottom of the radiator. The fan froze but the viscose coupling would still have been spinning. Thankfully, there is an electric fan which is connected to the aircon which would have kept the radiator cool because there was no indication at all of a heating problem. Don borrowed a hacksaw from the motel owner and hacked off about two inches of the offending bent blade so it could work again. Luckily, the radiator wasn't punctured.

Probably, we should have turned around and headed for home but we stayed and caused problems to our fellow competitors. The lovely green lady was not her usual gutsy self. She was running like a dog, hiccupping, backfiring and wouldn't pull the skin off a custard. As Don is a man who absolutely loves driving, he was most disappointed at the performance of his beloved green lady. The first day was down to the Jenolan Caves which was OK but the way back up the other side was horrendous. Don has apologised on Facebook to all those behind us as we struggled to urge the car up the hill, blowing black smoke and generally preventing anyone behind us from going any faster. I think we've done the Jenolan route enough; it's spectacular and wonderful driving but not on a weekend when there are tourists, day trippers and buses all travelling the same route. When we stopped for lunch, we had used a full tank of fuel just in the morning! We'd have used all the boys' inheritance just getting home if that had continued. All the angst was forgotten by the wonderful, delicious lunch provided by the ladies of the Neville Public School. These country ladies go out of their way to provide food of such high standard that we are constantly stunned by our good fortune. Thank you, ladies.

The afternoon was slightly better but Don had been wise to buy a 10 litre jerry can to keep filled in the boot just in case. A bit like a belt and braces. It was awful to see how many trees and shrubs had been devastated along the road heading into Parkes. It was all explained when we heard that a tornado-like storm with hail had gone through the place the night before. I have to say, I was a

bit disappointed with the dinner at The Dish Café. The idea was great and this was what made us so keen to take part in this rally but, having been involved with catering, I am very surprised that the managers took on the job of feeding so many people when the venue certainly couldn't comfortably fit us all inside. You always need to have a Plan B if the weather turns nasty. The noise would have sent me troppo if I was enclosed there the whole night but outside, under cover, was less noisy but bitterly cold. I was so cold, I really didn't feel like eating. I can't imagine what it must have been like for those people who were really outside with no cover or bistro blinds. The stupid thing is that I had packed a scarf, a beanie and my sleeveless rally jacket which I could have worn but didn't. No, I don't have the faintest idea why I didn't! I just kept thinking "What if that storm had hit Parkes on the Saturday night." Some very sensible people took their own cars to the venue and didn't use the buses provided. Good move! They could leave when they wanted to and some did. Keep on thinking up new and exciting places for us to visit, John and Ross.

At least using the bus made it easier for Don and I to carry the raffle prizes there. Jen Navin also had some prizes for the raffle and also organised a gold coin raffle, the like of which I have never seen before. Over \$700 was raised for the Cancer Council which will be donated on behalf of the Classic Rally Club during the Shitbox Rally in which Shane and Jen are going to take part in New Zealand. Thank you to all who support the raffle each year. This was the first rally for some years where all our rally children were able to attend. Two even brought a pair of their grandchildren which was a lovely idea. I think they had a ball. The boys stayed in the warm motel room and ordered pizzas while we all froze. Perhaps all of us should have stayed with them and had pizzas too.

On Sunday morning, the good people of Parkes had closed off part of the main street for all our classic cars to park along the kerbs so people could wander along and love them. One of our more extrovert members [goes by the name of Eric] wore his Elvis costume before the rally began. His grandsons and wife were suitably embarrassed but as he said "The girls always look at Elvis". With the lovely green lady still spluttering and blowing black smoke and Don feeling more and more worried. He had been talking to our Guru back in Queensland who suggested a few things such as changing the spark plugs which didn't work out but at least got us through the two days. Thankfully, after the Alpine we usually stay with Eric and Jenny Young at the Meadowflat Fiat Dealership and Alpaca and Chook Motel for a couple of nights to wind down before we drive home. On Sunday night it is a must that we dine at the Tarana Pub. It is simply the best. When we got to the Donnybrook Hotel for the finish, we had to face reality. We had lost so many points for questions on the Saturday that we were quite perplexed. Ross put us right. I had read in some piece of information we were sent, that we should read the top of the page. My thoughts immediately went to the quirky names previous directors used to give to each section and I thought that was what was meant. I diligently looked at the top of the first page and wondered what was different. I even saw some of the question clues written in upper case and some in lower case. I wondered why but was too ditsy to extrapolate my thinking. My driver had read the note at the top of the question page but didn't pass the information on!!! We're still married and haven't had a domestic.

On Monday morning, Don rang the Brisbane Guru, Lord Greg of Tunstall and discussed the problem he had with the lovely green lady. Lord Greg said the Triumph GURU of all Gurus who was retired, lived near Bathurst. He would ring him to see if he would help us. Lord Greg said this GURU was a Guru when Lord Greg was in short pants. The great one agreed to take a look and Eric and Don drove to his domain and spent an hilarious few hours with him as he worked on the car. He doesn't have time for any modern 'shit' so he uses his eyes and ears to judge if a car is

tuned correctly and the hill behind his house provides a final check. As our eldest son always says, if you can't see the ground through your engine, it's not worth having. This GURU has to be a legend. The car has never run so well, never been so economical, [30 ml to the gallon on the way home], and a total joy to drive. The problem was connected with the fuel delivery for the injection.

It was so good to see Jenny back to her old self. She still is a worrier but then she was when we first met her in 2005. She looks so well and happy that it was worth the travel just to see for ourselves. It was too wet for Don to hurtle around the place with the u-beaut turn-on-a-sixpence ride-on mower so he'll have to wait for next year. Eric and Jenny got their apple pie and egg custard so all is well with the world. The rally was dampened by the knowledge that John was so ill. He and Ross put so much of themselves into this rally that it was a shame John had to miss it but his health is paramount so, next year, John. We had a great rally and enjoyed 99% of it.



The Cumnock Hotel

Alpine Classic 2016. How to come about last. Car 32.

Peter Eastham

Problem: Arrived 7 minutes too early at second P control.

Solution: Stop tailgating that little red Alfa.

Problem: Drove into M control uninvited.

Solution: I thought it was only "arriving sideways" was frowned upon. Evidently if you hit the desk, spill the coffee and scatter the papers everywhere, the officials don't like that either. So sensitive.

Problem: Arrived six minutes late at end of long gravel road section.

Solution: Stopping for a cigarette to protect lungs against the dust. Maybe next time I'll just wind up the window.

Problem: Missed a lot of questions.

Solution: Apparently, pasting a photo of the answer on Instagram was not acceptable. They need to say this in the supp recs.

Problem: Being late to leave on Sunday morning in Parkes.

Solution: Doing TV interviews, taking selfies and signing autographs for the locals took longer than expected. Being a celebrity has its drawbacks.

Problem: I missed all of the P (VRC) boards.

Solution: Ahhhh, so it's "P" and not "pee". Noted for next time.

Problem: Running out of petrol on the first section on day 2.

Solution: Diary note to "FILL UP" actually meant petrol, and not extra toast and coffees at breakfast.

Problem: Running last.

Solution: We were running last. But we thought, actually, we are doing a good turn to the car that was running second last. They are probably saying right now "at least we are not running last. That Golf is". Think of the joy you are bringing all the cars that are not running last. They are all saying, "we're certainly not last". So we are making sure that all other cars feel better.

This made us feel good, even like we were running first, but at the other end. So, if there were a flooded crossing, or bushfire, and we all had to turn around and go back, we would be first.

First or last, it was a great rally, our first TRE, and certainly not the last. It was a real driver's rally so thanks to Ross et al for organising it. We are aiming to improve next time, maybe second or third from the back. (All I need to do is figure out how this Terra Trip works).

Peter and Janice

With the annual Alpine Rally comes Heather Dux's awesome annual raffle to raise funds for a charity of her choice. This year she kindly agreed to donate the proceeds of the raffle to The Cancer Council Australia. Heather's raffles are renowned for the beautiful hand made goods, from leather goods to hand made rugs and beautiful jars of yummy home made goodness.

Shane and I are participating in the Shit Box Rally, NZ. February 2017 so we donated some prizes to the raffle and ran a 'Gold Coin Draw', the mysteries of which the limited space precludes me to go into in any detail. Enough said, that the raffle and the coin draw were both very successful, raising \$ 894.00 for The Cancer Council. Shane and I would like to thank Heather and all of you for your generous support.

Jen.

Ron Cooper in Parkes with his newly acquired OMP Race Boots.

Not bad for a \$5 out lay and they fit perfectly!



ONE STEP FORWARD TWO STEPS BACK

PEKING TO PARIS P76

That most gruelling of motor rallies for classic cars, The Peking To Paris Motor Challenge, only comes around every three years and this year from mid June to mid July it once again wove it's way across the top of the world from Beijing, China to Paris, France. This time round the rally took 36 days and covered some 13, 695 kilometres travelling through China, Mongolia, Russia, Belorussia, Poland, Slovakia, Hungary, Slovenia, Italy, Switzerland and France.

Three years ago we were celebrating the back to back win by Gerry Crown and Matt Bryson then in a Leyland P76 V8. Fast forward three years and Gerry, Matt and the P76 are back in China ready to defend their title and make it a hat trick, three in a row wins. The field for this years Peking to Paris was larger than the previous event with 50 entries in the Vintage ant category for pre-1941 cars and 59 in the Classic category for cars 1942 to 1975. This years there was a much bigger Australian contingent as well with 16 Australian crews tackling the event. This time the depth of the field was also greater with many more possible winners, so Gerry and Matt had their work cut out for them and the P76.

From the event start in Peking (Beijing) the rally had a fairly straight forward run over two days to the China/Mongolia border. No quick trip down the motorway but over some terrible Chinese country roads with a couple of tests or special stages thrown in. Most cars got through OK but some were already needing work. Into Mongolia and this is where the rally really starts and after three tests Gerry, Matt and the P76 were on top. Matt reported that they weren't pushing too hard as it was only early in the event with a long way to go and they expected to be somewhere in the top ten but leading was quite a surprise. Day four was where things started to go wrong. Two tests were conducted and the P76 was second fastest on the first. The second test though was not so good. Travelling at around 160 kph they came across a creek crossing. With two alternative routes, they chose what looked the best and charged across. What wasn't easily visible was that both sides of the crossing had 30cm high embankments. The P76 flew off the approach side and hit the departure side square on. A huge impact. The result was a blown driver side front tyre and a bent passenger side radius rod. They decided to continue to the end of the test rather than stop and change tyres as that would have lost them more time. At the end of the test they had dropped only 1 minute to the quickest car, an Alfa Romeo. Just before the start of the third test the P76 dropped all oil pressure. After repairs they rejoined the rally but at a much reduced pace arriving at the overnight stop in Ulaan Bataar, the Mongolian capital.

Day five was a rest day and Matt Bryson along with some very talented mechanical help worked on the engine all day and well into the night trying to diagnose the problem. It looked as if their rally was over. As luck would have it some out of the box thinking found a solution and once again the Leyland V8 was sounding strong. Some issues with the timing of the event had them initially placed 57th out of 59. This was later amended to 17th. As they had no idea how much, if any, damage had been done to the engine after the periods of no oil pressure, Gerry and Matt decided to take a more conservative approach to the rally with the aim of getting to Paris so their pace was downgraded from race to brisk.



From here on the rally continued to make its way across Asia and into Europe. Gerry and Matt, despite now only at a brisk pace, had dragged the P76 up to 4th by day 23 then on day 24 again disaster struck. On a test section in a heavily wooded forest on the way to Minsk in Belorussia, Gerry made one of his very rare driving errors. By now a podium finish was looking possible and Gerry was back in race mode. On a very slippery stage with narrow roads they approached what looked to be a fast open right hand bend. Gerry and Matt were again doing around 160kph and lifted off the throttle to drift into the corner. It quickly became obvious that this was a second gear corner not the fourth they were in. This massive over speed resulted in the car sliding off the outside of the corner into a farmer's paddock. Gerry kept his right boot into it to drive out of the paddock and back on the road but there was a log or something hidden in the long grass and as the car shot back on the track it hit the log and leapt airborne completely over the road to the other side where they landed on some, thankfully, forgiving trees, mowing them down and beaching the car on them. Thanks to fellow Aussies Max and Julie Stephenson in their 1923 Vauxhall who stopped and towed them back on to the road, the result was they lost about 15 minutes and dropped to 7th place. The P76 was now looking a bit worse for wear as well.

Day 32 saw the only other mechanical problem occur when the water pump started leaking. This was changed quickly with the spare carried onboard. Four days later the rally pulled into Place Vendome in Paris with Gerry, Matt and the P76 in 6th place. They inherited one place after the unfortunate crash of the second placed Mustang of Aussies Rob Garnsworthy and John Teasdale on day 28. Gerry and Matt are well pleased with their result as they realised that the P76 was still the fastest rally car there and with a little luck it could have been win number 3. The winners, Mark Pickering and Dave Boddy, drove a brilliant rally though in their Datsun 240Z and thoroughly deserved their win making it 3 Aussie winners in 3 events. In fact there were 4 Aussie crews in the top 6. Congratulations to Gerry Crown who was once again the oldest competitor on the rally at 84 and to Matt Bryson who obviously prepares a great rally car. Matt also won, along with Sebastian Gross, Best Help to the Sweeps Award, for spending most of his free time helping fellow competitors.

Congratulations to Gerry and Matt. They showed that throughout the event they were competitive and always a chance to win. Even with the setbacks they never gave up and should be proud of their achievements. All their supporters from around the world are proud of their efforts and their never say die attitude. Motorsport is full of ifs, buts and could've been. It just goes to show that no matter how good you and your crew are, how good your car is, you still need that tiny amount of good luck which neither money nor experience can buy. Gerry Crown, Matt Bryson and the Leyland P76, three great Aussies. We salute you.

You can checkout more information via their Facebook Page <https://www.facebook.com/groups/112305558944828/> and at their blog <http://worldrallyp76.blogspot.com.au/>

Steve Maher



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2016 Alpine Classic – Apprentices

As instructed and to get us in the spirit of the event, we watched the movie “The Dish”. Great Australian comedy so we knew we were in for a hoot. I even made sure to remember the date, just in case Ross asked for it (20 July 1969).

Saturday morning and we were happy to meet our rally friends at the school, also taking in the great collection of wonderful cars. As we received our instructions, we immediately noticed how few questions there were and knew we were in for a challenge. And no clues in the Z instructions either!

Ushered out of the car park, posing for photographer Geoff Bott, and were off, heading for lunch at Neville, via Jenolan Caves, Black Springs, Lowther etc. etc.

All was going well as we followed Garth in his P76 down that very narrow road to Jenolan caves when we suddenly came to a halt, joining a line of 15 or so other cars behind a bus. How it got down that road I don't know. It met cars going the other way and had to stop. Fortunately those cars were serious offroaders so could pull completely off the road to let the bus pass. Had they been normal cars we'd all still be stuck there. Seeing the bus park at the bottom and get out of the way was a relief. The previous time we came through Jenolan Caves we had no idea where to go and explored all the tiny roads at the bottom, this time we knew and we found the first M control soon after. Getting our instructions in small parts and the compulsory 10 minutes of mapping time meant some intense navigation at the controls. Having mapped, our first route looked really good, but we failed to find a P board on a dirt road so had to rethink. The next route led us past a Z board and “overthinking” whether it was real or not. We did this a number of times on the 2 days – sometimes got it right, sometimes not. Big 30 point penalty when tricked though. We headed to the southernmost point on the map, found Little River, got distracted by a Blue Mini (BMW, not the real thing) and failed to notice the Z board. The question here was tricky as the spaces were not identical. Then headed up through Black Springs and on to Lowther. Coming in at the T was not immediately obvious and some were tricked. These first 2 controls were a shemozzle. Lots of cars, lots of drivers, mayhem, brought the worst manners out in the competitors and increased the stress level! The drive from Lowther to Neville was fun, with no major tricks.



Large gathering at the control.

Lunch at Neville Public School was superb and enjoyed by all. Leaving Neville for Parkes we knew we had a fair bit of distance to cover and did quite well until just before Parkes. Got tricked by the road at the fork, but then realised we needed to use the legend for major versus minor roads. We weren't the only ones, spotting Heather and Steve heading back too. A number of competitors failed to find the answer to the last question as we heard it was not at the correct mileage and we watched cars going in all directions here. Finally we got to the showground to finish the day and have a go at the manoeuvrability test. Talk about garages! Watching Geoff's video speeded up was highly entertaining. Maybe we could have observed more before having a go ourselves as I got some new ideas afterwards! We are used to driving motorkhanas in a tiny Fiat 126, so doing the same thing in a much larger car really pushes the limits! Happy to not WD here though. Watching Greg Yates going through the test, very skilfully, made it look easy! Our car just fitted in the garages, so I admire anyone with a large car such as the Galaxie, P76 or 500SLC. In contrast, smaller cars such as the Sunbeams and Minis should have a handicap!

We expected dinner at the Dish to be cold, so came prepared with coats, hats, gloves and nanna blankets, and then lent them out as we scored the last seats inside. Dinner was most entertaining with good company provided by Shane and Jen, Sue and Joyce, Tom and Kevin and all the CRC-ers.

Sunday morning we gathered in the main street of Parkes, closed to traffic for the CRC! It was time for a selfie!



The now famous (Prime TV) 944

Peter went to Onnies for a cup of coffee and the man was lovely, said he loves old cars and wishes he was told of us coming. Made me a coffee and refused to take any money. Country hospitality. God bless.



Best coffee in Parkes can be found at Onnies!

Even Elvis made an appearance, looking Young-er than ever. Parkes Shire Concert Band were great. Time came to head off, smiling for the camera. An easy drive for the first leg, but with trepidation, as we knew the average speed section was approaching. We made it to the first control and when leaving noticed something unusual about the questions. Peter asked the official “you must be in the wrong location as there is no bridge here at distance 0.00”? The response was “You are not the first person to ask that”. Luckily the clues in the answer made it easy as there weren’t many bridges or creeks to choose from. Off we went. Now, there is some dispute as to how we reached the start of the average speed section at Cumnock:

Val’s version: Gave Peter the ok to travel to the via, but didn’t manage to get him to stop before turning so we lost a few points for being early mid-way.

Peter’s version: I heard Val say “Turn right at the intersection and pull over, I need to check the instructions”.

Clearly, stopping after the intersection was wrong however the navigator is always right so that makes it driver error. And that is how you get a time penalty even before you start!

Moving along, in average speed section, with Ron Cooper and Tim McGrath following, we turned left into Gumble Rd (near Cumnock) and they went straight on. Funny we thought. Sure enough, 10 minutes later they were behind us again. Good work to catch up so well. That’s experience for you. We arrived at the control trying to be exactly on time. Dave Johnson greeted us with a poker face.

The last bit of navigation before lunch was fun as we did a herringbone with a difference! Instead of roads to the left or right, we had to match up the elevations and then arrive at the via from the base of the T. Fortunately our apprentices map had the elevations in big bold numbers. It must have been very tricky for the Masters.

Sunday lunch at the Emu club and we spotted the local TV station camera crew interviewing Doug and Xanthea. Later leaving Orange (for Lithgow, via Bathurst and Mt Panorama) we again spotted the camera crew so must have been on the correct route.

At Ophir Rd in Orange, we turned left and the top Masters crew turned right. You always hesitate when you see a Masters crew going a different way but Val is right more times than she is not. We headed through Clifton Springs. Didn't think we had deviated from the course much, but made the control in Bathurst with only seconds to spare. We didn't find the Z boards, but hadn't really been looking for them either.

Instructions told us to drive around Mt Panorama CW, i.e. in the *wrong direction*. I must reprimand Ross Warner for breaking a golden rule – never drive on a race track in the wrong direction! He has therefore received a 15 second penalty. Interesting bit of trivia here though – when Val reviewed the results she noticed that the only two crews who went around the track the 'correct' way (i.e. by rally standards, the wrong way) were the respective overall winners of Masters and Apprentices. I wonder what that means. Ross?

We found our way to the next control and then had a fun drive back to Lithgow looking for Zs, not writing down the obvious one before the passage control. We naively accepted Glenn Innes' **Well Done** at face value and did not realise our WD until after the event.

Great driving roads, not so great potholes, we were even fortunate enough to see the location of the original "50 shades of grey"!



Many of us rely upon the questions to confirm we are on the right route. Ross knows this very well which is why he played with our minds by firstly reversing the distances (not too hard to work out) but then, changing tact and swapping the distances (which you only learn afterwards). We loved watching the result of this - a number of cars coming towards us at 'missed a question' pace. Val was certain we were on the right track so we kept on going, and she had figured it out even before we got to BOAT RAMP at Lake Lyell. She said, "You know, I have been doing cryptic crosswords for many years, this was easy". After the event, Ross admitted this was intended only for Tour. Sure.

Final control and there they were again. Dave Johnson (and Natalie), who must travel by TARDIS as they seemed to appear at every second control.

Off we went, final stretch, watching out for turtles as they were seemingly everywhere, crossing the roads, cute with long neck sticking out, made sure we didn't collect one.

At the finish in Bowenfels, we felt relief. We went inside for a well-earned drink and debrief. We noticed there were more Z boards than VRCs! Tour had less questions than we had Z boards! Tour must have been challenging however with many clean-sheeting, it was down to the ranking of the navigational challenge. Looking through Ross's books got more depressing for every page we turned. We said, how can we have missed so many things? Didn't know you could drive through Lowther at least 6 different ways and pick up boards. Let alone the huge number of Z boards scattered around.

Ross has really outdone himself in finding obscure realignments and setting a challenge to find them, as nobody found Z6 in Div 1, Z8 in Div 2 and Z6 in Div 4, all on the correct route. Look out for these in the next Alpine. Notwithstanding the mistakes we caused ourselves, Ross provided us with an impressive total of 103 opportunities (questions + boards + controls) to do so! We must all take pity on the scorers, with 58 cars entered, that's a lot of scoring to do.

We would like to draw your attention to Sue and Joyce who went to place from 10th to 13th to 6th to 1st though the divisions. We reckon this is the team to watch out for in 2017. Other than the Wilkinsons of course, especially now that Scott has 'insider knowledge' as he was sweep, standing in for John Cooper.

We looked forward to the local Prime News footage and interview with the leaders on day 1. Once we saw it, well, what can I say, other than 'don't let the truth stand in the way of a good story'. At least Doug and Xanthea were sporting their yellow leaders caps!

Great to catch up with old friends, and make new ones. Thank you Ross, John and helpers/families/volunteers for a great event. We all wonder how you will you surpass this next year...

The FB posts have already confirmed that this was indeed a fantastic rally, and we agree. In fact, this was (*now saying it in a Jeremy Clarkson voice*) "The best rally, In The World".

Peter & Valerie Jakrot

Apprentices – Car #24 Porsche 944, Pastel Beige

Doug chatting away in the main street of Parkes wearing his red cap, not the coveted leaders yellow cap



CAR FOR SALE

Built by Norm Singleton of **The Rally Connection** in 2001 at a cost of over \$50,000, since which time she has had significant further investment to ensure she is a fast, comfortable, reliable and competitive long distance rally car capable of competing on the local and international historic circuit or club events.

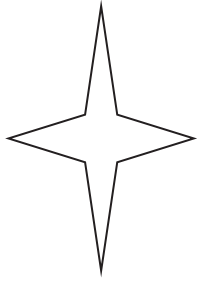
- *Holden VL Black 3.3 litre motor – fully rebuilt in 2012 by Port City. Fully balanced, shot peened with hypereutectic pistons, crow cam, HD oil pump, electronic ignition and Weber 34ADM downdraft carburetor. Dynode at 155bhp. Hone marks still in the bore.
- *Custom built and designed rally exhaust system.
- *5 speed Toyota Supra Gearbox with Dellow bell housing with heavy duty ‘purple’ clutch
- *VL Commodore turbo Diff with fine spline axles / Nissan Skyline crown wheel and pinion 3.78:1 ratio mounted on reinforced alloy plate and twin panhard rods.
- *Full seam welded and foam filled body – all underbody and suspension reinforced.
- * New Bilstein gas struts and rear shock absorbers (over \$1150).
- *Progressive rate uplift (+2”) springs with Polyair adjustable rear airbags inside coils.
- *Nolathane adjustable strut mounts.
- *4 wheel disc brakes with upgraded rotors and calipers.
- *Late model Commodore solid alloy 15” x 6” alloy wheels (2 steel spares).
- *Hydraulic hand brake and reconditioned power steering rack.
- *150 litre long range alloy fuel tank.
- *CAMS spec welded steel 10 point roll cage tied into body and suspension mountings.
- *Alloy bull bar with full under-body alloy bash plates.
- *Brantz rally meter (historic rallying compliant), Navigator’s light, 4 Cibie Oscar driving lights.
- *Commodore bucket seats, Isotta sports steering wheel and Luke full harness seat belts.
- *New tinted laminated windscreen.

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ANNUAL PRESENTATIONS & CHRISTMAS LUNCH FUNCTION

SUNDAY 27TH NOVEMBER 2016 FROM 11:30/12 NOON - BYO DRINKS

CASTLEREAGH COMMUNITY HALL – 1158-1160 Castlereagh Rd, Castlereagh NSW 2749

XMAS FUN RUN RALLY ORGANISED BY GARTH TAYLOR & PAUL MARTIN

Free to CRC members & family (small fee to non-members)

RSVP – Lunch / John Cooper 0414 246 157

RSVP – Rally / Garth Taylor 0418 207 306

Amended dates for 2017 Event Calendar:

WOLLONDILLY 250 — now to be run on Sunday 19th of February

ALPINE CLASSIC— now to be run on Saturday 4th / Sunday 5th November

With thanks

Tony Norman. Competition Secretary.

Southern Mountains Trial (1960) Re-visited 10-11 March 2017

Modern TRE as first event on the Historic Rally Club calendar

The first of the Southern Mountains Trials was a unique event run by the Australian Sporting Car Club in 1960. It characterised the “tyranny of distance” element that filled the Round Australia Trials and opened the door to the style of event that took Australian rallying into the iconic Southern Cross era.

The event was concluded part run when the roads and distances reduced the field from 15 to 4 cars, testing crews to the limits.

The re-visiting of this event is an appropriate one for the first event in the calendar of the Historic Rally Club of NSW and ACT. It will be a similar format to the HRA’s popular Rerun Trials. The 2017 event will be approximately 1100km long on roads that vary from bitumen to good gravel.

We will run the SMTR on Friday and Saturday 10-11 March 2017 finishing with what will become the traditional Saturday night social and presentation, giving people Sunday to return to their homes.

The start will be at Lithgow on Friday AM follow a lot of the old course to overnight at Braidwood on Friday evening. The Saturday restart will take us on some more of the interesting countryside of the original event finishing at Braidwood in the afternoon for the social side of the event.

Competition as allowed under the TRE regulations will include Closed Road Sections and other driving tests being mainly khanacrosses. We will be running as many closed road sections as allowed under the regulations the details of which are currently being reviewed by ARCOM.

Navigation for the road sections will be of a middle range “Apprentice” level and the general maps used will be NRMA touring maps.

The general award will be based on the placing gained by the car in each test and the road sections for the day.

There will be a navigators award which will involve some additional short tests, again based at “Apprentice” level standard of navigation. This award and the navigation tests involved will not be part of the general award.

Full details of the event will be included in the Supplementary Regs.

The entry fee will be set at \$650. This includes entry to the event, insurance, CAMS fees and entry for two to the social function on Saturday evening. Accommodation and other meals are not included.

Entries will be preferred from 2 wheel drive normally aspirated vehicles manufactured before 31st December 1979. The combination of long daily distances and sprint events will test both crew and cars. No night driving is planned for the event.

Register your interest in competing in the SMTR with Ross James rosco@shoalhavencomms.com.au or 0412 422 566.



Classic Rally Club Championship 2016

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Peter Reed	16	18	28m	19	20	17	40	36	133	1
Robert Panetta	7	20	18	20	16	16	32	38	126	2
John Cooper	20	19	20	18		18		32	117	3
Tony Wise	14	16				14	38	28	110	4
Bob Morey	16	17m			18	16	24	24	103	5
Garth Taylor	15		8				28	34	85	6
Alan Watson	1	8				15	34	22	80	7
Gerry Both	18	14		12	15			20	79	8
Dominic Votano	1m					20		40m	60	9
Roger Banham								30	30	10
Barry Ferguson			24						24	11
Gerald Lee			24						24	11
Winton Brocklebank			24						24	11
Lauren Walker				16					16	14
Ben Both				12					12	15
Michael Olsson	12m								12	15
Lui MacLennan			10m						10	17

Classic Rally Club Championship 2016

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Mike Batten	16	18	28m	19	20	17	40	36	133	1
John Henderson		20	18	20	16	16	32	38	126	2
Ross Warner	20	19	20	18		18		32	117	3
Phillip Stead		8	6m	17	20	16	36	26	115	4
Lui MacLennan	14	16				14	38	28	110	5
Teresa Morey	16	17m			18	16	24	24	103	6
Carol Both	18	14		16	15			20	83	7
Pam Watson	1	8				15	34	22	80	8
Alan Walker	12m			16				32	60	9
Mike Stephenson	1m					20		40m	60	9
Michael Cox	15		8				28		51	11
Graham Thompson			22m		4				26	12
Ian Reddoch			24						24	13
Harriet Jordan	12m								12	14

Classic Rally Club Championship 2016

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Valerie Jakrot	14	15	22	15	15	15	30	30	105	1
Heather Brumby	15	10	24	1m		14m	22	18	85	2
Ted Norman	8	8	20	3			28	28	84	3
Mal Sinfield	12	11	18	12	11	12	24	8m	82	4
Scott Wilkinson	11	9	16	10	12	1	12	14	65	5
Xanthea Boardman		7			3		22	26	58	6
Glenn Evans	6m	7m	20m	13m	10m	11m		10	34	7
Tony Norman	3	11			11	3	6		34	7
Dominic Votano		13m			1		16		30	9
Bob Moore	10m		28m						28	10
Martin Leaver	13m	14m	2m	14m	13m	14m	20m	18m	28	10
Shane Navin	9m	12m		11m		13m	22m		25	12
Thomas Payne		8			13			4	25	12
Simon Robinson	8	5m				10			23	14
Winton Brocklebank								22m	22	15
David Booth								22	22	15
Gordon Lennox							18		18	17
Lindsay Trevitt				8m	1				9	18
Brenda Cox	7m								7	19
John Crighton								6	6	20
Ian Gilhome			2					2m	4	21
Starr Mifsud	3								3	22
Roger Wood						1m			1	23

Classic Rally Club Championship 2016

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Bary Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Peter Jakrot	14	15	22	15	15	15	30	30	105	1
Steve Brumby	15	10	24	1m		14m	22	18	85	2
Tony South	8	8	20	3			28	28	84	3
Ross James		11	18	12	11	12	24	8m	79	4
Donna Wilkinson	11	9	16	10	12	1	12		64	5
Doug Barbour		7			3		22	26	58	6
Joyce Lawrence	1		14		14		14	14	56	7
Darren Taylor							16	22	38	8
Peter Parry			26m					2m	26	9
Jennifer Navin	9m	12m		11m		13m	22m		25	10
Kevin Payne		8			13			4	25	10
Natalie Martin	6m	7m		13m	10m	11m		10m	24	12
Graham Thompson								22m	22	13
Peter Thomson								22	22	13
Collin Segelov		5m			3	10			18	15
Karen Lennox							18		18	15
Robert Mifsud	3		14						17	17
Tanya Arthur		13m			1				14	18
Jann Sinfield	12								12	19
Mathieson Trevitt				8m	1				9	20
Steve Cox	7m								7	21
Greg Newton								6	6	22
Elizabeth Gilhome			2						2	23
Martin Forbes			2m						2	23
Chris McDonald						1m			1	25

Classic Rally Club Championship 2016

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Greg Yates	8	7	14	9	9	10	12	2	57	1
Jeremy Braithwaite		9	20	7				16	52	2
Mike Birks			20				16	14	50	3
Jim Baird	6	3			10	5	14	14	49	4
Alan Cummine	4m	9	10	5	4	9	10		43	5
Ian Packard		7		1	4m		8	18	38	6
Robert Clare	9		10					12	31	7
Jim Richardson					1	8m	12		21	8
James Phillis	5m	5m			9m		20m	20m	20	9
John Needs	10m	10m							20	9
Tim McGrath	2		12			2		4	20	9
John Young				10	9				19	12
Peter McAlpine							16	2	18	13
Dave Johnson			12					2	14	14
Matthew Arthur						8m		10m	13	15
Steve Blair	1m		10m	6m	2			2m	13	15
Douglas McMillan		2m		1	9m				12	17
Jonathan Mansell	1			4	4	1		2	12	17
Steve Friend	1m	5m				1		2	9	19
Peter Cale								8m	8	20
Peter Eastham	3m	1m			4			2m	8	20
Anthony Quist					5	1			6	22
Jane Morey						6			6	22
Merzi Mody							6m		6	22
Don Dux			2					2	4	25
Kevin Payne						4			4	25
Wayne Brighton	1m	1m		3m					4	25
Tony Quist	2			1					3	28
Vince Harlor	1							2	3	28
Arthur Bransgrove								2m	2	30
Henri Hendriksen								2	2	30
Reece Robinson								2	2	30
Bruce Smith							2		2	30
Jon Dickson						2			2	30
Murray Baker							2m	2m	2	30
Sarah Priestley				1m				2m	2	30
Shane Navin								2m	2	30
Simon Duff			2						2	30
Adrian Walmsley					1m				1	39
David Grasso	1								1	39
Denise Adams		1							1	39
Jos Kroon	1m								1	39
Mick Roberts	1								1	39
Ramin Shoushtarian	1								1	39
Richard Nineham	1								1	39

Classic Rally Club Championship 2016

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Wollondilly 270	Compass Run	Barry Ferguson Classic	Tour d'Course	Sophie's Run	Rally of the Valley	MG Spring Rally	Alpine Classic		
	1 day	1 day	2 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Karen Yates	8	7	14	9	9	10	12	2	57	1
Julie Braithwaite		9	20	7				16	52	2
Lachlan Grave			20				16	14	50	3
Steve Maher		7		1	4m		8	18	38	4
Lachlan Baird	6				10	5		14	35	5
Sue Clare	9		10					12	31	6
Bev Richardson					1	8m	12		21	7
Cheryle Phillis	5m	5m			9m		20m	20m	20	8
Lisa Needs	10m	10m							20	8
Helen Young				10	9				19	10
Jim Deves						9	10		19	10
Sharyn McAlpine							16	2	18	12
Len Zech							14		14	13
Natalie Johnson			12					2	14	13
Jocelyn Vettoretti	1m			6m	6			2m	13	15
Tanya Arthur						8m		10m	13	15
Ron Cooper	2		4			2		4	12	17
Teri McMillan		2m		1	9m				12	17
Tina Porod	1			4	4	1		2	12	17
Alan Ongley	2			1	5	1			9	20
Tammy Cale								8m	8	21
Janice Yip	3m	1m			4			2m	8	21
Sarah Priestley	7								7	23
Adrian Walmsley						6m			6	24
Kainaaz Variava							6m		6	24
Michael Friend		5m							5	26
Heather Dux			2					2	4	27
Maureen Friend	1m					1		2	4	27
Thomas Payne						4			4	27
Kay Harlor	1							2	3	30
Adam Bransgrove								2m	2	31
Garth Bransgrove								2m	2	31
Richard Nineham								2	2	31
Jenifer Navin								2m	2	31
Glenda Lawrence	1	1							2	31
Jennie Smith							2		2	31
Nikki Baker							2m	2m	2	31
Amir Shustarian	1								1	38
Henri Hendriksen	1								1	38
Kate Roberts	1								1	38
Kevan Peters		1							1	38
Peter Robinson	1m								1	38
Rebecca Grasso	1								1	38