



Rally Directions

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

December 2017



Cover photo: Welcome back David Wigley, teaming up with another Smith, this time Bruce Smith, at the start of the Alpine Rally; smiles were still on their faces at the end.

BREAKING NEWS

CHANGE OF VENUE

JAN/FEB MEETINGS

BRUSH FARM BOWLO

NAVIGATION TRAINING RUN

SATURDAY 10TH FEBRUARY 2018

TONY NORMAN

INVITATION RALLY

THORNLEIGH CAR CLUB

SATURDAY NIGHT - 24TH FEBRUARY 2018

100 MILE TRIAL

CRC AUTUMN CHALLENGE RALLY

SATURDAY 10TH MARCH 2018

CONGRATULATIONS

ALAN & LAUREN WALKER WHO ARE
EXPECTING THEIR SECOND CHILD

WOLLONDILLY 250 TO RUN AGAIN IN

2018—MIKE BATTN

22ND JULY 2018

CRC ALPINE CLASSIC TO RUN AGAIN IN

2018—ROSS WARNER COMMITS

3RD / 4TH NOVEMBER 2018

UPCOMING EVENTS:

10 February 2018	Navigation Training Run
24 February 2018	Invitation Rally 100 Mile Trial (Thornleigh Car Club)
10 March 2018	CRC Autumn Challenge Rally
22 July 2018	Wollondilly 250
3 / 4 November 2018	CRC Alpine Classic

Don't forget, more information about up coming events is available on the web site: www.classicrallyclub.com.au

Classic Rally Club Officers and Contacts 2017

Position: Name	email	Phone (please make calls before 9.00pm)
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Peter Reed	crc.treas@classicrallyclub.com.au	0418 802 972
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
Newsletter Editor: Bob Morey	crc.editor@classicrallyclub.com.au	0402 479 661
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Championship Pointscorer: Mike Batten	crc.scorer@classicrallyclub.com.au	0400 174 579
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
Webmaster: Harriet	crc.wm@classicrallyclub.com.au	
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Killara / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Paterson (Silver)	Blaxland	(02)4739 0577 (H) or 0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot	Willoughby	0419 983 247
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774



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

Classic Rally Club meetings are held on the fourth Tuesday of each month - January to November from 7.30pm at Denistone Sports Club: 59 Chatham Road, West Ryde.

NOTE: JAN / FEB MEETING AT BRUSH FARM BOWLING CLUB (due to renovations at Denistone)

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 and 2017 PRESIDENT'S REPORT

2017 was another pretty good year; I managed to stay out of hospital, compete in or officiate in all the rallies and attend most socials; thanks to Ross for providing his automatic E Type Jaguar for the first few rallies as I was unable to use my clutch foot. My huge thanks go to the other two Executive Members, Club Secretary Tony Kanak who has held this position for a consecutive twenty years and Club Treasurer Tim McGrath who has held this position for since 2011 and who is retiring from this position to follow his dreams; retirement, caravanning and family. Many thanks to both of you, you make my job easy and make me look good. I always say, "Surround yourself with good people and good things will happen".

Also my extreme thanks to Ross Warner, my navigator, good friend and all round great guy. Not only do you make rallying for us so much fun, with bad joke stories, laughter and smiles all round, you manage to get us up the pointy end of most rallies making it even more satisfying. Without your endless hours over the last three years the Club's only TRE and premier Alpine Classic Rally would not be rated as professional and well run as it has been (especially this year) and without you I'm not sure if it would run again at the level it is. We have massive shoes to fill if you step away.



Ross' contribution of his time, his own money, all the printing helps keep the cost down and it would cost the Club a lot more if he wasn't so generous.

I would also like to thank all the Rally Directors, Officials, everyone that helped make a rally or social take place and especially the partners of those people who put up

with a lot of lost hours that go into just putting events on. To all the Club Registers; Tony Norman, Glen Evans, Greg Yates, Mike Batten, Peter Reed and Ron Cooper, thank you. Thank you to the MG and Alfa Car Clubs that contribute with putting on rallies as part of our Rally Point Score Championship.

Another big thank you goes to both Len Zach (Web Controller) and Jen Navin (Magazine Editor) who have both resigned their positions this year; each of these positions play an extremely important part in getting the word and doings of the Club out to the members and the public.

The printed magazine costs have continued to skyrocket with printing and postage costs and it's a fair guess that the printed days of *Rally Directions* has now passed and we will have to go fully digital. A lack of content contributions from members was also a concern and we're hopeful that you members may consider writing or submitting articles, however long or short, and don't forget to send in your event photos – the addition of up to date pictures is considerably lacking. I have taken on the task to put this edition of *Rally Directions* out to print and thanks also to Rachel at Westco Building for putting this last printed magazine together for me. Thanks also to Harriet Jordan for picking up the web page again.

Thanks to Tony Wise for stepping in as our Returning Officer at the 2018 AGM and welcome to our new Treasurer Peter Reed. We welcome back our previous Magazine Editor Bob Morey and thanks to all returning Registers.

Congratulations to all the Club Championship winners! Trophies were presented at the recent Club Presentation and Christmas Party held at Castlereagh Hall. Well done to Heather Brumby again taking out the Junior Star in a Rally Car and congratulations on being the youngest person to obtain a CAMS Competition Licence to compete in Targa events with your dad Steve. The Sportsmanship Award went to Steve and Maureen Friend, President's Award to Mike Batten and special congratulations to Lui on being awarded Life Membership to the Classic Rally Club for her services to the Club and the sport of rallying.

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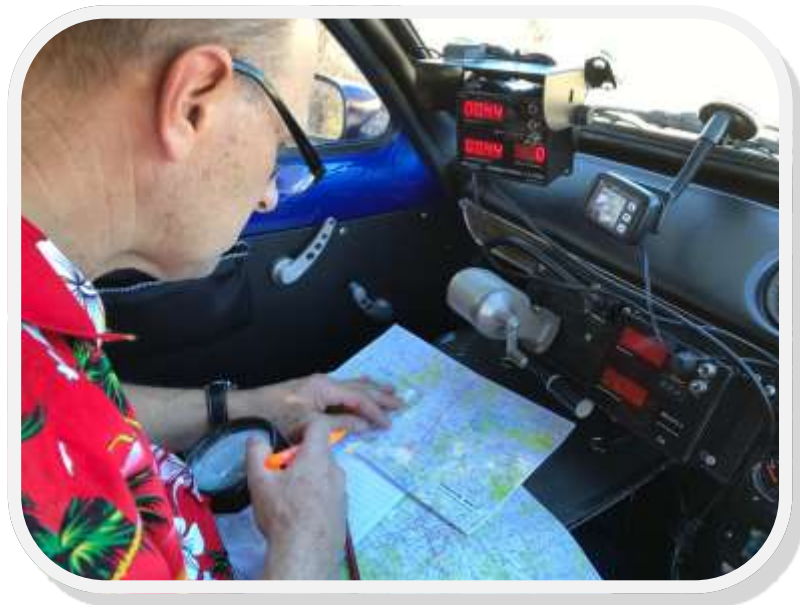
Another big thank you to Heather and Don Dux, who have both had their ups and downs with health issues and made the trip down from Queensland for the Alpine Classic this year, only to have to miss out on Sunday's drive as Don was still battling his flu symptoms and decided to head home early for some rest. Both I am told are doing OK again, stay well you two. Heather again donated some great prizes for the annual Alpine Rally Raffle and with just over \$800 raised and the Club chipping in we have donated another \$1000 to the Children's Cancer Research Fund.

We have a fairly full year coming up in 2018 starting off with Tony Norman's Training Day in February. If you are considering making the step up to learn about map reading for Apprentices we will be having Mike Batten and Ross Warner along with other Master crews to pass on their skills, tips and guidance.

It is with pleasure that I have once again put my hand up to take on the Club's Presidency for 2018 and I thank everyone for your support over the past year. You don't have to look far to see that our Club is extremely friendly and family orientated with various crews; husband and wife, father and daughter, father and son, brother and sister, grandfather/father and son, and all the other combinations, as well as having younger members being interested in our beloved passion of classic navigational rallying. I am hopeful the Club can continue to prosper onwards maintaining its high membership base and quality rallies for our enjoyment of our cars, our friendship and the fun of driving, navigating, organising and just being a part of the Classic Rally Club.

To all those that have suffered some health issues over the past twelve months, I hope you are well on the road to recovery and may 2018 be a healthy one for us all.

I wish you all a very Merry Christmas and extend to you best wishes that you each enjoy a healthy, happy and prosperous 2018. See you on the rally



CHANGE OF CRC MEETING VENUE

FOR JANUARY AND FEBRUARY 2018

We at CRC Headquarters only recently learned that the kitchen at Denistone Sports Club is to close on December 22nd, and then is planned to reopen, after renovations in March 2018. Mindful of the significant number of members who arrive early enough to enjoy a meal and a chat we have applied a Redirection.

Please note that the meetings on January 23 and February 27 will be held at Brush Park Bowling Club, at 77 Rutledge St, Eastwood. These are the usual 4th Tuesday of the month dates.

This changed meeting location is about 3 minutes from the usual venue but there are potentially some WD possibilities if driving by instinct from the Denistone Sports Club address....

There is plenty of on and off-street parking and a capable bistro and bar area. Check the Brush Park Bowling Club website closer to the date- for menu and other information.

If you want to call them, their telephone number is 9858 1166. Note we would like to start the January and February meetings a little earlier at 7.45 pm please.

Tony Kanak

Secretary CRC Inc.

SECRETARY'S REPORT

Classic Rally Club Inc—Secretary's Report for 2017 operating year: prepared for the 28th November 2017 Annual General Meeting.

This year has been another successful period for the club. The calendar of formal CRC events has had a good level of support and has included some new ideas and corresponding events from new event directors, and some new ideas on some long standing events. The multiple tier structure of social, tour/apprentice and master level of difficulty for our rally events continues to work well and we will conduct another entrant familiarisation day - or navigator's school if you prepare - early in 2018.

Membership numbers are healthy for 2017, at above 400, and we always expect some movement in and out with some people only wishing to be shorter term members to enter some specific event. People move house too, but even at major distance from Sydney many stay as members, even if they are not regularly active in events. Occasionally some longer distance members make the trip to club meetings to have a meal and a chat, and they are always welcome. Formerly we thought that a large part of the reason to remain a member was due to the continuing high quality of the club's printed Rally Directions magazine and website.

Printing and postage costs coupled with the rise of Facebook etc. has meant that the club printed magazine no longer is produced in print form monthly and it may not appear at all on a regular basis in 2018 in letterboxes - as the percentage of people who show preference to getting their news and information on line continues to grow. The Rally Directions quality style of news though will hopefully continue and be shared via the website. A reminder too that contributions and pictures are always welcome, editors and website wranglers (?) always like to have a feast of material to choose from.

Also we need to record that during the year in review the CRC adopted new rules reflecting NSW State legislative changes to the operation of clubs and associations such as this one. Anyone seeking a full copy, via email, of the new rules can request them from the Secretary, but in reality the changes were mostly minor and provided legality for electronic communications that were beyond what was common way back when the previous rules were framed. The membership will not notice any strange changes to the way the club operates and interacts with the members from the rule change.

Also on occasion of the AGM, it is important to remember and sincerely thank not only the event directors who design the fun (?) into events, but also to recognise and thank all of our volunteer officials, helpers, the Executive C'tee and everyone who makes a contribution to the CRC. Well Done! We look forward to your continuing assistance to keep this club and its level of activities and participation something of a standout amongst car clubs.

During the year we participated in the Council of Motor Clubs meetings and special forums, and the bigger than ever Shannons Car Club showcase weekend at SMSP.

There are no stumbling blocks with CAMS on the horizon at present, which is pleasing. No legal action involving the club is underway either, and a financial report from the treasurer indicates a satisfactory surplus for the operating period. It is appropriate to thank Tim McGrath our Treasurer for 2017 and plenty before, for his quality service to the CRC. Tim is not seeking re-election for 2018.

Safety on events has not been a problem issue during 2017 and this is another pleasing result, which will help to keep insurance costs under control, and keep local Councils happy to see another CRC event roll through their countryside, and put a little more money into their local businesses.

For 2018 the event calendar has largely taken shape already, and we will again affiliate the CRC with CAMS for next year. We look forward to your renewed membership and ongoing participation in the club's activities.

Tony Kanak

CRC AGM REPORT 2017

Record of the 28/11/2017 Annual General Meeting of the Classic Rally Club Inc, at Denistone Sports Club.

The Meeting was opened at 8.00 pm by President J Cooper.

Adoption of the 2016 AGM minutes- It was moved by R Warner and 2nded by R Cooper to accept the minutes of the 2016 AGM, as printed in the club magazine. Carried.

President's Report provided by J Cooper- 2017 had been another satisfactory year for the club with new event directors coming forward and solid support by members generally, and entries in events. All efforts and contributions to the operation of the club were gratefully acknowledged, with a longer report to be provided in a special end of year printed magazine.

Treasurer's Report- provided by T Mc Grath. A profit for the year of \$11,508 reported in the club's financial performance. The combined balance of the Club's term deposit and working account as at the time of the meeting was of the order of \$60,000, with the CAMS and CMC affiliations for 2018 yet to be paid. Given the satisfactory financial position, no change to membership fees for 2018 was proposed by the C'tee. Mr Mc Grath confirmed he was not seeking re-election in 2018 on the C'tee.

Secretary's Report- provided by A Kanak. Then club had no known issues of insurance claims, litigation or bad debtors. Relationships with the Council of Motor Clubs and CAMS were operating smoothly, with no problem issues. The NSW Fair Trading department had acknowledged receipt of the new rules for the club, as passed in July, and subsequently submitted to them to meet recent requirements from legislative and regulatory changes affecting clubs as the CRC Inc, in NSW. The secretary advised that copies of the new rules were available to members, preferably by email, upon request.

Membership Secretary's Report- a printed report was provided by G Evans, indicating 407 members on strength as at meeting date. Non-renewals during the past year were closely balanced by new members. Exit interviews with the non-renewing members showed various reasons, but no dissatisfaction with the Club, as a cause.

HCRS Report- provided by R Cooper. 67 vehicles currently on the scheme, with the majority participating in the 60 day p.a. log book trial. Some new guidelines for the guidance of members, with respect to the HCRS will be issued during 2018.

Pointscore Report- provided by M Batten. A printout of consolidated points of all entrants in all categories had been produced for information of members.

Communications Report- provided by J Cooper on behalf of the Exec C'tee. Greg Yates was thanked for his role with coordinating Facebook, and to Glenn Evans for his club email communications- both contributing to keeping club members up to date with information and news etc. The meeting was advised that Harriet Jordan would return to the role of website administration, after Len Zech had relinquished the role. The meeting thanked the communications team for their vital work. Jen Navin was also specially thanked for her role in production of the printed form of Rally Directions during the year.

It was moved by R Warner, and seconded by T Norman to accept these reports, carried.

Election of Office Bearers: at 8.22pm the Chair was passed to T Wise for the election of the positions of President, Secretary and Treasurer, and the current Executive C'tee stood down for the election process. The results of the nomination process did not produce a need for voting as only single nominations had been received. The results were that for 2018 the roles of president, Secretary and Treasurer will be occupied by J Cooper, A Kanak and P Reed respectively.

The 2018 C'tee resumed the meeting at 8.25 pm after the election process and thanked T Wise for his assistance with the process of the election of the 2018 Executive C'tee. Tim Mc Grath was thanked for his service as Treasurer over many years, and Peter Reed, a well-known club member was thanked for taking on this role- noting that a time for handover by Mr McGrath to Mr Reed would be required.

Other roles for 2018- by direct appointment of the C'tee were:

Facebook- Greg Yates

Membership- Glenn Evans

Editor of Rally Directions (now in electronic form only) Bob Morey- who was welcomed back into this role by the meeting.

HCRS- Ron Cooper

Point Score- Mike Batten

Sporting Secretary- Tony Norman

Website- Harriet Jordan

No further business, the AGM portion of the evening's proceedings concluded at 8.37pm.

Tony Kanak

TREASURER'S REPORT

2016-2017 Financial Report

General overview of Club funds as of 30th June 2017:

Current cheque account balance as of 27th November 2017 AGM is \$30,554.04, Term deposit \$31,938.07 and has been reinvested for a further six (6) months.

After seven (7) years in the Treasurer's position on the CRC Executive Committee I have resigned my post and handed over to Peter Reed, elected at the 2017 AGM.

Classic Rally Club, 2016-2017 General Overview

Event details: 2016/2017

	<u>Income</u>	<u>Expenses</u>		
Rally of the South	\$3,410.00	\$2,442.24	\$967.76	
Alpine Classic 2016	\$28,277.00	\$26,204.45	\$2,072.55	
Rally of the Valley	\$3,645.00	\$2,225.38	\$1,419.62	
Wollondilly 260 Rally	\$4,565.00	\$3,962.10	\$602.90	
Fun Run (April Fools)	\$4,070.00	\$3,338.00	\$732.00	
Sophies Run	\$800.00	\$1,458.00	-\$658.00	Plus \$1680- From Dep 15/16 Year = \$1022 Dr
	<u>\$44,767.00</u>	<u>\$39,630.17</u>		

Income:

Membership Fees	\$13,010.00			
Club Plate Fees	\$1,100.00			
Adj 2017 Alpine Classic	\$1,500.00	\$450.00	\$1,050.00	Run in Oct 2017
Sheep Station Rally	\$540.00		\$540.00	Run in July 2017

Expenses:

Club Magazine & Printing	\$3,102.70
Insurance Camps	\$534.60
Web Fees & Domain registration	\$339.00
Hall Hire (Meetings)	\$450.00
Christmas Party	\$2,443.75
PO Box Rental	\$401.00
Cams Affiliation Fee	\$1,195.00
Service of Magazine Laptop	\$121.00
Year End Trophies	\$315.00
Postage/stationary club Membership	\$781.53
CMC Eastern Creek Display Day	\$240.00
Dept Fair Trading annual return Fee	\$44.00
Replace Computer for Club Magazine	\$1,446.50
2016 BFC Trophies	293.60

As per Bank Reconciliation S/Total \$60,917.00 \$51,787.85 \$9,129.15

Adj Sophies Run from 2015/2016 Deposits \$1,680.00 \$1,680.00

Plus interest from Term Deposit \$699.51

\$11,508.66 Profit

Term Deposit as at 28 March 2016	\$30,903.99		
Term Deposit as at 28 March 2017	\$31,603.50	Return of	\$699.51 From investment

CRC Bank Reconciliation as at 30/6/2017

Opening Balance	7/01/2016	20,482.86	CR
Plus deposits to	30/06/2017	60,917.00	
		81,399.86	CR
Less payments to	30/06/2017	51,787.85	
		<u>29,612.01</u>	CR
Bank Statement as at	30/06/2017	29,612.01	CR

Balances with Statement as at 30/6/2017



THE DIRECTOR'S CUT

By Ross Warner

The planning for the 2017 Alpine Classic started about a month after the finish of the 2016 event.

A passing comment from one of the 2016 entrants that fondly reminisced about some of Westie's Kosciuszko Classics (which were fantastic events) and that "prison farm accommodation" and this sparked an idea that we should visit that area again. New roads and fantastic scenery would make up for the extra distance to be travelled.

Kim and I drove most of the roads (and a whole lot more, including Boboyan Rd that runs south out of the ACT and not really suitable for an E-Type...) during last Christmas holidays. We settled on Tumut as being a roughly suitable location for our overnight stop. Yass seemed to be a good starting point even if a little further from Sydney than the traditional start location of Lithgow. We figured that it would be worth it to get access to the mountain roads up Kiandra way.

Our original thought was to finish back in Goulburn, however good advice from other event directors helped us to reconsider and we moved the finish back to Yass. In hindsight the advice we received was spot on, the event would have been too long even without the deleted part of Section 4c that was going to investigate Binalong again (Sorry Apprentice navigators, I know you went there because of my oversight).

We didn't have a clue about Classic Yass coinciding with our start location (and time) until Arthur Bransgrove rang to let us know. That is why you all received that "Early warning" email about accommodation in Yass. Again, this worked in our favour and we now have a great relationship with the Classic Yass organisers. It's just a bit of a shame we didn't capitalise on this connection a little more, I understand the display was amazing (maybe there is some scope for building on something there).

It sounds like the Yass Public School outdid themselves because by all reports the breakfast and the facilities they provided were first class. On the other hand I did receive some feedback that the lunches weren't really up to scratch and maybe we should use a School P&Cs or Country Women's Assoc. in future.

I thought that the dinner location was a lot of fun, even if the food wasn't appreciated by all. We were lucky to get it to all work out given the mix-up with a couple of local clubs, the less said about that the better (all my fault). I'm told the ginger beer was fantastic and I have since ordered 24 bottles on line, should be great for Christmas.

We tried to make crew's lives a bit easier through the registration process (if not the navigation) and introduced the concept of "Remote registration". A few crews made use of this facility and I hope that once people get the hang of it, that more might use this method in future events. The registration and scrutineering process is tedious for everyone, and anything that makes this easier (particularly for the organisers) has to be a good thing. Please think about this option in the future.

Now, about the actual event...

We had set the first section (1a) as an "Average speed overall" and had intended that this would be scored using the same penalties as those described in the Supplementary Regulations for "Maintained average speed", however one competitor correctly pointed out that the Sup. Regs. did not allow for that system of scoring and it required that the originally posted penalties were re-scored. I apologise to those crews whose event position changed as a result of this revised scoring (but at least now you know why). Rest assured that next year's Sup. Regs. have already been updated to avoid a repeat of that situation.

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THE DIRECTOR'S CUT (continued)

By Ross Warner

Section 3b included a road realignment that not all crews found, and I admit that I changed the map to indicate the old road and delete the newer road. The road name "Old Gundagai Rd" should have been a good hint...

Maybe this is a good time to talk about changes to the maps. Yes I changed the maps again this year and I changed the legend also (did you notice). But I only did it for your own good. I changed the appearance of some road junctions so they matched the actual arrangement (so you wouldn't be looking for realignments everywhere, keeping in mind that they are easy to change back!) I added a road or two to make it look like you could do a loop that you couldn't do, and I changed the road described above in section 3b. I added and moved a couple of "Distance markers" on the map and then added the phrase "Between Distance markers" to the Legend. I hadn't realised that a "Distance marker" wasn't defined on the Legend, even though we have been referring to "Distance markers" for years. Like I said, it was for your own good.

Section 3c should have been a nice drive with just a little bit of unsealed road, and a couple of sneaky officials hiding at a realigned road junction (Only 4 crews found them, even with their "where's Wally red shirts and high vis. vests). Another nasty road realignment found some crews receiving a WD at a manned passage control after leaving Adelong for the second time in Section 3c. I know, I can hear you say "but there was a no though road sign". All I can say is "The map is always right". Only one Masters crew entered from the correct direction, but of course Masters didn't have the helpful hints that Apprentice crews received.



Section 4a was a giant map trace that included mapped and unmapped roads. Most got it right, it wasn't intentionally hard. The tricks were the calculations required to determine where the questions were located (these sorts of calculation are fundamental to endurance rallying, we I think they would be...hopefully one day I'll find out) and also a couple of realignments, including one that nobody found.

Section 4b was arranged as a shortest distance overall and crews were provided with a series of numbered snippets of various road junctions. The numbering was straightforward, for Apprentices but not so for Masters, and Masters found that some of the snippets had been rotated also (bloody computers). More road realignments (yawn...).

Section 4c was mostly a cruise to the finish and included some of the most scenic roads of the event. A little bit of dirt was worth it to be able to use those roads, I hope you agree. Oh, and we used a little bit of what is left of the old Hume Hwy.

Yes, it was a tough event, but I hope it was fun as well.

A big thanks to all of our officials, our CAMS Stewards, our wives (for putting up with us) and also to Peter and Valarie Jakrot for attempting the event a couple of weeks beforehand. Their input was crucial and improved the instructions as a result.

Oh, apparently there is still an M Board still in Tumbarumba We'll need it for next year's event (Destination Cowra...)

Guess what I'll be doing over Christmas...

Cheers - Ross



ALPINE CLASSIC 2017 Final Scores Day 2 Combined.

Racers		Division 3										Division 4										Alpine Cup Place		
No	Driver	Navigator	Car	Time	M	PC	Q	VRCZ	Radar	D3 Total	Time	M	PC	Q	VRCZ	Radar	D4 Total	Day 1 Total	Day 2 Total	Comb. Total	Place	Alpine Cup	Place	
1	Francis Stephenson	Michael Stephenson	1980 Mazda	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS
2	Gerald Lee	Jeff West	1976 Datsun	11		30		15		56					60		60	171	116	287	2	16933	4	
3	Tony Wise	Lui MacLennan	1974 Alfa Romeo	6		90		30		126					25		44	165	170	335	4	16035	5	
4	Bob Moroy	Teresa Moroy	1976 Alfa Romeo	7		60		30	6	103					15		23	122	126	248	1	14632	2	
5	Andrew Inglis	Marin Leaner	1974 Alfa Romeo	1		60		60	33	154					105	105	210	195	DNF	DNF	DNF	DNF	DNF	
6	Tony South	Ted Norman	1994 Porsche	3		60		30		89					15	60	118	190	211	391	8	30107	12	
7	Robert Farnella	John Henderson	1972 Alfa Romeo			90		60		150					45		68	105	218	303	5	16415	6	
8	Matthew Thorspeck	Graham Thompson	2000 Mitsubishi	18		90	15			123					15	60	120	226	243	469	10	77854	21	
9	Gerry Both	Carol Both	1973 Alfa Romeo	7		60		120		187					15	60	111	135	268	403	9	24246	10	
10	Lauren Walker	Alan Walker	2013 Mazda	30		90		15		135					15	15	21	167	186	323	3	31006	13	
11	Alan Watson	Pain Watson	2012 MINI	23		90		45		158				30			56	178	214	390	7	74100	20	
12	Roger Barham	Roger Barlow	1964 Surbeam			60		30		90					55		64	206	154	360	6	16920	3	
13	Lynne Stoad	Philip Stoad	1985 Volvo			90		30		120					45	75	134	274	254	528	11	71805	19	
-																								

Apprentices		Division 3										Division 4										Alpine Cup Place		
No	Driver	Navigator	Car	Time	M	PC	Q	VRCZ	Radar	D3 Total	Time	M	PC	Q	VRCZ	Radar	D4 Total	Day 1 Total	Day 2 Total	Comb. Total	Place	Alpine Cup	Place	
14	Peter Parry	Ian Gilhousie	1987 Nissan			60			6	DNF								281	DNF	DNF	DNF	DNF	DNF	
15	Jennifer Navin	Shane Navin	2015 VW	19		60		45	3	126					30		54	233	180	413	4	40474	14	
16	Darren Taylor	Ruby Leonard	2006 Mercedes Benz	19		90		75	2	186					75		95	256	261	537	9	49404	16	
17	Justin Beahfield	Mark Talhurst	2016 Audi	3		60		30		83					30		30	166	123	279	2	55042	18	
18	Roger Moore	Bob Moore	1984 Toyota	48		90	90	120		345					30	75	128	322	477	799	11	107066	22	
19	Tim McGrath	Ron Cooper	2016 Ford	11		60		60		131					60		91	242	222	464	6	45472	15	
20	Steve Bumbly	Heather Bumbly	1977 Alfa Romeo	23		60	15	75		173					30		37	169	210	369	3	23540	8	
21	Mike Batson	Peter Reed	1971 Datsun	30		30		15	2	77					15		20	78	67	178	1	9450	1	
23	Murray Baxter	Nikki Bayer	2012 BMW	51		90	15	90	4	250					60		91	239	341	580	10	55100	17	
24	Simon Duff	Hugh Nentils	1980 Lancia			DNS		DNS		DNS					DNS		DNS	DNS	DNS	DNS	DNS	DNS	DNS	
25	Pearl Thurman	Owaid Booth	1994 Surbeam	4		90		45		139					30		31	262	170	432	5	20204	7	
26	James Philis	Cheryle Philis	1991 Porsche	60		60		75		DNF					105	15	120	327	DNF	DNF	DNF	DNF	DNF	
27	Donna Wilkinson	Scott Wilkinson	1970 Volvo	53		90	15	45		203					15	45	64	160	267	467	8	25811	11	
28	Joyce Lawrence	Sue Gerner	1968 Porsche	47		60		75		182					15	15	50	240	232	472	7	24072	9	
-																								

ALPINE CLASSIC 2017 Final Scores Day 2 Combined.

Tour	No Driver	Navigator	Car	Division 3					Division 4					D4 Total	Day 1 Total	Day 2 Total	Comb. Total	Place
				Time	M	PC	Q	VRCZ	Radar	Time	M	PC	Q					
29	Henry Stratton	Julia Stratton	1998 MG	26				30							116	66	172	24
30	Garth Brangrove	Adam Brangrove Arthur	2008 Nissan										15		40	15	55	54
31	Lindsay Farrell	Heather Farrell	1997 Alfa Romeo	19			15	30							53	79	128	19
32	Don Duc	Heather Duc	1971 Triumph	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS
33	Geoff Hemprall	Michael Malgo	2007 Mazda				15								7	15	22	5
34	Heather Worth	Glenda Lawrence	1988 Volvo												DNS	DNS	DNS	DNS
35	Robert Mifflid	Starr Mifflid	1995 VW												36	10	46	42
36	Peter Case	Timmy Case	2002 Mini	12		30		30							35	73	107	16
37	Greg Yates	Karen Yates	1990 Mercedes Benz	7				30								37	37	9
38	Henri Hendriksen	Richard Ninham	1973 Saab					15							126	16	140	22
39	Raece Robinson	Judi Feryo	1992 Porsche	2		30									15	77	49	129
40	Graham Dobbel	Karen Devereux	2009 Mazda	1				30							19	31	44	11
41	Jim Baird	Luclian Baird	1994 Mazda															
42	Chris Holland	John Bots	1978 Porsche	2				30							31		31	6
43	Peter Rice	John Rose	1996 MG	1				30										
44	Chris Baly	Michael Goodchild	2017 Audi															
45	Anthony Curt	Alan Ogley	1973 Mitsubishi	17				30							15	69	50	139
46	Karin Payne	Thomas Payne	1973 Alfa Romeo	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS
47	Petar McAlpine	Sharyn McAlpine	1987 Ford												4	2	6	2
48	Alan Heritage	Greg Fereday	2011 Renault															
49	Tanaz Dhony	Mark Hoyle	2001 Mazda	5											116	4	120	17
50	Etal Dhony	Mina Dhony Simone D	1993 Toyota			30									36	5	40	10
51	Alan Cummins	Sylvia Gleeson	1973 Peugeot												23	34	57	15
52	Bruce Smith	David Wigley	1994 Mini	4											36	9	45	12
53	Doug McMillan	Tari McMillan	1998 Porsche	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	15	127	49	176	
54	Sergio Carotato	Irene Carotato	2015 Lexus	1											DNS	DNS	DNS	DNS
55	Ian Wilson	Guy Brand	1995 Mini	8			60	30							30	4	34	37
56	Paul Twitt	Lindsay Twitt	2015 Mercedes Benz	1			35								77	96	173	25
57	Merz Moody	Kamraz Verava	2004 Mitsubishi	49											2	120	58	158
58	Barry Graham	Laurie Mason	2008 BMW					50							DNF	DNF	DNF	DNF
59	John Whealy	Fricka Whealy	1988 Porsche	192		30	70	15							20	11	20	31
60	Shir Mairs	Leon Smith	1967 Jaguar	19			30	45							173	307	480	37
61	Jamie O'gig	Anthony Pearce	1982 Datsun	16											84	113	156	271
62	John Young	Helen Young	1974 Datsun												2	114	18	132
63	Stephen Friend	Maureen Friend	1991 Mercedes-Benz	4														
64	Richard Gianelli	Andrew Filar	1987 Porsche												15	4	19	4
-															DNS	DNS	DNS	DNS
-																		



FROM THE COMPETITORS

Team Morey's 2017 Alpine by Teresa Morey

The Alpine, in Masters - that is the one that we have always wanted to win. For us, it is the most challenging and the best of all of the Club's events: two days, somewhere between 700 and 1000 kilometres, and timed. Always great roads, always an excellent field of competitors across all categories. We've achieved second in Masters, and way back in 2009 we won in the Apprentice category. This year we achieved our goal, and it was our most enjoyable rally in many years.

This time, heading north from Canberra for a rally was a different experience for Team Morey. Instead of three and a half hours to Lithgow, we had the option of a simple drive to Yass. We took the back road instead, for our standard pre-Alpine average speed tune up, but even so it was an unusual experience to be able to join in registration at Rally Central in the daylight hours.

The other big difference was something we'd tried out on the MG Classic - a navigator who could see. After many years of deteriorating eyesight, I had gone back to contact lenses and it was a startling experience in the Hunter Valley to be able to spot P boards earlier than Dad, in the driver's seat. By the Alpine the lenses were still not fully sorted and my eye doctor said only to wear them on special occasions. He thought I'd wear them when going out to dinner - but I didn't want to be able to read menus, I wanted to be able to read maps.

From our arrival at Rally Central we were impressed by the quality organisation of the rally. Ross pulled together an excellent team and everything ran pretty smoothly, from where we were sitting. Special mention goes to the stalwart start and finish officials: familiar, capable and so valuable in the semi-controlled chaos of the timed event. And we felt that the timing on this event was spot on - enough time to plot, and to make the odd mistake, but not so much that it was a cruise. There was a bit of hurrying going on in our car from time to time, but that was our fault and the timing of the rally had been set well.

Over the whole rally the countryside and the roads were just excellent and so we enjoyed winding our way towards Tumut, then out and back several times. I lived in Tumut for more than three years, a couple of decades ago, but we resolutely refused to use local knowledge. Doing that led us into major errors last time we were there. Doing this meant that at one point we were driving towards a bridge that I knew was closed - but one of those wretched pigeons went there, and so must we. And then there was a Z board and we were happy to see it - we're still not very good at spotting Z board in the wild.

Speaking of pigeons, the instructions for this rally were beautifully inventive. I did my typical amount of thinking dark thoughts about the rally director, but making us chase pigeons and compare the fuel efficiency of Jaguars and Minis were interesting ways to make things difficult, in the way that you want Masters to be difficult. I particularly liked the road-junction-photos-as-tulips section even though I spent a very large amount of time hunting for pipelines.

.../continued

Heading up along the Snowy Mountains Highway to Kiandra was an unexpected treat for me. The high country is gorgeous but those long stretches of road are often not ideal on a rally. I will confess that I thought about getting out my knitting a couple of times in that section, and in the run down to Tumbarumba. It might have helped calm me down after the fright I got at Kiandra, when the control officials responded to my request for the next set of instructions with "We don't have instructions to give you." In the kerfuffle at lunch, I had been given the instructions for section 2A, but not 2B. Thanks go to the two Masters navigators who let a slightly panicked navigator photograph their instructions - much appreciated.

After the adrenalin, and the intensity of the event, we headed home from Yass feeling pretty positive. Yes, we knew we were placed well on the leaderboard, but that's the icing on the cake. The real pleasure of this Alpine was in the roads, the well written instructions, great organisation and the camaraderie of the crews and the officials. And from my side of the car, it was a particular pleasure to be able to enjoy the detail of the maps, surprise the driver by spotting P boards and to see that spectacular alpine landscape. Thanks Ross and team, we're looking forward to Alpine 2018.

Teresa Morey



Above: "Arriving at Coolac Control Sunday 2"

The 2017 Alpine Classic Story by Tour Car 47

By Sharyn and Peter McAlpine

FROM THE NAVIGATOR'S SEAT:

The rally was about time, food and magnificent views. The pre-start brekkie at Yass Public School would have to be the best yet and finished in time for John's briefing. Watches, clocks and phones were put in sync with rally time and we were set to go at our out time.

Saturday morning went well, time was on our side with biscuits and lollies helping the brain. Lunch at Tumut and the motorkhana put me in a spin..literally. The big Galaxie decided to mow the lawn in circles... "I said clockwise not around the clock!!"

The drive after lunch up through the mountains and down to the power station was the highlight, we had time to take in the sights. Some crews spotted wild brumbies while others didn't have the horsepower to get up the hills in time.

Dinner in Tumut was at the brewery where wood-fire pizzas were everywhere and craft beers were plenty. My limit was reached after a half middy of something like honey.

Sunday morning was sunny and clear for the start at the showgrounds. A great setting beside the river which was flowing faster than some cars we saw during the day. Back again to the same spot for lunch although this time we were greeted by the local brass band.

The afternoon section took us back towards Yass on more great roads where Pete pushed the big Galaxie through the corners and the navigator sliding from side to side. (I shouldn't have Armoralled the front bench seat!!)

What a great event and what a beautiful country we have - *Sharyn McAlpine*

FROM THE DRIVER'S SEAT:

As a tour driver I knew right from the start it was going to be one of the best rallies I have done. To my delight there was no counting speed signs and not many questions just long sections of great driving. If you didn't enjoy the roads you must need your pulse checked.

We experienced tight hairpin corners, rolling hills, narrow bitumen and good dirt roads. Up in the Snowys the long sweeping corners begged to be driven hard, if only the big Ford Galaxie had been a nimble Mustang with a 289 Windsor V8 spinning to 6500rpm in every gear. Back to reality, the 390 big block V8 pulled the big Galaxie around the course in top gear everywhere. As they say, you can't beat cubic inches.

If you couldn't tell, we enjoyed the rally immensely, it ticked all the boxes for us. A special thank you to Ross, Kim and family, John and Wendy Cooper and all their officials. Their effort, time, money and stress in dealing with all things is no small feat. Congratulations on a great rally, job well done - *Peter McAlpine*



Apprentice Adventures

By Peter Reed

Introduction

The first CRC Event I went in as a driver with Mike Batten was the 2013 Alpine a Classic. It was a real challenge especially passing Towers in Portland which led to a big cut and run. As it was 40 years since I had done a navigational Rally I was not much help.

We both met in the late 60s at the Sydney University Car club and participated in many rallies, motorkhanas and lap dashes (Amaroo dirt circuit, hill climb and main circuit as well as Catalina and Oran Park).

After the 2013 Alpine Mike was feeling this was all too hard and should drop back to Apprentices. I felt however that we should stick at it as we could only get better! Also I could learn more about it and maybe could be more help on the challenging sections.

Well we did stick at it and had much more success over the next 3 years. We really started to understand some of the tricks Rally Directors get up to.

At last year's CRC Christmas party Mike suggested we swap seats. I thought it was probably because the modified historic scheme meant he could now drive his Rally Datsun! (Mike says he did drive his rally Datsun in the 2004 Alpine Classic - the real reason was that we had won Masters 3 years in a row). I thought about the change of seats and suggested we do Apprentice in 2017 so I didn't want to put too much pressure on myself plus I wanted to find out if I could navigate in a moving car without getting car sick!

In 2017 however the first event we did together was the MG as I was away for a couple of the mid-year rallies plus Mike filled in for Tony Norman as Clerk of Course in the April Fools Run.

In the MG we ended up with a good result despite at one stage looking like we would be a DNF. I thought Jim Richardson was being more devious than he actually was in passing through a Coal Preparation plant - rather than go for the obvious one (which was correct) I found one which required us to cross a ford. Little did I know this was the one that Jim stopped us from going through the previous day from the opposite direction. When we came to it I did think it was a little deep but Mike was confident of getting across although I am not sure he was confident we were on the correct route - but he was prepared to go the 1km to see if there was a Board. Unfortunately we heard lots of trucks had been using the route as a short cut and the pebbly base was very loose. We got about half way across, the wheels spun and we came to a stop. Mike jumped out but the water level was half way up the door - he set off to see if he could get help from a house we passed on the way in. I sat there and thought "bugger" - we could be here for hours which meant our MG was well and truly over. As I sat there I realised the water was rising especially when I saw a pencil case float by. Then I realised the seat was getting wet so I put everything I could up high, took all the maps, got out of the car and waded to the shore.

I looked again the maps but still could not see an alternative route. After only about 10 minutes I could hear a vehicle coming - it was a dual cab Ute and Mike was in it. Mike attached a snatch strap underwater to the rear tow point, got into the Datsun, started it and the Ute pulled us out.

We continued back and down the obvious route and low and behold some boards and questions came up so we were back on track and finished the Rally and took out Apprentices.

Mike had a very wet car to dry out and most things came good after their swim included the etag and the Carrvas but unfortunately Mikes iPhone did not.

After the MG, I went with Mike in Dave Johnson's HRC Back Stump TRE however as I could only go for 2 days, Mike had to drive in the speed sections and navigate in the BFC navigation sections (Mike's son David had stepped in for the first day). However I got to drive his rally Datsun over some wonderful roads especially the 100 km Dingo Tops section.



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2017 Alpine Classic - November 4th and 5th

In preparing for the Alpine we were going to use the usual white Datsun that went for the swim but Mike thought the Rally Datsun would be more fun and better in a TRE in helping to catch up time especially if the navigator takes a while to work out the correct route - how right he was! On the Friday of the Alpine, I drove to Mike's place at Lakesland (near Picton) then we drove in the Rally Datsun down to Yass. After the Black Stump rally we invested in 2 sets of headphones so we had a proper intercom as the Datsun is very noisy.

Arriving in Yass we went to the Alpine Registration and found Robbie Panetta who scrutineered the car. Ross and John had done a great job with the on-line registration so there was not much to do other than collect our car number.

Our Motel was at the northern end of Yass so we had dinner there and met members of Milton Ulladulla Car Club and also the Volvo Car Club who were participating in Classic Yass.

At Yass Public School there was a great breakfast and then the briefing from John Cooper.

At 9.21am we were underway on the **68km Section 1a** where Ross gave Apprentices a clue for each Via to help us get off to a good start on this overall average speed section.

Even so we could not afford to waste much time. You could easily lose more in time penalties than you could gain by finding that tricky Z Board. We were able to get into the first control right on time.

The **91 km Section 1b** had us passing Cullinga, crossing 3 powerlines and then a single track railway on a sealed road. Ross did give us the clue that we did not have to pass Cullinga and then 3 powerlines as these were not Vias - we could pass a powerline and then Cullinga. I thought a dirt road on the way to Cullinga was slightly shorter but, when we found no P board, we went along the southern sealed section west to Cullinga. We were also able to get to the Gundagai control with one second to spare plus got all the boards.



At the start of the **38km Section 1c** in south Gundagai we were given a hint about roads being not as mapped. I now realise I should have gone straight ahead however it did not look like the road had ever gone straight ahead. Mike said some of the roads further on were not as mapped so we went looking there but found no boards so decided not to waste any more time and keep moving. We missed Z3.

When we reached the Tumut control on time, we did the Khanacross on the Showground. The long grass was very slippery so we spun at the first marker but after that Mike had things more under control with a bit less right foot.

After lunch and a walk around I went back to the car to study the route instructions and began trying to work out those average speeds which started 8 minutes into the **92km Section 2a**. Mike came back and said he needed to get some petrol so we set off to do that while I continued plotting. I still had not worked out which way to turn out of the Showground. We followed another car out and turned left and went to the petrol station where I noticed cars going in all sorts of directions.

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I eventually worked out that turning left out of the Showground was not a mapped road so we needed to use the road we came into the control on. I am not sure Mike was confident in what I was doing but we knew that the first question would tell us if I was right - which it was so we were on our way! By this time I realised we were well behind so needed to go as quickly as we could to get the average speeds on track but then we came to road works and were held up for another 3 or 4 minutes - but luckily this section was scratched. I never found the red 71 but knew there was only one way to Kiandra so we kept going over some great roads and ended up only 4 minutes late. Apprentice crews were given the clue that the ruin was on Map 2.

The **77.8km Section 2b** to Tumberumba was a real drivers road. We passed one of the Sunbeam Tigers stopped at a rest area putting on their jackets. Later on Mike realised we had missed a question - we didn't go back but eventually worked out the answer was "rest area"! I had not noticed the FCOR in the built up areas of Tumberumba so we tried to follow the route as mapped and found no Z Boards, of course, but had enough time to still arrive on time.

The **79km Section 2c** used the questions to derive the correct route which was shortest mapped overall not point to point. I read and highlighted that questions could be on either side of the road but promptly forgot this as I tried to work out the shortest mapped route overall. Apprentices were given the clue that questions a and c were not as mapped. After the Main Control in Tumberumba we missed Z5 but got the second Z9 and then the upside down board for the question (after I asked Mike to drive into the realignment where Geoff Bott was taking photos - I was not expecting to find anything but wanted a bit more time to think about where the question was).

After the next 2 Vias (e and d) Apprentices were given a clue to have a good look at the roads at Via C - which we did and eventually found Z8 at the southern end of the road alignment to the west - very hard to see driving north unless you were going really slowly. I then asked Mike to drive up the northern part of the old alignment where we found the BF board on the right hand side. We decided not to write it down but found out from Ross afterwards that it should have been upside down as the question was not there. We did not go any further down the old alignment so did not find Z6. I then missed the realignment and Z11 near Via f. We then headed north and finished at the Tumut Railway station main control.

As we drove to our motel we checked out where the Tumut River Brewing Company was so we knew where dinner was. On arriving at the Amaroo Motel the Manager was waiting outside the reception to tell us which room we had and when breakfast was so we didn't even have to get out of the car! After relaxing with other crews we walked down to dinner and had some refreshing ales with all the crews. After a pizza meal, John got all the lunch time leading crews up to present them with their yellow caps, including us in Apprentices. With my bad French I told my wife later we got a 'cap jeune' like the Tour De France however, having been a French teacher, she told me that meant young cap and should have been 'cap jaune'. I was a bit worried about getting this cap as in last year's Alpine, when I was driving and Mike navigating, we got a 'cap jaune' in Parkes but the next day average speed and contour line challenges saw us drop back down the field - the cap must have caused Mike's brain to malfunction!

On Sunday morning, after breakfast, we set off this time for Tumut Racecourse where we got our route instructions for the **60km Section 3a**. We had to get our minds round where the pigeons Eric, Lennie, Jethro and Larry went to work out the Vias and then decide the order of the Vias. After spending about 10 (Mike says 20) minutes it appeared the route was to follow Lennie to the east then Jethro and Eric but first I needed to work out how to get out of Tumut. I wanted to use the road we came into lunch on Saturday as this unmapped road was now a mapped road for the whole rally. We overshot it but went back and were then pleased to come into the passage control and not get a WD. After looping to the east we found Z10 in Tumut where the old bridge had been closed then tried to follow the mapped road north getting Z2 where the road was blocked by the new alignment then getting BF and then XU on the continuation of the mapped road. We ignored RU. I missed Z3 near Brungle plus Mike lost a few points with the radar. We reached Gundagai but lost 22 minutes.

The **73km Section 3b** was based on a herringbone which we plotted before we got underway - with Mike reading out the intersections for me to find on the map. It seemed to fit into place quite well so we set off. We lost 7 minutes by going back for a question but the plus was Mike got to drive on the dirt road old alignment near Grahamstown 3 times!

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The **112km Section 3c** started in Adelong and returned to Adelong after visiting Green Hills State Forest before heading to Tumut. Apprentices were given some clues as to where the Vias were. We missed the Passage P4 near Batlow. The intersection did not seem quite the same as yesterday but then all the covered fruit trees did so we continued on to Adelong where we found the old realignment and passage control before heading to lunch at Tumut racecourse.



The **85km Section 4a** had the challenge of working out where Ross's Jag and John's Mini ran out of fuel as that was where the questions were plus we had a map trace! For Apprentices, Ross gave us the orientation of the map trace and where it started. It required us to try to use the closed bridge in Tumut from the other direction where we found Z7. We missed Z11 in the middle of the map trace (Billaloolo State Forest) but got the questions after going on the wrong road for a little while before continuing on a great road to the main control in Coolac.

The **66km Section 4b** was shortest mapped overall based in 14 diagrams of intersections. After about 10 minutes we had found them all and set off for Jugiong.

The **94 Km Section 4c** from Jugiong looped north before returning and crossing the Hume Highway to use an old alignment for 5 kms. The Apprentices were given a clue about a possible Z board in Bowning however I could not work out why we needed to go to there. We understand a late change to the route instructions meant it was not relevant. We did go for a look but found nothing. We headed to the finish at Yass Services Club for a drink and catch up with other crews and study the correct route.

It was another great event with wonderful roads and scenery as well as a wide range of navigational challenges. Thanks Ross and John for another great event. Thanks also to all the other officials and all the other crews for making it such an enjoyable weekend - *Peter Reed*

Skippy, Brumbies (the wild horses!) and burnt toast!

By Jennifer Navin; Driver, Blue VW Golf R

God bless Ross and his innovative forward thinking that drives the planning of the Alpine Classic Car Rally. This year, God having his hand in this event, in all things of mother nature and not, meant the competitors were thrown challenges that were not in the route directions nor in the Supplementary Regulations, hence making the rally another great, fun filled and challenging event.

We started on Saturday morning with an amazing breakfast at Yass Public School. The full English sit-down breakfast with table cloths and greenery centre pieces setting the theme for the rest of the weekend ...'a bit posh' and then when John delivered the briefing from a lectern using brand new direction boards it became clear we were really into posh mode!

As I walked out I saw John paying for the breakfast. It is always great to understand that, as members of the Classic Rally Club, just by having fun we can also contribute to the community. This time we had assisted sixteen, year six students of the Yass Public School to attend the Annual Schools Spectacular in Sydney. The teacher I was speaking to was very excited and thankful for our support.

The 'posh' continued to dinner on Saturday night when we noshed down many, many, yummy wood fired gourmet pizzas and hand-crafted beers at the Brewery where 'two men wanted to make beer.' And make a pretty tasty drop they did.

It is a tradition on the Alpine Saturday night dinner that there is a raffle donated by Heather Dux. Heather and Don make the two-day journey down from QLD each year to drive the rally in their trusty Triumph 2500 PI, British racing green, just like the one my dad owned and I learnt to drive on. I wish I had the foresight to keep it but... The lucky winners of the raffle came away with some pretty posh, beautifully hand made goods, the proceeds of the raffle going to support Children's Cancer research.

Sunday morning dawned in our well set up, a bit posh, motel unit. I was in the shower when the evacuation alarm sounded loud and clear telling us and everyone else in the motel complex and the neighbours to evacuate! Evacuate! Evacuate! Automated, loud and clear it kept blaring so if you weren't awake you certainly were now. Eventually heads and bodies started peering around the doorways. Who had burnt the toast? Tony Wise fessed up. Not so wise with the toaster settings, he was now without his toast. Eventually after what seemed ages the automated 'Evacuate!' din ceased, I had given Tony more bread for his toast which he gratefully received, Shane and I had breakfast, the car was packed and we were right to set off for our next day of rallying. The fire brigade still hadn't turned up.

The 'posh' then continued on to Sunday lunch at the Tumut Race Ground. Under the huge shady trees whilst we ate our sandwiches and cake, we were entertained, well, we eavesdropped, on the Tumut Brass Band who were playing at the nearby Riverside Café. Good coffee from the café was a bonus and much needed by this stage of the rally because we still had another few hundred kilometres to drive that afternoon in this timed event.

Timed event?! As a driver I found the stages to be very tight. I had to drive smart to come anywhere near close to making it in on time and as for the timed section The navigator didn't know we were on it until it was over! But we were finding z boards, having fun mapping the routes of pigeons and finding answers to questions. One was found on Tumut's very own Dig Tree!

.../continued

At one stage we were driving one road, with me pacing the car alongside Skippy. I think we out ran or out timed Skippy, thankful for the kangaroo whistles on the car and amazed that Skippy was out at that time of the day. But what a uniquely Aussie experience it was and then to see the brumbies (the horses not the humans!) in the fields 'The Man from Snowy' River flashed through my mind as I drove past. How good was this I thought? Ross had certainly timed the animal appearances to perfection! A new interpretation of a timed event perhaps?

We finished the weekend back at Yass, tired but not in need of the Marriage Guidance service. We had covered just over nine hundred kilometres, a trip to Melbourne with still some left over. It was an excellent rally. Yes, it had challenged our navigational and driving skills with long, tight stages and some tricky questions and navigation. It was a rally that risk managed driver fatigue very well with the driver walking the route card into passage control. It was a rally that reflected the hard work and time that Ross and John had put in to keep all of God's beings great and small safe and sound.

The Alpine Classic remains for Shane and I the highlight rally of the year.

So, thankyou Ross, John and all the officials for a great weekend. Shane and I enjoyed it all and to come fourth place in the Alpine...Wow what a bonus!

Jennifer Navin.

INVITATION TO CRC MEMBERS



1950s, 1960s, 1970s, 1980s -

'100 MILE TRIAL'

SATURDAY 24TH FEBRUARY, 2018.

- ENTRY FEE:** £15.00 (\$30.00) per crew. Enter & pay on the day.
- START:** McDonalds, Cnr Windsor Rd & Groves Avenue, McGraths Hill
- TIME:** Crew briefing 6.00pm. Start 6.30pm. Come earlier for dinner.
- DISTANCE:** 100 miles – 160 kms (approx.)
- FINISH:** Maher Manor, North Richmond for supper, port & arguments.
- NAVIGATION:** One category of 'Do-able' Navigation which for TCC members, will attract the usual Rally Drivers & Navigators points. There will also be a fully route-charted Social Tour which will attract only Social Points on the TCC Point score.
- WHAT TO BRING:** You will need: map light (or good interior light at least), torch, recent street directory for reference. All OFFICIAL maps will be supplied. ('Sat Nav' will be of no use at all.) Pencil, ruler, clip board / map board and a sense of humour.
- NOTES:** A tradition was established in the 1950s by the TCC, of organising a series of car 'trials' which, in the 60s & 70s, became a four-events per year series of '100 mile trials'. These events were regularly set by such TCC luminaries as Don Adams, Neil Hood, Jim Richardson, John Hibbard, Bruce Firth, Ernie Boston (but only once), John Bryson & Gary Maher. They were always well attended, hotly contested and what we now know as 'Classic Rallies'.
- CONTACT:** Please advise Gary Maher (Director) or Wendy Maher (Secretary) of your intention (for map printing & catering) by Wednesday 21st February and we trust you will turn up.
- PHONE:** 4571 1229 **EMAIL:** wenandgaz8@bigpond.com

CRC PRE-SEASON TRAINING RUN

(FOOTY BOOTS OPTIONAL)

- ◆ Tony Norman and the Classic Rally Club will be conducting the pre-season training day on the afternoon of **Saturday 10th February 2018 between 12:30pm and 16:30pm** (approximately).
- ◆ It will be a short non-competitive rally, to allow new members the opportunity to see what CRC rallies are all about and to let regular entrants to check out your cars, rally computers and grey matter before season starts in earnest on the 10th of March. There will be some of our top master navigators on hand to mentor you through and available for tuition.
- ◆ The event will start and finish at **Swane's Nursery on Galston Road**. There is a coffee shop and toilet facilities at the venue.
- ◆ Instructions will be available for our usual 3 event categories. Masters and Apprentices for those who enjoy map reading and navigation – Tour for those looking for a more relaxed drive.
- ◆ And now for the best part! **NO ENTRY FORM – NO CAMS LICENCE – NO SCRUTINEERING – NO FEE!** The event will be run under a CAMS social run permit.
- ◆ Contact me by telephone by Saturday 3rd February and I will take down your contact details and choice of category. For those who wish to try Masters or Apprentices I will post out to you on Monday 5th February the event documents, including maps and route instructions, so you can get an advanced look before Saturday. Your route will be checked prior to departure – *don't want anyone getting lost!*

CONTACT DETAILS:

Tony Norman – CRC Competition Secretary
Mobile: 0402 759 811 – Home: (02) 9804 1439
Email: normansoz@optusnet.com.au

COMPETITION SECRETARY REPORT

Tony Norman

Tony has been extremely busy putting together the event schedule for 2018, liaising with other car clubs, rally directors and CAMS to put out our program of events. The first four events will be:

CRC TRAINING RUN GALSTON-SCHEYVILLE AREA	SATURDAY 10TH FEBRUARY – P.M. ONLY TONY NORMAN
THE AUTUMN CHALLENGE LOWER HUNTER REGION	SATURDAY 10TH MARCH TONY NORMAN & GREG YATES
CRC APRIL RALLY LOCATION – T.B.C.	SUNDAY 29TH APRIL PHILL STEAD & BOB MOREY
HRC RALLY SOUTHERN AREA Hosted by Historic Rally Club of NSW & ACT	SUNDAY 27TH MAY DAVE JOHNSON & MAL SINFIELD

The Alfa Car Club and MG Car Club have again committed to hosting the AROCA Tour D'Course and MG Spring Rally. And of course the CRC Alpine Classic Rally will again be a main feature in the hands of Ross Warner and John Cooper.

CRC HISTORIC VEHICLE REGISTRATION

2017 ANNUAL REPORT TO CLASSIC RALLY FROM HVP REGISTRAR

The Club currently has 69 cars on the HVP system with one more to apply at this meeting. Most of the above cars have applied for 60 log book trials which has now been extended for a further two years. The system operates with little problem and it has made my job easier not having to log many cars during the year now most have log books as part of the 60 trial.

The Club still receives many calls for people wishing to have Club Plates with no intention of being part of the Club, they are just looking for cheap rego and we have been consistent in telling them to come to a meeting and see if they want to be active in the Club. Our concern is that these people are the ones most likely to abuse the scheme or have accidents and push up insurance costs. I do intend to rewrite the current process for application to the club for persons wishing to add a classic car to HVP scheme to ensure it covers all the recent changes and reinforces it is for active members of our club.

As yet we have not had an application from any Club member with regard to the modified scheme but this is likely to happy in the near future. I am happy to continue in this role for the next twelve months.

Regards - Ron Cooper *CRC Club Plate Registrar*



HISTORIC RALLY CLUB - *BLACK STUMP RALLY*

I had the pleasure of competing in the *Black Stump Rally*, organised by Dave Johnson's Historic Rally Club. A gravel TRE, forest type rally that includes special stage speed tests, khanacross events, map reading navigation and transport liaison sections, all around the Taree, Gloucester, Barrington Tops areas on some back roads that were so good to drive and very impressive scenery; lots of mountains, hills and steep drop offs.

My usual navigator Ross Warner was not available as he was overseas so I teamed up with Mal Sinfield to accompany me in my XD Falcon rally car. Mal's knowledge of the area and memory of past events from the early days of rallying is second to none and he enlightened me with numerous stories of rallies in the past in these areas.

It was great to see so many Classic Rally Club members either competing or contributing as Officials. Dave Johnson & Natalie, Barry Ferguson, Gerald & Cate Lee, John & Helen Young, Brian Madigan & Michelle, and Lui all did their bit to help put on the show and keep it on the road, especially being out in the forests in the rain and darkness. I think they enjoyed being on controls in some very remote and picturesque places, and getting to drive to those controls through some great countryside on the same roads as the competitors used. Three experienced crews ventured up from Melbourne and were on the pace from the beginning only to be beaten by our own Mike Batten and Peter Reed in his rally Datsun 1600 coming in 1st in front of the Victorian crews of John Rawson/Dave Smith 2nd and Michael Ward/Ray Daniel 3rd. Mal and I managed to come in 5th overall.

It was a great event and it will hopefully be run again, but there is so much work that goes into putting on a TRC even like this and it needs entrant numbers to make it happen. Let's hope so and I suggest if it is you should get yourself a cheap classic to do some dirt roads on, you won't be disappointed.

The rally was concluded with a Saturday night presentation dinner at Old Bar, just outside Taree and a leisurely drive home on the Sunday after four days of rallying.

Contribution by *John Cooper*
(CRC Member and Club President)



ANNUAL AWARDS

PRESIDENT'S AWARD

Mike Batten

This year's President's Award recipient Mike Batten has been very active within the CRC. This year saw him take over the Club Point Score Championship position, which included updating the rules and formulas, requesting information and being careful to dot the Is and cross the Ts so that it was more suitable to our current situation of the number of rallies, days and cars used etc.

Mike has created and directed the Wollondilly One Day Rallies, which will be in its fourth year in 2018. This event provides the Club with a very challenging Master and Apprentice rally as well as great driving for the Tour and especially maintaining a high standard of event, involving Peter Reed and Mike's family.

I am thankful for Mike's attention to detail and regular email reminders of things that needed attention like positing things on the web page etc. and then offering to do for me.

Mike handed over the navigation to his driver and good friend Peter Reed to mentor and coach him to read maps in the Apprentice Class, resulting in teaching him far too good by winning the Apprentice Club Championship and Apprentice Alpine Classic.

In a selfless act, Mike sacrificed his entry in this year's April Fools Rally when at short notice he was asked to take over from Tony Norman to run the rally for him in his absence, and he followed through with presenting a great days' rallying.

Not to mention his competitiveness, being a former State Rally Champion on numerous occasions back in the early days, his thoroughness and anal approach to getting it right would surpass us all, also not to mention all his emails after an event to question and correct and better himself for further rallies. His professional approach and sportsmanship is to be commended.

His seriousness in my opinion since I first met him back in the early Targa Tasmania rallies has mellowed considerably, which I put down to having him hang around Ross Warner and myself always having him on and now we think he has really gotten into the spirit of having a joke with us, proud to call him a friend and competitor.



CLUB SPORTSMANSHIP

Steve and Maureen Friend

The 2017 Club Sportsmanship award goes to Steve and Maureen Friend. Apart from being very friendly and helpful to all Club members, this year's Alpine Classic saw Steve and Maureen running at the back of the field as second last car #63, due to their early entry going missing in cyber space.

Two crews can be thankful for this because late into Saturday's run they came across another couple of tail enders in trouble, car # 64 Porsche 911 of Richard and Andrew who were unable to proceed due to engine trouble and car #13 Volvo of Phil and Lyne who had no brakes after descending the extremely steep long downhill run past the No. 2 Power Station, this being the furthest, most isolated part of the rally and with no phone service.



Without hesitation or concern for their rally position Steve bled the Volvo brakes to get Phil back into the rally and mobile again, and tried in vain to get the Porsche to kick over, unsuccessfully. Steve and Maureen surrendered their position in the rally, drove Andrew 52kms into Tumbarumba to arrange a tow then drove him back to the broken down car, only to have to drive back to Tumbarumba and onto Tumut, missing the Saturday night function as he had travelled over 800km that day, driving from home to Yass doing the rally and including extra kilometres helping out fellow competitors – congratulations to the worthiest of recipients!

LIFE MEMBER

Lui MacLennan



It was with great pleasure that in 2017 I nominated CRC Club Member Lui MacLennan for Life Membership, which was voted upon unanimously from the members. Lui joined the Club in the mid-1990s after being persuaded to enter a Dutton Rally in Victoria with her brother John Henderson driving his Porsche. Her first car (we believe) was a Mini Cooper S, a surprise present from her father in the mid-1970s, which after running it into the ground we are told, she purchased her own Cooper S to compete in the Mini Mountain Rallies after returning from the Dutton Rally.

In 1997 Lui took out 3rd place in the inaugural Alpine Marathon Prelude Rally with Adrian Carrick in her blue Mini. She soon became

an active member of the Classic Rally Club, competing and then being persuaded to take on the Administrative Directorship of the now CRC Alpine Classic Rally, at that time with Adrian Carrick and John Henderson, a position she held and kept the Club's Premier event going for twelve years with her brother John (Hendo) as well as helping out for another three years with Wayne Gerlach.

When the RTA at the time introduced Club Historic Registration in 2000, Lui took on the role as Club Register, set the basic guidelines and had the first ten club plates printed and distributed to our members. In 2001 with the assistance of Hal Carbould, Lui established the Club's first website bringing CRC into the digital world. Following the passing of our then Club President Brian Cooper in mid-2004 Lui was elected Club President at the Annual General Meeting, a position she held for six years. Within this time, with extensive promotion of the Club and especially the Alpine Classic Rally, building on the base established by Brian, Lui helped boost the Club's membership to record levels taking the Club up a few notches to a new level and it was probably the heyday of the Club with large membership base, large entrant numbers in all our rallies and quality rallies and championships.

Within the Club Lui has won the Ray Dwyer Award twice, Bryson Family Award, 1st Place Club Navigator Champion in 2003 and 2005, 2nd Place Club Navigator Champion in 2002, 2007, 2008 and 2010 and 3rd Place Club Navigator Champion in 1997, 2004 and 2006.

Her increasing involvement in rallying snowballed with her taking on Officials' positions on just about any rally that took place; ARC, NSW Rally, East Coast Targa, Targa Tasmania, Sydney to London Marathon, Classic Outback Trials, as well as being the go to person for information to help organise a rally or seek the information required about any subject regarding our rallies, and she created a very large contact base of motor sport enthusiasts. Lui has been involved with the production of the Touring Code from its inception, is a member of the Working Group established by the Australian Motor Sport Development Commission, has run dummy grids for FOSC at many race meetings, has spent some time on the NSW Rally Panel, has assisted with CAMS in numerous ways, not to mention all the other things that we don't have space to list. But apart from all this Lui has always been a true Classic Rally Club Member, competitor, organiser and "do-er", and has promoted, supported and been a tremendous ambassador for us within the rally and classic car fraternity. Congratulations Lui! - *John Cooper*



Classic Rally Club Championship 2017

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Wollondilly 260	April Fools Fun Run	Rally of the South	Sheep Station Rally	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor								
John Cooper	19	18.5	16	20	30	36	93.5	1
Bob Morey	14	15	18		34	40	92	2
Peter Jakrot	11	12	17	18	36	32	87	3
Tony Wise	17	16		19	26	34	86	4
Gerald Lee	18	10	16			38	82	5
Graham Pettit	20	20			38m		78	6
Robert Panetta	13	17		10	22	32	73	7
Alan Watson		14	19		24	28m	73	7
Dominic Votano	16	1.5			40m		57.5	9
Gerry Both		13	12			24	49	10
Tony South			13			26m	39	11
Lauren Walker			20m			36m	38	12
Roger Banham						20	30	13
David Shaw	9		14				23	14
Lynne Stead						20	20	15
Garth Taylor	12m						12	16
Natalie Martin	8						8	17

Classic Rally Club Championship 2017

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Wollondilly 260	April Fools Fun Run	Rally of the South	Sheep Station Rally	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor								
Phillip Stead	20	20	18		38m	20	96	1
Ross Warner	19	18.5		20	30	36	93.5	2
Teresa Morey	14	15	16		34	40	90	3
Valerie Jakrot	11	12	17	18	36	32	87	4
Martin Leaver	10m	18.5m	18	17	32		85.5	5
Alan Walker	13		20m	19	26	36m	83	6
Pam Watson		14	19		24	28m	73	7
John Henderson		17			22	32	71	8
Lui MacLennan	17	16				34	67	9
Mike Stephenson	16				40m		56	10
Glenn Evans	8	16	15	16			55	11
Carol Both		13	12			24	49	12
Ted Norman			13			26m	39	13
Jeff West						38	38	14
Ian Reddoch	18		16				34	15
Ray Arthurs	9		14				23	16
Graham Thompson						22m	22	17
Michael St John Cox	12m						12	18

Classic Rally Club Championship 2017

Apprentice Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Wollondilly 260	April Fools Fun Run	Rally of the South	Sheep Station Rally	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor								
Jann Sinfield	15	14	7	15	28m		72	1
Mike Batten	11*	11	10	11	30	30	71	2
Donna Wilkinson	14		15	14	26	16	69	3
Steve Brumby			11		24m	26	61	4
Joyce Lawrence		13	14		16	18	53	5
Darren Taylor		7.5	10	12		14m	43.5	6
Kevin Payne	11	12	13				36	7
Jon Mansell		11	9	13			33	8
James Phillis	10				18m		28	9
Jennifer Navin	13m	10m	12m		20m	24m	25	10
Murray Baker	7m	9m		13m		12m	22	11
Peter Parry	9m				22m		22	11
Roger Moore	12					10	22	11
Peter Thompson						22	22	11
Tim McGrath						20m	20	15
Collin Segelov	8	8					16	16
Chris McDonald			8m				8	17
Elizabeth Gilholme			6				6	18

Classic Rally Club Championship 2017

Apprentice Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Wollondilly 260	April Fools Fun Run	Rally of the South	Sheep Station Rally	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor								
Peter Reed	11	15m			30	30	75	1
Mal Sinfield	15	14	7	15	28m		72	2
Scott Wilkinson	14		15	14	26	16	69	3
Heather Brumby			11		24m	26	61	4
Sue Genner		13	14		16	18	53	5
Ruby Taylor		7.5	10	12		14	43.5	6
Tom Payne	11	12	13				36	7
Shane Navin	13m	10m	12m	11	20m	24m	36	7
Tina Porod		11	9	13			33	9
Ian Gilholme	9m		6		22m		28	10
Cheryle Phillis	10				18m		28	10
Nikki Baker	7m	9m		13m		12m	22	12
David Booth						22	22	12
Bob Moore	12					10	22	12
Ron Cooper						20m	20	15
Simon Robinson	8	8					16	16
Peter Carton				11m			11	17

Classic Rally Club Championship 2017

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Wollondilly 260	April Fools Fun Run	Rally of the South	Sheep Station Rally	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	2 day		
Competitor							Points to date	Position to date
Alan Cummine	10	7.5	10	9	14	2	43.5	1
Greg Yates	7	7.5	8	1	18	8	40.5	2
Jim Baird	9m		6			10	25	3
John Young			9			16	25	3
Peter McAlpine						20	20	5
Robert Clare	3				16		19	6
Steve Friend			5			14	19	6
Graham Dobel				6m	12m	4m	12	8
Tanaz Dhondy				8m		6m	11	9
Peter Eastham		5m		4m			9	10
Wayne Brighton		1m		7m			8	11
Edul Dhondy		2		5m		2m	8	11
Tony Quist	5	1				2	8	11
Jim Richardson			7				7	14
Matthew Arthur	2m				6m		6	15
Reece Robinson	1				2	2	5	16
Heather Worth		3					3	17
Rod Winning				1	2		3	17
Steve Blair				2m			2	19
Simon Duff					2		2	19
Robert Mifsud						2	2	19
Garth Bransgrove						2m	2	19
Peter Cale						2	2	19
Henri Hendriksen						2	2	19
Henry Stratton						2	2	19
Bruce Smith						2	2	19
David Shaw		1.5					1.5	27
Peter Carton		1m					1	28

Classic Rally Club Championship 2017

Future Stars in a Rally Car

	Round 1	Round 2	Round 3	Round 4	Round 4	Round 5		
	Wollondilly 260	April Fools Fun Run	Rally of the South	Sheep Station Rally	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	2 day		
Competitor							Points to date	Position to date
Heather Brumby			11		24m	26	61	1
Ruby Taylor		7.5	10	12		14	43.5	2
Tom Payne	11	12	13				36	3
Lachlan Baird	9m		6			10	25	4
Tessa Panetta				10			10	5
Elizabeth Gilholme			6				6	6

Classic Rally Club Championship 2017								
Tour Navigators								
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Wollondilly 260	April Fools Fun Run	Rally of the South	Sheep Station Rally	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor								
Karen Yates	7	7.5	8	1	18	8	40.5	1
Lachlan Baird	9m		6			10	25	2
Helen Young			9			16	25	2
Jim Deves			10		14		24	4
Sharyn McAlpine						20	20	5
Sue Clare	3				16		19	6
Maureen Friend						14	14	7
Karen Devereaux				6m	12m	4m	12	8
Silvia Gleeson				9		2	11	9
John Powell	10						10	10
Cate Lee		10					10	10
Tessa Panetta				10			10	10
Janice Yip		5m		4m			9	13
Joy Williams		1m		7m			8	14
Alan Ongley	5	1				2	8	14
Brian Doyle		7.5					7.5	16
Tanya Arthur	2m	1.5			6m		7.5	16
Bev Richardson			7				7	18
Shaneen Dhondy				5m			5	19
Judi Fenyo	1				2	2	5	19
Glenda Lawrence		3					3	21
Heather Worth				1	2		3	21
Jocelyn Vettoretti				2m			2	23
Lindsay Trevitt					2		2	23
Starr Mifsud						2	2	23
Arthur Bransgrove						2m	2	23
Nina Dhondy						2m	2	23
Tammy Cale						2m	2	23
Richard Nineham						2	2	23
Julie Stratton						2	2	23
Guy Brand						2	2	23
David Wigley						2	2	23
Ryan Shaw		1.5					1.5	33
Ken Kiernan		1m					1	34



PRESENTATION &



CHRISTMAS PARTY 2017

Contributors to this edition: John Cooper, Ross Warner, Sharyn McAlpine, Peter McAlpine, Peter Reed, Jennifer Navin, Tony Norman, Ron Cooper, Mike Batten, Tony Kanak and Tim McGrath
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