



Rally Directions

The official Organ of the Classic Rally Club Inc.
(Affiliated with C.A.M.S.)

June 2018
Dates to remember

June 24th - A.R.O.C.A.
Tour d' Course.

June 26th - Club
Meeting.

Rally Directions

The Visible Organ of the Classic Rally Club
Box 2044, North Parramatta, 2151, John Vickery - President, Ron Pope - Secretary

PRESIDENTS REPORT

A brief report as we are publishing a shortened magazine this month.

The two month respite from motor sport allowed the organisation of the VIGIL Classic Rally Day at Megalong Valley Farm and what a great day! A big roll up, great weather, happy people and a great diversity of cars. A big thank you to Geoff Bott for the organisation and planning of the route notes to get there; to Mark Alchin who organised the venue and a thank you to the people who came along and made the day.

The closing date for entries for the Mountain Rally draws near and, from discussions with the organisers, this event is set to continue the traditions of previous events. If you propose sending off your entry (and cheque) on the last day, ease Michael St John Cox's nerves by giving him a ring and letting him know your intentions. If you are a first time entrant and want any advice, contact any committee member of the CRC. The CRC Rally School will be held closer to the Rally and this will be a must for first timers.

John Vickery
02 871 2442 (H)

EDITORS ROT

This is a small edition again because there are no event reports written by anyone, save the Presidents' kind words.

If you, the members don't write anything, there will be no magazine as you have been accustomed to last year, only the Newsletter. Any small news item will be published if it is of interest to the members, so put pen to paper now!

Seeing as we are dealing with lethargy, I suggest that unless we NSW folk who profess to support Classic Rallies, don't get off their bums and support the Mountain Rally this year, *it will not be run*. Michael St John Cox says that to be a success without a major sponsor this year, the event needs to have approximately 85 entries in order to break even. It has been able to support this number of entries in the past 4 years so this is perfectly attainable. *At the time of printing they will be far short of this number of entries.*

The simple economics tell us that unless the event is supported adequately by NSW competitors like us, the JDC will be unable to run the Mountain Rally at all.

This would mean that if you

are interested in running in a serious navigational rally, the only alternatives will be the median timed events that reward mediocrity or big buck interstate events like the Grand Prix Rally that are strictly performance orientated.

The Mountain Rally is still the only event that can be won by a consistent effort of Car, Driver & Navigator without weighting in favour of any one part of the team. In other words, you have the same chance of winning in a Morris Major as the guy in a Ferrari!

Geoffrey Bott
047 513 396

The next meeting will be at the Crows Nest Club on Tuesday 28th February at 8pm.

The March Meeting will be on Tuesday 28th March at the same venue

The CRC Rally Navigation School will be an all day affair on May 7th. It will consist of 2 hours of theory with maps and then 3 hours practical experience on the road. Bookings essential, contact Geoff Bott on 047 513 396. It will be open to all with \$30 in their hot little hands.

Notices

- **NOTE:** The Club's June Club meeting will be held at Brush Park Bowling Club at 7.30pm due to our usual venue screening some soccer game :-)
- Lauren, Alan and Nicholas Walker recently welcomed Amelia Charlotte to their family. Congratulations guys.

Turn the page to read about:

- The Dave Johnson Autumn Classic, including full results.
- How Parkesbourne got it's name.
- What it takes to build a competitive Tarmac Rally Car.
- The latest Club Championship positions.

The way we were... Geoff Bott was cleaning out his shed recently and came across this copy of the front page of the February 1995 edition of Rally Directions. Thanks Geoff, this is Gold!

Bob M.

Johns Jabber

Hi again everyone, it's June *Rally Directions*, end of financial year and tax time – geez time flies! Half way through the year already! I made it to the May General Meeting which was reasonably well attended, seeing the weather is getting colder to go out at night. Not a lot to discuss but Phil and Bob presented the 'Run with No Beer' trophies... beer glasses of course. Being a Club with a widespread membership, we appreciate the members who make the effort to travel huge distances to come along to meetings. Thank you to those that do, it's great seeing you there and catching up with you.

Speaking of General Meetings, we have been requested by the Bowling Club to swap meeting venues for June. They have a booking on that night 250 soccer fans from 8pm till 2am, to watch the World Cup soccer, something they didn't want to pass up due to the proposed meal and bar sales. So, for this month only we have agreed to go back to Brush Farm Bowling Club for the June meeting, which will start a little earlier. Why not come for a feed beforehand, I hope to see you there. If you read Tony Kanak's sign on the Denistone Bowlo door on Tuesday the 26th advising of the meeting change than you haven't read your magazine, emails or Facebook notifications.

Unfortunately, we have had a few of our flock on the sick list lately, many with hospital stays. Again, without naming you or going into details, you know who you are and hopefully you are all on the mend, back behind the wheel in no time. I unfortunately have to let you know that we received an email from Terry Thompson, President of the CMC, (Council of Motor Clubs), that Julie Williams, the CMC Secretary, passed away after a battle with cancer. I bumped into Terry in hospital at one of my first chemo treatments in February of this year and he said back then that Julie hadn't been well and unfortunately, she wasn't granted much time. It doesn't seem fair sometimes. So if you're one of our flock who is currently not feeling up to scratch then please accept mine and the Club's best wishes and get well soon.

Speaking of CMC, their Shannon's Display Day, where we always have a display, is on again on Sunday 12th August. Let me know if you want to display your car. Tickets are limited and almost all are taken.

I had a lovely call from one of our Club's Life Members the other day, Margaret Brown, she was checking on my cancer progress, like a lot of others do, and she is doing very well and enjoying life on the South Coast. Margaret was sitting in a café in Narooma with her husband John when she thought she recognised a man from behind buying a pie and cake for lunch. It was Peter (Thomo) Thompson on another one of his road trips, this time in his Sunbeam Rapier. Not bad Thomo when people can spot you from behind. Margaret tells me she keeps up to date with the Club through the electronic *Rally Directions* magazine, which is another good reason to get any stories and photos to Bob Morey to keep the news flowing and members up to date.

We had a small gap in this year's calendar, which was mentioned at last month's meeting and with the work load required to host another rally and put it all together in such a small timeframe it was suggested we have a lunch run or picnic run of some sort. Thankfully, Lindsay Trevitt has jumped in to volunteer and has provisionally arranged a run up to Newcastle to the 'Lost in the 50s Car Museum'. Full details of this run will be announced soon. The museum is closing down, and they are auctioning off all their cars and memorabilia the following month. Google 'Lost in the 50s Museum', you will be pleasantly surprised at the cars they have.

We had the 'Dave Johnson Autumn Classic' Rally run last month. The event was hosted by the Historic Rally Club and put together by Mal Sinfield and overseen by Dave himself. A massive effort by Mal and well done to him for put the rally on almost single handed along with his small group of officials. What a huge learning curve for Mal and hopefully the first of many more rallies to come. Ross and I really enjoy this style of rally with the old maps, looking for road realignments and Z boards which requires true map reading of the roads. And to our surprise, after we thought we made a few mistakes and took too long to look for boards plus deciding not to cut and run but to drive the complete set course, we were rewarded with equal first place with Steuart Snooks from HRA Victoria and CRC's Steve Blair. Great effort to get Steuart to travel up from Melbourne for a one-day rally, proving once again the Southern side of the border's talent for navigation events.

Congratulations to Lauren and Alan Walker on the birth of their second child, a lovely little baby girl who they've named Amelia, a little sister for Nicholas.

For those who follow Facebook, it appears a lot of our members and friends, have been and still are doing a fair bit of overseas travel, especially around Europe. Despite a lot of privacy hoo-ha about Facebook, I really enjoy being able to catch up with so many friends' travels, different likes and activities. Not to forget our CRC Facebook page keeping you up to date with Club notices. I recently took the opportunity to get away between my chemo treatments for a North Coast road trip, posting photos along the way and having a bit of fun with Wendy, Ross and Kim. Our visit was highlighted by a few days at a Coolangatta car festival—'Cooly Rocks On'. There was a huge variety of cars on display and lots of similar aged people enjoying the 50s, 60s and 70s period with most getting into the spirit by dressing in the clothing of the era. There was a lot of my favourite music and it. Unfortunately the trip knocked me about a bit.

On the rally scene, the coming weekend will see us enjoy this year's Alfa Club rally . Thanks to the Alfa Club, Tony Wise, Coral Both and your band of helpers and officials. A big field of 43 cars, 18 bloody Alfas and it could have been more if not for bloody kangaroos. Next up is our Club's 'Wollondilly 250' rally on the 22nd July. Starting in Penrith on the Sunday morning and off to roads unknown south west of Sydney. I am looking forward to this one with Ross finding us all the Z boards and tricky Mike Batten roads. Details of the event are in this copy of the magazine and on the Club's web site or you can contact Mike or Peter Reed.

In August we unfortunately have a clash between the MG Car Club's two-day event, the 'MG Classic' on the 25th and 26th and the Classic Outback Trial in Alice Springs. That's where I would have loved to have been with my XD Ford Falcon again if I was well enough, but I will be able to enjoy two days of great driving on the MG rally. It is always a great weekend.

It is sad for me to let you know that one of our original CRC members, Don Jones has recently passed away. Don contested many mountain rallies, CRC events and AHRG events in his Peugeot 404 and his BMW. He was a very well-liked man and contributed in many ways to our Club.

I will finish off with a small update on our Club's main yearly event, 'The Alpine Classic', over two days on 3rd and 4th November. Ross is progressing well with so much organisation and approvals. Starting off at Goulburn, overnight at Cowra and back to Goulburn, with just a little bit of an aviation theme about it. I think that's enough Jabber for this month. Get out and participate and I will !see you out on a rally road somewhere.

Cheers

John.

CRC May 22nd 2018 Meeting Highlights

The meeting was opened at 8.01pm by President John Cooper, and members and visitors were welcomed. The attendance book was circulated for signature. Some of those present had travelled larger than usual distances to be present at the meeting and this was noteworthy, especially for meetings during the colder months of the year.

The Secretary provided a correspondence report, which mostly featured magazines from Jaguar, Mini, MG and Lancia clubs. It was also noted that the CMC National Motoring Heritage Day took place on the previous weekend, and the Secretary provided a brief account of the venues at Menangle and East Kurrajong, on the Saturday and Sunday respectively.

The Treasurer advised that funds in the working account amounted to almost \$34,600 and that the Run With No beer had produced a surplus of about \$668.

HCRS: Ron Cooper was an apology- thus nil report for HCRS.

Communications: email communications on a just in time basis - as reminders about meetings/events are working well, thanks to Glenn Evans the CRC email "wrangler".

Sport Report: Tony Norman was also an apology, so no formal report was provided. Mal Sinfield provided an update on the imminent 27/5 event with 36 entries as at the time of the meeting, with entries now closed. The next event on the CRC calendar is the AROCA event on 24/6 with space still available for further entries- as described by Tony Wise. All information is available on the CRC website.

This will be followed on 22/7 by the Wollondilly 250, which will commence at Penrith Panthers with lunch again at the Thirlmere School.

On August 12 the Shannons display day at SMSP will take place and the CRC again has purchased 12 tickets for vehicles displayed. These will be distributed at/after the June CRC meeting.

25-26/8/18 will feature the MG Spring Classic, an outline of the event was provided to the meeting by Doug Barbour. Christmas Party- this is likely to be on the 2nd weekend in December, to be confirmed closer to the date.

A possibility of conducting a lunch run during September was discussed, further information later.

Also to be noted- on 28/7 the Cootamundra airstrip sprint event will be conducted again.

Results: Trophies from the Run with No Beer were presented (to those recipients present) by Bob Morey and Phill Stead, and full maps and other information were available to illuminate interested persons at the meeting!

Mike Batten advised the point score table had been proof-read and some errors had been found, and corrected.

General Business: It was suggested the initials used on VRC boards might be adjusted to recognise CRC notable persons, especially the females who had made major and long term contributions to the club. The C'tee will consider this suggestion for implementations ASAP with event directors.

Tony Kanak, C.R.C. Secretary

COMPETITION SECRETARY REPORT FOR JUNE

Things are moving fast with 3 events now completed and the next rally involving CRC Championship Points - the AROCA Tour d'Course to be held on SUNDAY 24th JUNE.

The most recent event, THE AUTUMN CLASSIC organised and run by the Historic Rally Club, was held on SUNDAY 27th MAY. This rally was the first to be organised by Mal Sinfield and he is to be thanked for putting his hand up and getting involved in the time consuming past-time known as being an Event Director. I'm sure that Mal learned a lot from his inaugural event and I hope that any issues or problems that arose, which also happen to the most experienced Directors, will not deter him from stepping up again next year - believe me Mal it gets easier the next time around! After chatting to Mal and some other event organisers I understand that the total rally distance was the major factor of concern. I was also surprised when I discovered that the morning Section, with its formal starting time and designated 180 minute completion time, turned it into something more usually encountered in a Touring Road Event like the Alpine Classic. I am advised that this timed format is permitted in Navigational Assemblies because there were no intermediate timed Controls in the Section, but I believe this requires some formal confirmation.

As noted above the next event is the AROCA Tour d'Course on SUNDAY 24 JUNE. Following this we have the WOLLONDILLY 250, to be run on SUNDAY 22nd JULY. You should be able to find elsewhere in this Newsletter a Briefing Note from the Organisers giving some basic information on the format of the Event - well worth a careful read if you plan on entering!

The MG Car Club will be running their annual SPRING RALLY on the weekend of 25th/26th AUGUST. Flyers, Supp Regs and Entry Forms for both of these latter 2 events can now be downloaded from the CRC website. Please note that for the MGCC event, being run over 2 days, it is critical that your entries be made as soon as possible in order that the organisers can finalise their plans based on accurate numbers, especially for Saturday night accommodation/dinner and for breakfast on Sunday morning. Early entries will make Richo, Doug & Xanthea's lives so much easier!!

Although not a competition event and not therefore in my portfolio, to quote many a politician, there may be a Social Run in late September i.e. between the MGCC Rally and the CRC Alpine Classic. More details to follow if this event eventuates.

Better finish now before my brain ceases to eventuate!

TONY NORMAN - CRC COMPETITION SECRETARY.

19/6/18

CRC Events Calendar.

CRC meetings are usually **[Note change for June meeting below]** held at the Denistone Sports Club, 59 Chatham Rd, West Ryde at 8.00pm sharp.

Date	Event - CC indicates CRC championship event	Note	Contact
24/06/18	AROCA Tour d' Course CC	Southern Highlands NSW	Tony Wise
26/06/18	C.R.C. meeting	Brush Farm Bowling Club at 7.30pm	
22/07/18	Wollondilly 250 CC	One day rally in Wollondilly Shire	Mike Batten & Peter Reed
24/07/18	C.R.C. meeting	Denistone Sports Club	
25/08/18	26/08/2018 M.G. Spring Rally CC	Two day rally in the Hunter Valley	Jim Richardson & Doug Barbour
28/08/18	C.R.C. meeting	Denistone Sports Club	
23/9/18.	Proposed Lunch Run to Lost in the 50s Classic American Car Museum in Newcastle	Details T.B.C.	Lindsay Trevitt
25/09/18	C.R.C. meeting	Denistone Sports Club	
23/10/18	C.R.C. meeting	Denistone Sports Club	
3/11/18	4/11/18 Alpine Classic CC	Location T.B.A.	Ross Warner & John Cooper
December	C.R.C.Presentation & Xmas Party	Details T.B.A.	

Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from www.classicrallyclub.com.au

Other Events; The CRC has received an invitation to these events so cars with conditional registration (Club Plates) can be driven to and used in them.

18/8/18	Heart of the Hunter	One Day Touring Assembly, Hunter Valley, N.S.W.	www.historic.com.au
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HEART OF THE HUNTER

The Australian Historic Rally Group invite all CRC members (club plates allowed) to this Touring Assembly to be held on Saturday 18th August.

Full details at www.historicrally.com.au
or phone 02 4957 0880

The Dave Johnson Autumn Classic, Sunday 27th May – A Master's Perspective

By Lui MacLennan

With the best part of two hours travel to the start, it was a dark and chilly beginning to the day and, in parts, a very foggy trip down the Hume. Registration at the local Maccas was dealt with quite efficiently and soon after that, instructions were distributed, an hour ahead of our due start time – didn't see that one coming! For those in the left hand seat, it was heads down and hair tearing while those in the drivers seat had time for a coffee and to relax – well, they had a big day ahead, so only right that they not be too stressed.



After the eponymous Dave lorded it over the drivers' briefing and sorted a minor navigational glitch regarding power lines, it was time to hit the road. The navigator in Car #4 had confidently plotted all the way to lunch in Crookwell, so this was going to be a doddle...yes? Who was I trying to kid?

The maps supplied were produced by the Royal Australian Survey Corps in 1954 and 1957 – maybe we should get those boys back on the job to give us some decent maps that match present road conditions? Whoops, can't do that, as they disbanded in 1996 – maybe because they produced crappy maps... but I digress.

A route chart led us onto the Hume and a road junction at 1.54 km. So where was it? Stop the car, scratch head and then realise that the pages had been cunningly stapled to hide the fact that the distance was in fact 11.54 km. Heave huge sigh of relief and carry on.

The route led through Wingello and Tallong to Marulan with supposedly nine boards to observe and a Passage control to boot. Carol must have had a field day at her control, WDing every single Master and Apprentice, however penalties were later removed. Arriving at Marulan, we were excited to find the answer to a question, one of only two in the entire event for those on the maps. Not sure what the intention was there.

From Marulan, a bash into the boonies north of the highway finally led us to the backblocks east of Goulburn, where the entire Masters field seems to have picked up all the boards. Parkesbourne was looming though, with no fewer than sixteen boards up for grabs. As an aside, Hendo shared a little-known piece of history about the place. You can read about this elsewhere in the magazine and you will have all learned something!

So, Parkesbourne gave us loop-the-loops, loops within loops and every other permutation imaginable. Throw in a couple of passage controls, realignments, unmapped junctions and Z boards all within a radius of about three kilometres and most of us mere mortal folk failed. Needless to say, that awfully clever chap from Victoria, Stuart Snooks, cleaned it!

Leaving the navigational tale of destruction behind us, it was a pretty straightforward run to Crookwell for lunch, with only a couple of out-of-bounds to avoid and a Z board in Grabben Gullen to find. The roads were brilliant and the countryside looking surprisingly green, considering how dry the rest of the state is at the moment. It was clear that this crew had zero chance of arriving at Crookwell within our Time Allowed and in fact Batten/Reed, Inglis/Leaver and Panetta/Henderson were the only ones with no time penalty... no conjecture there.

Scores at the lunch break had Blair/Snooks, Batten/Reed and Panetta/Henderson on the podium with Wise/MacLennan snapping at their heels.

A fantastic lunch was provided by the good ladies of Crookwell Public School with an array of soups, bakery goods and sandwiches greatly appreciated by the somewhat jaded rally crews. All too soon those

dastardly instructions were on offer again. First stop was what I thought was a tricky detour around the eastern boundary of town – apparently, it wasn't that tricky as most crews got it right. Doh! Another missed opportunity for us all was an elusive Z board in the forgettable village of Bannister, although a lone Apprentice crew nailed it. Well done to Bratovic/Cunningham!

So then it was on to Mummell and Breadalbane – again some great drivers' roads before we came to the outskirts of Goulburn. A hideous piece of plotting, using fourteen different bearings and distances would have been significantly easier, had this navigator realised earlier that the distances were cumulative rather than interval. Another 'doh' moment. By now the brain was well and truly fried but there was much more to come. The old highway alignment at Marulan was easily found but the Z board was a bridge too far for this tired crew. Another jaunt through Tallong and Wingello before we entered the real southern highlands towns of Bundanoon and Exeter and on to the finish in Moss Vale.

There were still a number of stings in the tail to catch us out, including the realignment on Dittons Lane in Sutton Forest – one used by Hamish McDuff in the Tour d'Course, many moons ago! Now how did we all miss that one?? I guess there's a limit to what these old brains can keep on board.

All but Panetta/Henderson were penalised for late arrival at the finish but to be honest, by that stage I'd stopped caring. It had been a long, very challenging event and I think we were all glad to call it a day.

Many thanks to the Historic Rally Club and especially Mal, Dave and all the officials, including several from the HRC who had travelled a long way to allow us have fun. This was the first Navigation Assembly run in the whole country under the new National Touring Code and I think that most will agree that there were bound to be teething troubles. Hopefully these will be addressed and ironed out soon.

To those on the podium – I dips me lid!

Car#4 –Sorry Tony, the bridesmaid yet again! DJAC 4th place.

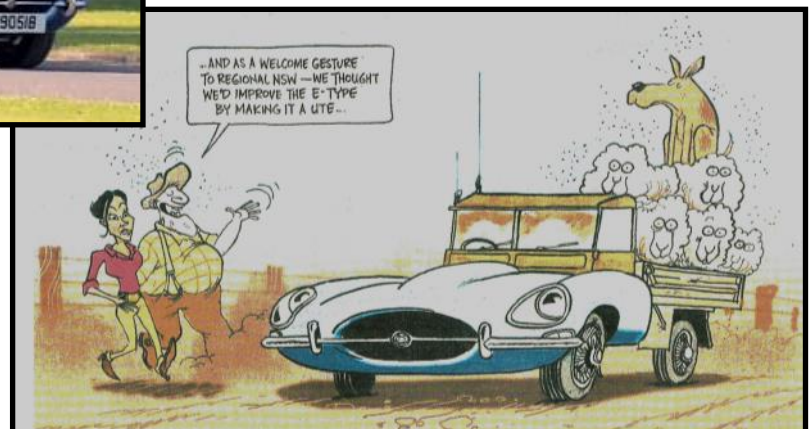


Lui MacLennan

A Classic Car Enthusiast's take on 'The Wedding'.



Ross Warner, the proud owner of an E-Type in a similar colour, sent this cartoon by Warren. Does he know something about where the happy couple will spend their delayed honeymoon.



My D.J.A.C. - Ross Warner

John Cooper and I competed in the inaugural David Johnson Autumn Classic (DJAC) on Sunday the 27th May this year, and I would like to start out by saying that I thoroughly enjoyed myself, as did John. After two very ordinary performances this year, I was hoping for a better result.

The DJAC was the first Navigational Assembly (NA) to run under the new for 2018 National Touring Code (NTC) and this in itself was a milestone. Another milestone was that this was the first time that Mal Sinfield ran a Classic Rally style of event. As most of you will know, Mal has extensive forest rally experience dating back to 1971, however these are very different to our style of event. Mal should be commended for the effort that he put into the DJAC, I think that he and his team put on a very challenging and enjoyable event.

The DJAC was run by the Historic Rally Club of NSW/ACT Inc. and was a round of the Classic Rally Club's championship point score.

Right; now that the formalities are out of the way and those with short attention spans have already stopped reading, let's get into the juicy detail....

John picked me up where I left my car at the Moss Vale Services Club and where the temperature indicated -0.5°C. I jumped into the seat of the Escort only to see that John was wearing an afro wig, I almost jumped right back out! He looked like Jonah from Summer Heights High. We found very thick fog on the way to the start and had to slow to about 40km/hr. I understand that this (fog, not our speed) was partly due to back burning in the area on the previous day.

On arrival at the start location John kept his wig on and it fooled many, including Ron Cooper, yes; even his own brother didn't recognise him. He did take it off later in the morning, but I don't remember exactly when. It never came out for another viewing.



The DJAC used older style maps. I know this doesn't suit everyone, but it does save time for the organisers (they don't have to spend time changing the maps to make up road realignments). Personally I enjoy old maps, and while I find that my poor attention to detail means that I miss many of the Z boards and VRCs, I do get a kick out of finding the ones that I can. The amount of detail on these old maps is amazing, particularly if you consider when they were drawn.

I don't recall thinking that the navigation on the DJAC was particularly difficult. Mostly I felt that the challenge was finding the mapped roads on the ground and then finding the boards. There was a circular herringbone in Division 2 with no obvious starting point and no features other than road junctions. I ended up solving it by considering the 2 crossroads and the number of road junctions indicated between them. As there weren't too many XRs in the vicinity of Sutton Forrest it didn't take too long to work it through. (I still think that a circular herringbone implies a loop.... What do you think)

An added complexity on the DJAC was the timing. I won't go into detail about the way timing was applied because the correct interpretation of how the NRC / NTC provisions are meant to be interpreted is likely to be debated at a higher level (there was some discussion on Facebook soon after the event).

Notwithstanding any debate about what the correct interpretation is, the DJAC timing gave all crews the same amount of time to complete each division (3 hours for Division 1 and 3 hrs 20 mins for Division 2). This meant that crews that arrived at the end of division controls within 30 minutes after the allowed time received a 60 point penalty, while those arriving more than 30 minutes late had to be happy with a small 200 point penalty. I'll have two 60 minute penalties please! In the morning we were just running late, while in the afternoon we made the conscious decision to sacrifice time to allow us to pick up more boards. With boards being worth 25 points this worked out to our advantage. I don't mind this type of timing but there is a risk that it might encourage speeding.

We found some of the boards difficult to see, others we just didn't see at all, despite being on the right road (honest we were...). Maybe we should blame the dust from other cars on the dirt roads, either way we missed many.

While I was on a roll of not seeing things, I also didn't see "the school" on the map. We weren't allowed to pass a school. Apparently I had drawn a circle around an "Out Of Bounds" for Division 1, right over the school that we couldn't pass in Division 2. If Hendo hadn't given me the heads up, we would have travelled miles out of our way. Thanks John.

Mal introduced a new navigational challenge that I hadn't encountered before. It comprised of a series of nominated distances and compass bearings. The idea being that crews should leave the road junctions at the end of these nominated distances at the bearing given. It was a bit like a route chart, but instead of saying turn left or turn right, we had to follow onto another road using the compass bearing. I think it worked well. We had some trouble finding the starting point and also had some confusion at the first (or maybe it was the second) RJ, but soon worked it out (after about three tries...). I think we should call this a Malchart. Maybe I'll use it on the Alpine.....

I really hope that Mal hasn't taken some of the timing debate and other comments after the event to heart. I know from personal experience that it is difficult not to. When someone puts so much time and effort into something like the DJAC, simply so that we can all enjoy a day of fun competition; it's hard not to get upset by misguided comments. We should all think twice before opening our mouth at the end of an event. It's meant to be fun.

John and I would love to do another DJAC next year, and we'd love it to be a two day event. A BFC by a new name if you will. Please Mal?

Thanks to Mal, Dave and team, and also to John for driving me around for the day.

Ross Warner



2018 Dave Johnson Autumn Classic in Social Tour - Strat Mairs

My first rally was the Alpine Classic Rally last year. After trying to work out distances using an odometer that does not zero and making numerous mistakes trying to read the odometer reading to my navigator and getting him to add say 13.7 miles to 562.8 miles to work out where the next turn/clue was I purchased a Hummingbird HMGT3000 with enhanced GPS to provide accurate speed and distance readings – the reverse function came in very handy on quite a few locations as we overshot or could not find the clue. The other big advantage was that both the navigator and driver can see the display instead of just the driver.

On Saturday night before the DJAC Michael Benson, my navigator, and I were lucky to stay with friends in Berrima and enjoy a home cooked meal and not too many wines so as to keep our minds clear. Next morning we awoke to fog and had to scrape a thin coating of ice off the windscreen. The Jag's marvellous demister managed to just clear a small circle I could peer through as we made our way gingerly onto the expressway.



We crept along the expressway in the left lane at a safe distance from the car in front – a grey 280Z. As we were moving along slowly a large semi-trailer goes screaming past in the right lane followed closely by a second semi-trailer travelling at the same speed. Next second there is a huge screech of brakes and the trailer starts sliding left towards the rear of the Datsun.



Fortunately, the truck driver got it back under control and continued on. Presumably there was a slower car in the right lane which the trucks only saw at the last moment. It would have made more of a mess than the kangaroo the others hit on the way from Canberra. *(Editor's note; Sadly that was our Alfetta, seen here. Hopefully the final score will be Bl**dy Alfas 1 Roos O)* Eventually the McDonalds sign rose from the fog like a welcoming beacon and we followed the Datsun in to fill with petrol. When we spoke to the people in the Datsun they were blissfully unaware of the sliding trailer hurtling towards them earlier.

After a refreshing coffee and intro talk we enjoyed the sun while waiting for our start time. There was some confusion as to whether we needed a scorecard or not for the social tour but we eventually got one.

At last we were off and after leaving the expressway we began to enjoy the countryside. Navigation was so much easier with the Hummingbird with it's big clear display. Hopefully we didn't make too many mistakes (there was large group of cars trying to work out which telegraph pole had the green sign we needed to record the number of as there were a few poles near each other but other than that everything seemed fine) and we arrived in Crookwell in plenty of time to enjoy the marvellous lunch put on at the school. This included unhealthy sausage rolls and cakes along with great sandwiches, soup and fresh fruit. We were told they could not give the leftover cakes to the kids so had to make a valiant effort to eat as many as possible.

I was pleased that the "Crookwell Triangle" (close relative of the Bermuda Triangle) did not affect the Jag – I guess it does not have enough electronics. The last time I was in Crookwell was late at night after attending the Goulbourn Blues Festival many years ago. That night we were going to stay at a friend's country retreat near Laggan. As we approached Crookwell the engine in the Saab 900 died and would only allow us to travel about 20kph with hardly any power. We had to crawl through the dark and fog to find our lodgings using instructions a bit like the rally – it's the third gateway from the corner with the big tree with yellow edging. Next morning the car started fine but as soon as we drove into Crookwell, the same thing happened again – no power. Once clear of Crookwell the car ran fine and gave no more trouble. And so the legend of the "Crookwell Triangle" was born. Electric interference? I never found out.

After lunch, we just enjoyed the drive, however one creek name had us, and lots of other stumped. There was no creek at the nominated distance and we thought maybe it was the property name or something and someone had moved the sign. After driving back and forth a few times we decided to settle on "Wattle Creek" as that seemed to be the only relevant landmark anywhere in the area.

The afternoon was a bit like Groundhog Day as we went backwards and forwards over the same roads and even through the same control twice! By now our minds were not as responsive so we are not sure how we went in the afternoon. We hope we recorded all the control boards correctly.

The Moss Vale Services Club was a good spot to finish up and have a welcoming beer, or two. Slowly the weary Masters, Apprentices competitors arrived with tales of long drives on dirt roads in the wrong direction.

So how did we go?

Don't really know. After the Alpine Rally everyone got a spreadsheet with everyone's details and points. After coming second last in social tour there we were eager to see if we had improved at all but didn't receive any notification of our points in relation to others doing the Social or other sections. I guess that's my only complaint as would have been nice to get some feedback.

Will I do it again? Without a doubt. Great driving, great scenery and great people.

Strat Mairs

Parkesbourne - Hendo's History Lesson.

Many CRC members, unfortunately not our beloved editor, visited Parkesbourne during the Dave Johnson Autumn Classic. I thought this article from the Goulburn Post of Nov 18, 2001 might be of interest.

"Utopia might be a state of mind to some but for the residents of Parkesbourne, it's right underneath their noses.



Henry Parkes, the father of Federation, had utopia on his mind when he visited the settlement back in the 1860s. This was a place where a battler could buy a small patch and make a decent living despite being surrounded by the vast Chisholm family properties.

Parkes visited the area when he was education minister and dropped in on the church where some 20 students had their classes. According to Parkesbourne's oldest resident, Wilbur Weatherstone, when Parkes asked the name of the settlement, he was

told it was obscurely known as Breadalbane Plains.

"We can't have that," Parkes said. He christened it after himself and added the Scottish word, 'bourne,' meaning home.

Some 300 present and past residents celebrated 'home' on Saturday with a meticulously planned Centenary of Federation party, complete with period costumes. A procession of sulkies and vintage cars made their way from Merilla to the little Uniting Church at Parkesbourne in the morning sun. Atop the lead sulky was Wilbur Weatherstone, the village's oldest resident at 88, and his wife Muriel. Mr Weatherstone's father was a pupil at the little church when Henry Parkes first came to the area. One of 13 children, Wilbur was born at the family property, Allenby, and after completing sixth class at school, helped his father on the farm. In 1933 he inherited the extensive orchard and in one year sent a record 3,000 cases of cherries to Sydney.

"Another year when the market wasn't so good here we shipped 200 cases to England," he said.

In the middle of the war in 1942 he married Muriel, then a member of the Women's Air Force. They settled on the property and raised six children.

A 'stingy' Federal Apple and Pear Board and 50 inches of rain in one year saw the end of the orchard and the Weatherstones switched to sheep. After a lifetime in the area, the couple moved to Goulburn last April. Yet they remain Parkesbourne's own.

"It has been a very special place over the years," Mr Weatherstone said.

According to locals, Parkes occasionally visited his friends and Parkesbourne's first settlers, John and Ann Brown.

Today their descendants and those of many others including the Grunsells, Apps, Hunts, Bastins and Friends are still there.

And there are also some 'blow-ins' from Sydney who are taking up blocks in the second wave of subdivision, this time of the Chisholm family land. They are seeking a little piece of Utopia too."

John Henderson

Classic car preparation for Tarmac Rallies - Geoff Bott.

Recently there has been quite a bit of chat on car preparation on the tarmac rally forum on Facebook. I was particularly interested in these comments by Peter Ullrich who is an extremely competitive driver who runs in the classic category. Until recently, he and his wife Sari ran a fibreglass bodied Jensen interceptor from the 1960s and now he has prepared a Studebaker Avanti, another fibreglass bodied car.

“It was explained to me by no less than Tom Snooks that if you intended to to run in either LMS or MS then you had better be prepared to optimise your vehicle to the absolute extent of the classification.

The handicaps assume that you have done this. This means simple little things like having custom dog sets built to fit inside your gearbox, ultimate braking systems, adjustable pedal boxes, custom diff centres, shocks, springs, axles etc, and all this in LMS. If people are not prepared to go to these incredibly costly lengths then they should run their cars in SS, they might be surprised to see how competitive they would be. I get a bit tired of people complaining that my cars are too fast while theirs are uncompetitive after I spend all my superannuation and years of hard work building and preparing a vehicle true to category while they are running in MS just to get a cheaper gearbox option.

.....LMS is the most expensive classification. Modifying parts within the rules is costly, there is no doubt that the more you spend the better you will perform (against those not willing to spend the money) if you start with something that was relatively inefficient in standard form. SS is a really good classification now that the exhaust and brake rules are lifted and most European cars are just about fully factory optimised for mechanical efficiency anyway. MS on the other hand can be thrown together using off the shelf parts, we built our MS Daimler from mainly wrecking yard bits.” (Peter Ullrich)

The facts of life are that those entrants who get most of the publicity at the top end of the field have spent extremely serious money to get where they are. These cars are generally running in the LMS category or alternatively Classic GT. One competitor has told me that he has spent well over \$200,000 to get his car competitive and that's on top of the purchase price.

So for us mere mortals without that sort of funding, what can we seriously look at? Following up on Peter's comments, I reviewed the last entry lists for Targa Australia events run under the CAMS umbrella and can confirm that if you wish to run in these events at the minimum cost then you should have a serious look at the SS category. I have confined my comments to the classic category as it would seem to me that to be remotely competitive in early modern your budget will still have to be substantially greater than running in the classic category.

Without going through every last detail of the rules here is a quick and dirty summation of the do's and don'ts for Targa Australia, Targa West and Adelaide Rally events running under CAMS rules.



Geoff Bott's previous tarmac rally car an '85 XJS Jaguar which fits squarely in the Classic Category

	SS	LMS	MS	GT
Wheels	Max 17 x 9			
Exhaust	Free – max +50% dia.			
Brakes	Free			
Weight	Std +150 Kg	-5% + 150 Kg	-10% +150Kg	
Bore/Capacity	Std + 1mm	+10%	Free	
Cyl Heads	Removal metal only	Valves free	Free	
Sump	Baffled Enlarged OK			
Camshafts	Free			
Clutch	Free			
Air cleaners	Std	Free		
Cooling /Fans	Std or electric	Free		
Transmission	Std variants			
Springs/Dampers/Sway	Free			
EFI	Std	Std or period		
Fuel	98 RON			
Gearbox	Std	Original number gears	5 Speed OK	
Oil coolers	Std	Free		
Comp Body Panels	Std	Period items OK		
Ignition	Std	Std	Std	ECU OK
Bumpers	Std	Removed OK		
Diff Housing	Std	Std	Free	
Body Panels	Std	Std	Alternatives OK	

I would recommend that you examine the rules very closely if you are actually building a car.

If you want to keep costs to the absolute minimum then I am suggesting that you prepare a car to run in category SS, the class that is closest to standard specification. After my little summary above you can see that the number of restrictions will mean that you and fellow competitors in the group will have to outlay only as much as you have to do in order to be competitive.

What it boils down to is:

You can get the car to handle and stop by uprating the suspension and brakes by using off-the-shelf components.

You can use bigger wheels, subject to certain restrictions.

You can stop oil surge by enlarging and baffling the sump which is absolutely essential for any car once you start using R series tyres. Sump guard is okay too.

You can port and polish the head and use some tricky cams but you can't change the ignition system or air cleaner housings .

You can put a decent clutch into the car that will handle some abuse.

The exhaust system can be completely changed so long as it is no more than 50% bigger in diameter and you can use a decent set of headers on your engine.

Of course you still have to fit a roll cage, fire extinguisher tow points and can strip some of the interior out.

So what have you got after all of this? It seems to me that you would now have a car that stops, handles and has good grip that can handle the undulating surfaces. Power may be slightly improved over standard but you will be able to get around the corners a lot better. Your mechanical components will be far less stressed as you are not maxing out the power so have a far better chance of finishing without a mechanical incident.

Then you have to consider how competitive you are in the category. An examination of the last three Targa Tasmania entry list shows that the number of entries in classic SS are minimal. Generally speaking you would be looking at no more than three or four cars in the category. They are the only ones that are important to you if you are looking at a class win. You would have to have a pretty exceptional combination of car and driver to get to the top of the classic category with these limitations.

Lastly, how good a driver are you anyway and what are your expectations? Let's face it, there are only a very few who are going to get the glory at the top end of the field and wouldn't you be happy with a podium finish in your category and have spent a fraction of the money that the others have to still be a mid-field runner in the upper categories?

Australian Tarmac Rally Championship Classic Cars

	Classic
Wheels	+ 3"
Exhaust	Free
Brakes	Free
Weight	Std -15%
Bore/Capacity	Free
Cyl Heads	Free
Sump	Free
Camshafts	Free
Clutch	Free
Air cleaners	Free
Cooling /Fans	free
Transmission	Free to 6 speeds
Springs/Dampers/Sway	Free
EFI & ECU	Free
Fuel	E85 to 105 RON
Oil coolers	Free
Comp Body Panels	Std or Homologated
Ignition	Free
Bumpers	Not req'd
Diff & Housing	Free
Body Panels	Std in shape only

And now for something completely different – it's almost "run wot yer brung" by comparison and encourages the entry of modified cars that do not generally comply with the stricter rules of Targa Australia events. A near standard car that complies with the SS category above is simply not competitive. However, if you have a car that is no longer able to run in Targa Australia events due to the modifications and rule changes then this is the championship for you.

Once again you need to read the rules on their website rather than take my quick and dirty assessment if you are building a car.

Style of events

The events run by Targa Australia, Adelaide Rally and Targa West are rather different to the events run by the Australian Tarmac Rally Championship in my experience at least. The first category of events usually use fairly fast flowing roads that are often quite major public roads with some fairly long straights here and there as well as the twisty bits.

Australian Tarmac Rally Championship events tend to be virtual mountain climbs with extremely tight and twisty or, as some people describe them, technical stages that mean you are seldom out of second gear and almost never get into top gear. So I suppose it's fair to say that those events tend to be suited to more heavily modified, more powerful cars whereas the first category of events may be suited to the more standard vehicles.

Check the event organiser's websites for the regulations and read them very closely.

Geoffrey Bott

2018 Wollondilly 250 - Entries Wanted

This will be the fourth running of the Wollondilly Rally now shortened to around 250 km (or 155 miles). It is a round of the CRC Championships.

The event is a Touring Assembly, to be held between the Penrith and Southern Highlands regions then finishing in Picton on 22nd July 2018.

The event will be run under the NSW Touring Code (Provisional).

The Promotional Flyer, Supp Regs and Entry Form are posted on the CRC web site:

<http://www.classicrallyclub.com.au/calendar.htm>

This year we will have Driver Reviver Rest Breaks in each Leg (Division).

This event has a history of being challenging but not too difficult. In previous events the points lost by the first placed Masters has been 25, 170 and 91. Last year best Apprentices were down only 77 points.

There will be an easy Running Schedule with approximately a 30 km/h average needed to complete each Leg before the Controls close.

Similar to last year there will be a few initiatives to make the event easier for Masters and/or Apprentices:

The instruction **NCOBITN** has been introduced. (For Example - No Controls or Boards in the Next 9 km). **These zones will cover more than 100 km of the route.** The good news is that when NCOBITN applies you do not have to look for old alignments etc. You still need to follow the mapped route (SMR) and may have to answer questions

Apprentices have a "Get out of Jail Pass" when it comes to Z Boards. Missing one will only lead to a 4 Point Penalty. So if they miss 10 that is only 40 points, compared to 250 points in the past.

In addition recording a VRC on the wrong route will only lead to a 5 not 25 point penalty

As in previous years the course has been set with the following aims:

To provide Masters and Apprentices Crews with challenging navigation using old 1920/30s maps

Have the start and finish very close to Sydney to minimise long journeys for most Crews
Travel over some seldom used roads that drivers should enjoy

To use roads over some hills and mountains with extensive views

Only use suburban roads when necessary and/or to pose navigational challenges

Travel over a course mostly using roads that are of a rural character and do not have heavy traffic even though the population has increased greatly in the last 40 years

To give Tour and Social Run Crews interesting and challenging questions as well as a little map reading. Also note that all their route is on sealed roads

Mike Batten and Peter Reed

Enquiries to: mbbatten@yahoo.com.au

Wollondilly 250

Sunday 22nd July 2018

"Back to the 20s"

- **A One day event covering around 250 km**
- A round of the 2018 Classic Rally Club Championship
- **Start - Penrith Panthers, 123 Mulgoa Road, Penrith, NSW, 2750**
 - o Breakfast, coffee and tea available
- **Lunch** – Thirlmere Public School in the Wollondilly Shire. Over the last three years this venue has received feedback as the school with the best food
- **Finish – Picton Hotel.** A great venue to relax after a big day. Finger food to be supplied by the organisers. Drinks available at the bar. Why not stay for dinner in the restaurant as some competitors and officials did last year?
- **Four Different Categories to choose from:**
 - o The competitive categories will be Masters, Apprentices and Tour
 - o There will also be a Social Run – no CAMS Licence required
 - o Note that this event will be run under the old NSW Touring Code (Provisional)
- **Masters and Apprentices:**
 - o Navigation will be a mixture of that used in the usual CRC events as well as the style of the old Barry Ferguson Classic. Accurate plotting and map reading will be rewarded
 - o Quality 1:63,360 scale maps from the 1920/30s will be supplied
 - o The plotting will be relatively straight forward
 - o Some fairly easy unmapped road challenges
 - o Apprentices will have help with easier instructions similar to previous years
- **Tour:**
 - o The instructions will be Route Charts as well as a little map reading
 - o Fair yet challenging questions, accuracy will be rewarded
- **Social Run:**
 - o Any crew not wanting a challenge can opt for the Social Run - same instructions as Tour
- **A minimum of unsealed roads at the time of survey:**
 - o Enjoyable roads, lots of twisty sections and great scenery
 - o Masters & Apprentices – less than 2 km of smooth unsealed roads
 - o **Tour & Social Run – NO UNSEALED ROADS PLANNED**
- **Entry fee \$110**
- **Enquiries to:**
 - o **Mike Batten – 02 46 809 269 or 0400 174 579**
 - o **Peter Reed – 0418 802 972**
 - o **Email: crc@leyton.com.au**



2018 MG CLASSIC **SAT 25th & SUN 26th AUGUST**

Join the MG Car Club (Sydney) and friends from other CAMS Clubs for a weekend in the beautiful Upper Hunter area. The Event will commence at Corrugated Café 780 Peats Ridge Rd Peats Ridge with a breakfast pack, great touring roads and lunch on Saturday.

Overnight in Muswellbrook with dinner next door and finishing in the area of Cessnock for lunch on Sunday early afternoon. Enjoy approximately 700 kms of GREAT classic car roads for an untimed Touring Assembly with 4 levels of participation:-

- Tour – a fun run that is route charted to enable entrants to successfully complete the event. No CAMS Licence required.
- Plus a tour with some map reading for those who want a challenge.
- Masters & Apprentice categories to please the experienced crews.

For an entry fee of \$520 per crew of 2 (additional crew \$199) you get:-

Rally pack and maps – breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday with a chance to enjoy great new roads, varied scenery and a first-hand view of the changing vista as the wineries, farmers and coalminers alter our landscape.

Friday night accommodation and registration available in west Gosford at Galaxy motel, 26 Central Coast Hwy, West Gosford 4323 1711 or Ashwood motel 43246577 (opposite & cheaper) at your expense. Advise you are with the MG rally. We will have a noggins and natter on Friday night at RSL club next door if you are interested.

Entries open on 1st June 2018 and are limited to 50 starters so please register your interest and have details forwarded to you by contacting either Jim or Xanthea as early as possible to assist directors planning

Supplementary Regulations and all forms will be available on www.classicrallyclub.co.au , www.mgcarclubsydney.com.au and facebook (contact Xanthea for details)

Jim Richardson
5 George Muir Close
Baulkham Hills 2153
96390638 0418644284
jimandbev@bigpond.com

Xanthea Boardman
PO Box 1566
Rozelle 2039
xanth@iprimus.com.au

Your chance to experience some great touring roads and a fun weekend with other classic car people.

**Dave Johnson Autumn Classic
Tour & Social Results**

DIVISION 1	PEJAR LANE KIALLA	C	H2	C6	GM	F2	PC	TALLONG	ELSMORE RD	WESTGROVE RD	EXETER	WESTGROVE RD	EXETER	PC	PC	H9	BOARD ERRORS	BOARD PENALTIES	QUESTION ERRORS	QUESTION PENALTIES	M3 START	M4 FINISH	ELAPSED TIME	TIME PENALTIES	DIVN 2 TOTAL	DIVN 1	TOTAL	PLACINGS
20	HEMPHAL / MALGO																0	0	1	15	1:20	4:56	3:36	60	75	0	75	5
21	YATES / YATES																0	0	1	15	1:21	4:08	2:47	0	15	0	15	1
22	CASTRO / LEVIN			1													1	25	4	60	1:22	4:04	2:42	0	85	60	145	8
23	CUMMINE / DOYLE																0	0	1	15	1:23	4:41	3:18	0	15	15	30	3
24	QUIST / ONGLEY																0	0	1	15	1:24	4:22	2:58	0	15	15	30	3
25	HOOD / HOOD																0	0	1	15	1:25	4:46	3:21	60	75	0	75	5
26	EASTHAM / YIPP																0	0	1	15	1:26	4:09	2:43	0	15	0	15	1
27	TAURINS / TAURINS																0	0	2	30	1:27	5:10	3:43	60	90	0	90	7
28	SEGELOV / ROBINSON	DID NOT START																										

SOCIAL	C	H2	C6	GM	F2	PC	PC	DJ	PC	PC	H9	TRYING APPRENTICES																					
												1	2	16																			
30	HILL / HILL																																
31	FULTHORPE / DALY	1			1																												
32	MAIRS / BENSON																																
33	MOREY / MOREY	DID NOT START																															
34	MILLER / MILLER																																
35	DHONDY / DHONDY / DHONDY																																
36	KANAK / PLIMSOLL- KANAK																																

DAVE JOHNSON AUTUMN CLASSIC

DIVISION 1

DIVISION 2

	Time Allowed 3hrs. 00 mins.				Time Allowed 3hrs 20 mins				GRAND TOTAL	PLACE			
	INFO	INFO	TIME TAKEN	TIME PENALTY	TOTAL	INFO	INFO	TIME TAKEN			TIME PENALTY	TOTAL	
	ERRORS	PENALTY				ERRORS	PENALTY						
1	BATTEN / REED	5	125	3:00	0	125	12	300	3:28	60	360	485	5
2	JAKROT / JAKROT	6	150	3:43	200	350	15	375	4:00	200	575	925	8
3	BLAIR / SNOOKS	1	25	3:20	60	85	11	275	3:50	60	335	420	3
4	WISE / MACLENNAN	5	125	3:15	60	185	8	200	3:29	60	260	445	4
5	COOPER / WARNER	6	150	3:08	60	210	5	125	3:47	60	185	395	1
6	INGLIS / LEAVER	8	200	3:00	0	200	12	300	3:46	60	360	560	6
7	PETTIT / STEAD	5	125	3:45	200	325	4	100	4:14	200	300	625	7
8	MARTIN / EVANS	8	200	3:37	200	400	28	700	4:03	200	900	1300	9
9	PANETTA / HENDERSON	7	175	3:00	0	175	9	225	3:20	0	225	400	2

APPRENTICES

Time Allowed 3hrs 00 mins

Time Allowed 3hrs 20 mins

	Time Allowed 3hrs 00 mins				Time Allowed 3hrs 20 mins				GRAND TOTAL	PLACE			
	INFO	INFO	TIME TAKEN	TIME PENALTY	TOTAL	INFO	INFO	TIME TAKEN			TIME PENALTY	TOTAL	
	ERRORS	PENALTY				ERRORS	PENALTY						
10	THOMPSON / BROCKLEBANK	7	175	2:59	0	175	21	525	3:42	60	585	760	1
11	PARRY / GILHOME	16	400	2:35	0	400	23	575	3:20	0	575	975	4
12	BAKER / BAKER	23	575	3:41	200	775	31	775	3:20	0	775	1550	10
13	NAVIN / NAVIN	9	225	3:29	60	285	20	500	3:58	200	700	985	5
14	BRATOVIC / CUNNINGHAM	8	200	3:54	200	400	19	475	4:20	200	675	1075	6
15	WILKINSON / WILKINSON	9	225	3:34	200	425	18	450	3:46	60	510	935	3
16	MANSELL / MANSELL	9	225	3:30	60	285	17	425	4:05	200	625	910	2
17	ANNABEL / ANNABEL	11	275	3:04	60	335	31	775	3:37	60	835	1170	8
18	HOYLE / DHONDY	10	250	3:33	200	450	24	600	4:00	200	800	1250	9
30	HILL / HILL	7	175	4:00	200	375	20	500	4:31	200	700	1075	6

Scored in accordance with the Penalties stated in Supplementary Regulations.

Classic Rally Club Championship 2018

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Martin Leaver	20	16	15					51	1
Phillip Stead	17	18	14					49	2
Ross Warner	15	12	19.5					46.5	3
Peter Reed	14	13	16					43	4
Carol Both	13	14	16					43	4
Lui MacLennan		20	17					37	6
John Henderson		18	18					36	7
Mal Sinfield	10m	8	18					36	7
Teresa Morey	19	16						35	9
Alan Walker	16m	19m						35	9
Glenn Evans	11	9	12					32	11
Valerie Jakrot		15	13					28	12
Mike Stephenson	18							18	13
Harriet Jordan		17m						17	14
Ted Norman	12m							12	15
Pam Watson		10						10	16

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Andrew Inglis	20	16	15					51	1
Graham Pettit	17	18	14					49	2
Mike Batten	14	13	16					43	3
Bob Morey	19	18						37	4
Tony Wise		20	17					37	4
Robert Panetta		18	18					36	6
Lauren Walker	16m	19m						35	7
Natalie Martin	11	9	12					32	8
John Cooper		12	19.5					31.5	9
Peter Jakrot		15	13					28	10
Gerry Both	13	14						27	11
Dominic Votano	18							18	12
Jann Sinfield	10m	8						18	12
Michael Olsson		17m						17	14
Tony South	12m							12	15
Alan Watson		10						10	16

Classic Rally Club Championship 2018

Apprentice Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Shane Navin	13m	14	11m					38	1
Tina Mansell	12m	15m	14m					29	2
Scott Wilkinson	15		13					28	3
Nikki Baker	14m	12m	6m					26	4
Jayne Annabel		13m	8m					21	5
Winton Brocklebank			15m					15	6
Ian Gilholme			12m					12	7
Tom Payne		11						11	8
Lindsay Trevitt	10							10	9
Laurie Cunningham			9.5m					9.5	10

Apprentice Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Jennifer Navin	13m	14	11m					38	1
Jon Mansell	12m	15m	14m					29	2
Donna Wilkinson	15		13					28	3
Murray Baker	14m	12m	6m					26	4
Stephen Annabel		13m	8m					21	5
Graham Thompson			15m					15	6
Peter Parry			12m					12	7
Laurie Cuningham	11m							11	8
Kevin Payne		11						11	8
Brian Doyle	10							10	10
Jim Barrett	9							9	11

Classic Rally Club Championship 2018

Future Stars in a Rally Car

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Tom Payne		11						11	1
Lachlan Watkins	9							9	2
Hollie Taurins		2m	4					6	3
Sean Walsh		3m						3	4
Shaneen Dhondy		1m						1	5

Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)

Classic Rally Club Championship 2018

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor									
Karen Yates	10	7	9.5					26.5	1
Alan Ongley		6	7.5					13.5	2
Jim Deves		10m						10	3
Janice Yipp			9.5m					9.5	4
David Wigley		8.5						8.5	5
Karen Devereaux		8.5m						8.5	5
Brian Doyle			7.5					7.5	7
Hollie Taurins		2m	4					6	8
Dave Hawkins		5						5	9
Sean Walsh		3m						3	10
Henri Hendriksen		1						1	11
Shaneen Dhondy		1m						1	11

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Greg Yates	10	7	9.5					26.5	1
Alan Cummine		10m	7.5					17.5	2
Tony Quist		6	7.5					13.5	3
Peter Eastham			9.5m					9.5	4
Geoff Bott		8.5						8.5	5
Graham Dolbel		8.5m						8.5	5
Andrew Taurins		2m	4					6	7
Ian Packard		5						5	8
Craig Walsh		3m						3	9
Danny Castro			3					3	9
Richard Nineham		1						1	11
Edu Dhondy		1m						1	11
Jon Dickson		1						1	11



This fun social weekend is on again on the weekend of 18th & 19th August. Enjoy a great run from the Central Coast through the Hunter Valley to overnight in Rylstone. Then on Sunday visit the Mt Panorama circuit at Bathurst. Full details at www.rylstoneclassic.com/

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
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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
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Memories of the Dave Johnson Alpine Classic

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