



Rally Directions

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

November 2018
Dates to remember
November 25th - Club Meeting.
December 9th - Club Presentation & Xmas Party.



Notices

- The CRC Annual General Meeting will be held on Tuesday 25th November at the Denistone Sports Club at 8.00pm. The Club's Presentation Day & Xmas Party will be held on 9th December at Castlereagh starting at Midday.
- There will be a short run in the form of a GPS Challenge before the Xmas Party starting at the Red Rooster westbound on the M4 at Eastern Creek.

Turn the page to read about;

- The 2018 Alpine Classic including final results
- The provisional 2019 Competition Calendar
- Neil Blaney's Sebring Sprite.
- Final Club Championship results.

Classic Rally Club Officers and Contacts 2018

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Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
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Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
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19/11/18

CRC Events Calendar.

CRC meetings are usually held at the Denistone Sports Club, 59 Chatham Rd, West Ryde at 8.00pm sharp.

Date	Note	Contact
25/11/18	C.R.C. meeting	
9/12/18	C.R.C. Presentation and Xmas Party Castlereagh Hall from Midday with optional GPS Challenge starting at 9.30am at Red Rooster westbound on M4 at Eastern Creek	John Cooper 0414 246 157

Johns Jabber

On behalf of the Classic Rally Club I hereby submit our November edition of Rally Directions for the Annual General meeting, scheduled for the 27th November. Another year has passed, and I am pleased to announce that myself, Tony Kanak, and Peter Reed will be standing again as the Executive Committee, steering the club forward, and maintaining the Club's high standards of stability, membership, competition, camaraderie, mateship and participation with our classic cars. My thanks to Tony and Peter for their work throughout the year, and I should mention that Tony has just completed his 21st year as our Club Secretary, yes **21!**

On a personal note, 2018 was not kind to me health wise. My bout with cancer has knocked me around a fair bit but hopefully will have a reasonable outcome. Having dealt with this I consider myself fortunate with my outcome and know that many of our friends, members and loved ones have and are enduring similar problems, treatments and ailments and some may not have the same fortune as myself. My sincere best wishes to all that have, or have someone close, who is still dealing with a sickness. My many thanks to my Wife Wendy, always there by my side, my rock, my best mate Ross Warner, always looking out for me and never going more than two days without contact as does my Brother Ron. They are always checking on my condition, seeing how I am going, taking me through it, many, many thanks. Also thanks for everyone's good wishes and encouragement, so many have wished me well especially on Facebook. This helped pass my time and built my spirits up when I needed it. Plus thanks to all those who came to visit either at home or in hospital, it was much appreciated. To Robbie I don't need any more chocolates, I've put on too much weight as it is, it's the thought that counts but I ate them anyway.

My thanks to all the Members, the Club Registers, workers, volunteers and participants, having such a great membership base makes it reasonably easy to manage and keep the Club on track. 2018 saw a massive change with our communication, Emails sent out as reminders, and Rally Directions magazine going back to monthly and fully electronic, a massive saving of funds for printing and postage. A big thanks to our editor Bob Morey for all the work you put into it each month, and Bob can't keep putting out such great mags without YOUR contribution, so send him your stories and photos so we can all share and enjoy them. My apologies to those that are not keen on the new electronic format and miss their hard copy, but this is the way of the world and hope you can adjust and keep up. Speaking of computers and keeping up, the Club's Web Page has been given a massive face lift over the past 12 months and should go live early in the new year. Many thanks to Harriet Jordan for all the honorary hours you have put in to this. It is very much appreciated and will be welcomed by the membership and beyond, spreading news of the CRC to the world wide web.

I would like to thank all the hard-working Register Reps and hope they will all return and be available next year, including the Competition Secretary, Championship Point Score, Club Plate Register, Membership and emails, Facebook and Editor. The Club conducted the 2018 championship and congratulations to all the participants and to all the place getters, and again thanks to all the rally Directors and officials from our club. Also a huge thanks to the other car clubs, The Historic Rally Club, MG Car Club, and the Alfa, (AROCA) club, who ran their events as part of our championship. This helps spread the load around. Unfortunately, there is a strong rumour around that the MG may not happen next year which opens the door for someone to step up and take it over or come up with another 2 day rally to fill the gap, but at this stage the rumour is not confirmed.



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The Club's premier event, The Alpine Classic Rally has again been run and won, with trophies being presented at this month's meeting. We received a great deal of positive feedback and all seemed to enjoy the format and event. It was the 20th consecutive running of the Alpine Classic and was well attended with 77 entrants. Starting and finishing in Goulburn with lunch at the Temora Aviation Museum and the overnight stop at Cowra. The event covered over 900 kms of great country roads. I am not sure if everyone who goes along to this event is aware of the many hours that Ross Warner puts into this rally, all voluntary, not to mention the costs to himself and his business with all the printing, fuel, motels during recesses etc. These are not being charged back to the club. Ross tries to make each one of his rallies a little different and as interesting as possible by changing the overnight venues and having dinner and lunch in different places. This injects much needed revenue into country towns and communities. Sometimes we get let down with their promises with what they say they can deliver and sometimes things don't always go to plan but we and especially Ross take it on board and learn from it and move on. Ross's Alpines are never dull. Without Ross's massive input there would not be an Alpine Classic, and if and when he hangs up his lanyard and computer I would hope that we can come up with someone who can maintain the standard he has set. The good news is Ross has committed to 2019 for his 5th go at it, and by now he seems to be getting pretty good at this. With 77 crews and cars entered this year Ross would like to top the ton next year. That is 100 cars out there on the country roads. Why not check out the Alpine Classic Facebook page, Web site and now it's Flickr page with all of this year's great photos taken by Wayne Gerlach. Over time a lot of past years photos will be loaded up as well.... A big thank you again Ross Warner.....(I would give him the Presidents Award, but he doesn't like trophies)

A big shout out and special mention to Heather and Don Dux, who again made the trip down from Queensland to run in the Alpine Classic. They say they maybe getting too old for this caper of rallying and can't attend the rallies like they used to. So it was good to see them make the effort this year and as always they donated some great prizes for the Saturday night raffle, raising over \$1300, which Heather wants to donate to the Sans Hospital Cancer ward, the hospital where I had my last lot of treatment and this is the hospital that is caring for Sue Claire, plus other members. Heather's raffles over the years have provided thousands of dollars in donations to various organisations. Thanks again to the Dux's and I really hope to see them next year. Don't forget age is no barrier.

Also another mention to Wayne Patterson, who came down and gave his time for the day for scrutineering at Penrith on the Saturday before the Alpine Classic rally. Thanks for your input every year Wayne for doing this for us. It's great to catch up and your help is much appreciated. For those considering next year's Alpine Classic, it would really help to take some of the pressure off the organizers on the Friday evening and Saturday morning, to either fully electronic register or come along to the scrutineering the week before. It is also a great social catch up to talk about how much of a bastard Ross is. (he is not really, well I don't think so).

Some may remember 5 years ago Ross and I staged THE 20, in Mudgee, to celebrate 20 years of the CRC, 2019 is the club's 25th year and we are looking for suggestions and volunteers to put something on for the club to mark this occasion. Let me know your thoughts on this, and I will await ALL your suggestions in the big rush before Christmas so we can include it in the calendar.

Don't forget the Club's annual Presentation lunch and Christmas party, Sunday 9th December with a special guest appearance from one of our Club Rally Legends and 1966 Bathurst winner, when Mini was one two and three. BOB HOLDEN has said he would love to come along.

On a sad note we lost an early CRC member recently, Steve Fitz, from Katoomba Tyre Service. A well attended funeral was held at Leura with a small contingent of CRC people who knew Steve attending. Our thoughts go out to his wife Jenny and boys Johnno and Matt. Stay safe everyone and see you at the AGM and Christmas Presentation (don't forget to let me know you're coming so I can get the catering numbers right).

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REGALIA..... the committee is looking for suggestions and volunteers to see what would be the most practical, efficient and economical method of producing, selling and distributing our clubs regalia. All constructive suggestions should be sent to myself John Cooper via email westco5@bigpond.net.au . Thanks in advance for all your suggestions, I hope they don't make my computer crash.....

Cheers JOHN COOPER.
President.

2018 Classic Rally Club Annual General Meeting Secretary's Report

The past year has again been one of overall success for the Club, akin to the operation of a well serviced classic machine, which in part must be due to the successful formula behind the Club's activities and the skills and experience and attitudes of the membership and the Club's officers.

2018 saw some new event directors step forward and some interesting events were the result, covering either new territory or other routes with a new perspective. If you had lunch at the hall in Rockley or Crookwell - you will know what I mean. Well done and thanks also to all the other people who volunteer their time and effort to operate controls and otherwise assist behind the scenes - without your help the Club would struggle to conduct events of such professional quality.

Special thanks are also due to Glenn Evans and Bob Morey, who as the Membership Secretary/email wrangler(?) and Magazine Editor keep the essential machinery of communication and membership matters up to date. I should point out here that I have not received one negative comment following the cessation of the printed form of Rally Directions, in favour of the electronic version. The funds saved on printing and postage will help keep membership fees down, or will be used for other member benefits.

It is also appropriate to recognise the enthusiasm of the Competition Secretary, Tony Norman. As many of you know Tony relocated to the Illawarra, but still attends the monthly meetings regularly as part of the Illawarra car-pooling arrangements. Rather than letting this move south put brakes on his CRC activities, we are expecting more events with a South Coast flavour, which is certainly a benefit.

Speaking of the monthly meetings at the Denistone Sports Club, during 2018 these have been well-attended, with a bit of a sag in numbers during the winter months, which is normal. The reopening of the kitchen at this venue in early 2018 has proven to be satisfactory, and the food quality/value standards of yore have been maintained, with many attendees arriving early enough to partake of a meal. For kitchen renovation purposes or other logistics reasons some CRC meetings were held at the Brush Park Bowling Club during the past twelve months, and this venue also proved to be satisfactory.

Also during 2018 quite a lot of behind the scenes work has been going on to arrive at a cost-effective method to revamp the CRC website and to make it easier to update and manage, with a more contemporary look. You will see the results of this plan next year, and special thanks to Harriet Jordan who will be doing the lion's share of the conversion work.

With respect to the financial situation the Treasurer's Report will provide more illumination, but I can report that the Club has no current issues with bad debts, or insurance claims, and is in a sound position to face its 25th anniversary in 2019 - which will see some special efforts to celebrate this achievement.

The relationships with CAMS and the Council of Motor Clubs are both working well, and the CRC was again well-represented at the major CMC event in august at Sydney MotorSport Park. The issue of latitude with permissible vehicle modifications and eligibility for the HCRS also received attention during the past year, and currently the CRC's fleet of concessionally registered vehicles of over seventy has no obvious examples of non-compliance.

Tony Kanak

COMPETITION SECRETARY END OF YEAR REPORT

With the successful running of The Alpine Classic earlier this month we have now concluded the CRC Championship competition and I anticipate that details of the last event, the results and the final Championship standings for Driver and Navigator in the 3 categories will be found elsewhere in the Mag.

I believe that the CRC have had another great year rally wise and hope that all members who competed enjoyed the events put together by the hard working Event Directors and their bands of volunteers and Officials. I certainly enjoyed helping on a couple of events at Passage Controls even if you did not necessarily appreciate seeing me with my WD stamp in hand!

The Preliminary Schedule for Events in 2019 is now taking shape and the current diary is included in the Magazine. The first Event, my Escarpment Escape, is locked in for Saturday 23rd February and the Supplementary Regulations and Entry Form are now available for download from the CRC website - classicrallyclub.com.au. The second rally on the calendar will be the Hawkesbury Ramble on Sunday 14th of April and planning is under way for the rest of the events on the calendar. Although still some 3 months away I make no excuses for promoting the Escarpment Escape well in advance, keeping in mind that with Christmas and the New Year break members minds are more focused on partying and other sensory delights to give car rallies even a passing thought. But if you feel inclined to get your entry in early you will get no complaints from yours truly! Having pushed my Event barrow as hard as I dare, I would like to finish by wishing all CRC members a great seasonal holiday - stay safe on the roads - and I look forward to seeing y'all again in 2019.

TONY NORMAN - COMPETITION SECRETARY

CRC - CHAMPIONSHIP EVENT SCHEDULE - 2019

**SATURDAY 23RD FEBRUARY - THE ESCARPMENT ESCAPE.
C.R.C. EVENT - THE ILLAWARRA COAST & SOUTHERN HIGHLANDS.**

**SATURDAY 13TH or SUNDAY 14TH APRIL* - BATTEN/REED RALLY.
C.R.C. EVENT - HAWKESBURY AREA. DAY OF EVENT T.B.C.**

*** STOP PRESS: This event is now confirmed as the Hawkesbury Ramble to be held on Sunday 14th April.**

**SUNDAY 19TH MAY - STEAD/MOREY RALLY.
C.R.C. EVENT - BLUE MOUNTAINS AND WESTWARDS.**

**SUNDAY 23RD JUNE - TOUR D'COURSE.
A.R.O.C.A. EVENT. DATE AND LOCATION T.B.C.**

**SUNDAY 18TH AUGUST - THE SHEEP STATION RALLY.
C.R.C. EVENT - GOULBURN AND SURROUNDS.**

**SUNDAY 15TH or SUNDAY 22ND SEPTEMBER - A ONE DAY
PROVISIONAL C.R.C. EVENT - DETAILS AT A LATER DATE.**

**SATURDAY 2ND and SUNDAY 3RD NOVEMBER - ALPINE CLASSIC.
C.R.C. EVENT. DATE AND LOCATION T.B.C.**

2018 ALPINE CLASSIC STORY - Heather Dux (2008 Volvo VVO – 08)



Good grief, what happened to the green Triumph? Nothing! It's better to ask what happened to The Driver. Around the time we were to send off our entry for the Alpine Classic, The Driver had not recovered completely from a fall he had when his already stuffed back was given a good shake up. A lengthy run in the Triumph had left him almost unable to walk and in severe pain so the decision was made to bring the Ovlov. Bonus points were the aircon, supreme comfort and economy. I was concerned that I wouldn't have my Brantz trip meter.

How would I cope, we lose enough points already without having to rely on the car trip meter. I could feel a divorce coming on.

The Driver had downloaded a rally meter on to his smart phone and he was convinced it would work. This little black duck was not convinced but what else was there? We decided to give it a trial run on the way down to Goulburn; after all, that was a two day trip so we should be able to sort it all out. It seemed to be OK. Do you realise I haven't even mentioned daylight saving yet?

As usual we over-nighted on Thursday in Scone, nearly died in a wall of heat in Tamworth during a pit stop, negotiated many road kills and arrived in Goulburn on Friday afternoon. The road kill count was varied; two pee-wees, two or three possums, a handful of wombats, a pig, untold kangaroos and wallabies and one lizard which we ran over. The dopey thing turned the wrong way and we couldn't miss it. I hope it went to Lizard Heaven.

From the outset on day 1, I was impressed with the rally meter. It gave kms travelled, average speed, forward, reverse and pause. There is more for me to learn but that was enough. My rally was relaxed, stress free and probably the most enjoyable one so far. The aircon got a good work out and made life so agreeable.

The Driver loved the roads; mind you, so did the elderly campervan which managed 45 kms up hill and 50 kms down hill. These episodes always happen beside a double white line. Did I mention the black smoke? Further hazards over the two days were cattle grazing in the long paddock, many cattle; more slow vehicles and rally times which seemed to be a tad tight. It was marvellous. Our rally daughter, Tammy Cale will already have download the app for their next rally; ten years of reading the Mini trip meter will be a thing of the past.

Ross, I love you to bits, but you haven't nailed the Saturday night dinners yet. Interesting places but the food providers can't seem to cut the mustard. This is NOT a complaint because my efforts would not go past Social and then that would be a bit iffy. I like the idea of an RSL or a Bowls Club where we sit in comfort, have alternate drop meals and efficient service. I have been involved in catering and my former boss would have been apoplectic about the lack of speed in the service. We found out on Saturday night that Mulligan's Winery doesn't even produce any wine, they import it from overseas and bottle it for sale. I feel for those members who were in the food queue for so long.

Now to the raffle. All our members know the raffle Don and I bring to each Alpine Classic Rally raises funds to provide the means for something to be bought to benefit sick people, the local fire brigade or whatever. We have been doing this since 2006 and will continue to do so until we can no longer be part of the Club.

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This year the raffle prizes were on the tea and coffee table with the lid of the box of homemade jams etc at the back of the box. There were also two bottles of wine we had bought, two bottles of wine Roger Banham donated and a homemade fruit cake full of booze. I must thank the four lovely ladies; without you the tickets would not have been sold.

When John began the draw, I walked down to the table to make sure whoever won a prize knew they could have a choice of the prizes there. The lid was on the box of goodies. When I lifted the lid there were three jars missing. I still feel sick about this. Whoever took those three small bottles must not know the reason the raffle was being held; no one I know would take from a charity. It won't stop me from bringing the same type of raffle in future but it will be sealed so this cannot happen again. I just hope that whoever took them really needed them. I also hope the winner of the fruit cake finally got it; I left it with John and Wendy in case someone complained that they hadn't got a prize. The money raised on Saturday night will go to the San where John and many of our members have been and are still being treated for various cancers. We thought maybe we could donate to a support group which might have been helpful for John but he's a tough old bird; he reckons he's doing OK on his own with Wendy and his family in his corner.

Rally son, Eric Young, introduced two of his grandsons to the Alpine Classic. Macson was the driver and Hamish was the sometime navigator, sometime passenger, sometime teenage boy but never a true music aficionado. Never heard of Kenny Gee, The Seekers, Mantovani Orchestra; what planet do these kids live on? We gave them heaps, even offered to put Hamish in our back seat with Kenny Gee on full blast. Strangely, he wasn't that willing. We have claimed them as rally grandchildren but I don't know their thoughts on that. We would be very good at teaching them a few bad habits.

Overall, this Alpine Classic has been the most pleasant for a while and provided we are still vertical in November, 2019 I think we'll be back if only to catch up with the rally children. Thank you Ross, John and all the helpers for a marvellous weekend.

We left Goulburn immediately after the rally and followed Eric Young and the boys back to Meadow Flat. It has become a most enjoyable practice to have Sunday dinner at the Tarana Pub; it has to be the best country pub in NSW. We collected Jenny from the Young's Fiat Haven, Alpaca, triple chook and Two Dogs Motel and the kitchen was still open when we got there. What a great feed, crumbed lamb cutlets, mash and veg with gravy. Bliss. It was lamb too, not a geriatric beast.

We had a day of rest on the Monday and set off about 8 am on Tuesday and did the run home in about 10 ½ hours including pit stops. Thank goodness for the aircon; at Murrurrundi where we stopped for lunch the temperature was 42 deg when we got back to the car. It was wonderful to catch up with all our friends again and the rally children although the pair from Manly need to get their act together. Hope Lindsay's rotator cuff repair is progressing well. I'm waiting on a patient report from Heather to see if he's a model patient or needs a spot of detention in the naughty corner. Thanks, Eric and Jenny. As usual this Motel is the tops.

Heather

The Alpine Classic 2018 by John Henderson

I've written many Director's Cut articles after the Alpine but never had the privilege of writing one from the competitor's point of view. First of all, I must say Ross and John put together a great event and not just from a left seat point of view. The roads were fantastic, the dinner on Saturday night was the best ever on an Alpine and it was great to catch up with a lot of people.

Ross named the stages after Harry Potter characters. I assume there is a reason for their order – perhaps order of appearance in one of the films – but I have yet to fathom it.



As for the event, difficult but fair. Most of my mountain of points came from missing Z-boards, which, given my well-publicised aversion for them, will surprise nobody. We also picked up a WD and some late time, but that paled into insignificance compared to the dreaded Zs.

The event started out of Goulburn after brekkie and a briefing at the Soldiers club. The briefing was interrupted because Coops had forgotten to turn his mobile off, but no matter. Off and get plotting. The first wtf moment came when we needed to do what looked like a huge loop until I realised that Ross was starting to mess with our heads. One of the Vias was out of order. After that it was clear sailing to Boorowa, although I had to relearn how to do grid references from Grid Zones.

Fortunately the block above the Bullshit Graph from the Rosstralia Bureau of Bullshitology reminded me. We were first car in to see Wendy and Gary and enjoyed the thought of free cake and coffee while we waited for the next set of instructions. It took us to Wallendbeen across two maps.

Fortunately I noticed the shape of a bend in the road on the priority map differed from the other and we found one of the few Z boards to grace our road card. A bit of fiddling around Demondrille on a defined unmapped road was a bit of a worry beforehand, but straightforward enough on the road. Then on near Nubba, where a Z on a dirt road told us to think again. We headed gently on our way to the "Drive Through Control" at Wallendbeen. I'd confuse this terminology with "Unmanned" and told Robbie there was no need to hurry as we could make up time on the next stage. So I was surprised to see the Harlors there and to lose time points.

The next stage took us to lunch at the Temora aviation museum. Lunch is always an incentive, so we arrived quite early, despite me struggling to find a silo symbol buried under the highway. Every route I plotted – and there were several – was too long, so I said to just head straight to lunch without being quite sure why, other than the distance looked good. Fortunately I finally found the elusive symbol and justified the route. Lunch was ok but the museum is well worth a visit if you like that sort of thing. Which I do. Robbie enjoyed it so much I had to go and drag him out when it was time to leave for Young.

I found this difficult. I realised quickly that there is a difference between a line drawn through 2 points and one between 2 points, but my main trouble was identifying the appropriate contour lines to cross. Once again measurement came to my aid: I found a route that did most things and got us to Young in about the right distance. I could only hope I crossed enough of those little brown lines on the way.

The next run was to Landra, that whimsical castle south of Greenthorpe. It's worth googling. A pretty straight forward set of instructions and a nice drive if you didn't bother hunting for Z boards.

Then a 3 map fest to dinner, although Grenfell only put in a token appearance. In my excitement for dinner and a beverage, I completely missed a sneaky little road hiding under a railway – the only reason for the Grenfell map. This was our WD and the source of some annoyance for quite a while. Then a reasonably straightforward run up towards Cowra, detouring around Wattamondra. We picked up a Z board there, largely because it was very obvious and Wayne was there taking photos. Always a good sign, seeing the photographer – makes you sure you're on the right road. We also went near the area I used to demonstrate map reading in the old pre-Alpine schools. If Ross had used that, I could have navigated it blindfold.



The last control of the day was at Mulligan's Winery, which was to be the dinner venue. I think the route chart took us to the winery before Mulligan's, but a few hundred metres doesn't confuse the experienced rallier. Especially when dinner is at stake, no pun intended.

We headed into town to our motel and killed a bit of time watching tv and going for a walk. The nearest pub winked at us so we prepared for dinner there. Not surprisingly we knew quite a few of the other patrons...

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Dinner at Mulligan's was the best food we've had on a rally. Cowra's version of Texas BBQ: slow cooked meat, a big spud, lashings of coleslaw and pickled jalapeños. I love that sort of food. The only slight fly in the ointment was the queueing. I'm not a big fan of queues. Results came out and Lui was Queen of the Rally and received the yellow cap of death. We were second, but the scores were fairly horrendous.

We woke up the next morning ready to play. First was brekkie and a motorkhana at the Cowra showground, where Robbie put in a great performance. Then off to Mandurama, old Alpine territory from the Hendo and Lui days. I really stuffed up the start. We had to go to a locality. I didn't see the correct one and plotted a route to Lyndhurst. Pretty straightforward, all the bits fell into place and off we went, under the Cowra bridge on a crossing I didn't know about. Nice find by Ross. All good so far because Wayne, the photographer was there, but then the questions didn't come up. So we backtracked and found another way out of town. Same: no questions. By now I'm in a bit of a fit. I didn't think to go and look for other locality, dammit.

Instead we did what all good ralliers do at a time like this – follow someone. Unfortunately they turned back, leaving us stranded. So I tried to think what I'd do if I was setting the rally – and assumed Ross would do the opposite. For some reason that worked and we found Mark Drummond's control and were on our way. Then I found the Wyangala locality. Fortunately it was a long stage and we were able to make up a fair bit of the lost time. But not all. I'd forgotten that we weren't allowed to use dirt after Via 1, so headed off down a sneaky little track near Walli. Lack of a board in the first mile gave Robbie one of many chances to practice DAFQUTs. He's pretty damn good at them by now, although closing the driver's window would make them better. We got to Mandurama ok and found that the next stage started with an average speed section.

I think we did ok on the average speed (I haven't seen detailed results) but then I gave Robbie another chance to practice DAFQUTs out of Blayney. Apparently there's a difference between a 'Pipeline (underground)' and an 'ugd gas pipeline'. Fair cop, but really? Then off through Blayney via a well hidden mine symbol. From there it was a straight run down to Trunkey.

For history buffs, Trunkey Creek was officially called Arthur until 1988. There's a bit of my memory involved here, but Arthur and his brothers Neville and Barry lived in the district. In fact, Three Brothers Station, named after them, is in the area as is a group of mountains nearby. Anyway... Arthur had a generous proboscis and received the rather mean nickname of Trunkey. He was a prospector at the time, and the area he worked was called Trunkey's Creek and the village there was named after him. It's such a daft name for a village that it was soon known locally as Trunkey's Creek, which was shortened slightly and made official in 1988. There you go. After Trunkey, Ross very kindly took us straight down to the little village of Binda for a splendid lunch.



After lunch was a herringbone that fried my brain and that of several others. For some reason Ross thought it was a good idea to give us a choice of 2 herringbones and see what worked. He also had a rather devious start and included tracks. I guess it's all in the mountains of necessary paperwork we received. Anyway, I couldn't fathom it but knew we went through Crookwell because it said we could get gas on route there. Eventually I worked out the distance to the finish after the herringbone and backed out the herringbone length. It pretty much had to go straight down to the finish, so, with a little help from my friends that's what we did. And then on to Gunning.

After Gunning, Ross decided that the longest mapped route would be a good idea. And it was. It caught me out but once again unsealed roads without boards gave Robbie more DAFQUT practice and saved our bacon.

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The end was in sight. We had to plot a line to locate a bridge and the instructions implied we had to visit the bridge twice. Several people did a loop to do this and paid the price of a WD from Tony Norman. In my case the line effectively obscured a closer bridge but finally seeing this bridge avoided seeing Tony. 15 minutes later we were at the Goulburn Golf Club and it was all over bar the shouting.



I made a lot of mistakes along the way but it all worked out well in the end. A great weekend. Thanks again to the organisers and also to those good people who helped us along the way!

Hendo



Peter Eastham penned the following ditty after the 2018 Alpine. Is he challenging Ross for the title of CRC Bard? Dear Ross, regarding your Alpine Classic Passage Control Services:

A couple of lollies is nice to receive, and always be grateful, we're taught,
Yet I think it's an area that we can improve on, so let me suggest a thought.

I think a meat pie would satisfy better, and let it be covered with sauce,
With hot mushy peas and some chips on the side, would just be perfect, of course.

And back this up with a nice cup of tea, or a coffee, not capsule, Barista made,
And on those hotter days an ice cream will do, and a coke or a fresh lemonade.

To do all of this we would need to have, a caravan on the side of the road,
Air conditioned of course for the volunteer clerks, and a staff of twenty to handle the load.

Showers and rest rooms would be on-board no doubt, and those massage chairs as well,
Like the ones you see in the international airports, to relieve the cramps and the swell.

The weary drivers and navvies will welcome the sight, and clamber on board for their rest,
And while recuperating in their slippers and robe, you'll hear them say "Ross, you're the best".

We'd need one on every manned P and M, adds up to two hundred, thus far,
So, by my calculations there'd be two members left, and the rally would have but one car.
Just think what you'd save on the printing and maps, just one car, and the rest are all cast,
And this car would end up with first, second and third, as well as running last.

Now, nobody I know wants to run last, so let's just dispense with these frivolous follies,
And let's stay here in the good old days, and say "Gary, where are my lollies"?

Neil Blaney's Sebring Sprite



Following the recent Registration Day for the 2018 Alpine Classic Geoff Bott posted some photos of the day on the Club's Facebook Group page. A couple of these featured a pretty silver/blue coupe. I had no idea what the car was but with a bit of research, Google is my friend, I discovered the car, to give it its full title, is an Austin Healey Sprinzel Sebring Sprite owned by Neil Blaney. Martin Ingall's excellent web site - <http://www.sebringsprite.com/index.html> tells the full story of these special cars. On the web site Neil tells about the inspiration for his car.

Bob Morey

"The story really starts in February 1995, when my wife Dianne and I were returning home from a two-week holiday, - we had been touring Tasmania in our Bugeye Sprite along with a group of AHOC (Sydney) big Healey owners. When we got off the ferry in Melbourne we decided to stay a few days to have a look at some Mk 1 Sprites that Tony Pickard of Pickard's of Melbourne had for sale, the idea being to find a car that I could restore for racing, rallying, hillclimbing, etc. It was at their premises that we met Tony Bennetto, who invited us to visit his house in the nearby Dandenong Ranges. Tony then contacted Ray English who lived further up in the hills and organised a visit to look at his Sprite memorabilia collection. I was impressed with both the original Sprinzel Sebring of the 1960s and the Archers Garage replica brochures that Ray showed me, and I thought about how great it would be to own one of these very pretty coupés. Since that day Ray has given me a lot of valuable information on both the original cars as well as the replicas, whenever I have asked.

We visited the UK in 1997, where we had the pleasure of meeting up with Brian Archer of Archers Garage where these replica Sebring kits are made. As we were shown around the workshop I was becoming keener by the minute, and decided I wanted to build one of these cars. On our return to Oz I looked around for a donor car and, not long after, found one that filled the bill, so it was purchased and stowed away for the future project.

In 1998 Tony Bennetto was getting a group of Mk 1 owners together to enter the Lactos Heritage Rally which is held in Tasmania. This was an event not to be missed as John Sprinzel was to drive one of the Bugeye Barn cars. My son Stewart did the driving, while I did the hard work navigating, but our rally came to an abrupt halt when we rolled the Sprite on day two. I did, however, come away from the event with more knowledge about the 1960s rally scene. John Sprinzel was an absolute gentleman, and his stories about his exploits were really enjoyable to listen to.

We returned to the UK in 2000, and this time went to visit Jonathan Whitehouse-Bird who is restoring the original Sprinzel Sebring coupé 410 EAO. It is the ex-Andrew Hedges car and his restoration of it is just tremendous. This car will certainly be worth seeing when it is finished. From the Whitehouse-Bird residence it was not far to visit Archers Garage once again, and this time we had discussions with Brian Archer and Andrew Forster about purchasing the parts required to build the car. While there Brian and Andrew showed us S221, another of the original coupés, which was in the workshop receiving some attention".



(Continued on page 13)

Martin Ingall continues the story; Soon after returning to Oz, Neil ordered a Sebring kit from Archers and began building up his replica, which he painted in similar colours to Jonathan's EAO. For a time he was busy on other projects but was accumulating the necessary parts, including: lightweight seats, steering wheel, Girling calipers, straight-cut close-ratio gearbox, 3.9 limited slip differential, uprated front shock absorbers and Armstrong adjustable rear ones, 4½" wire wheels, Healey inlet manifold, and dual pedal box, to name but a few. *(Neil has supplied the full list below)*

The local group of the Sprite Car Club of Australia recently went on a visit to Neil and Diane's home to view their cars, following which Keith Smith and Juliet Richardson reported: "Since the time that the Marque One article was written the car has gone from a rusty old Bugeye to the completion and painting of the body. In about 2009 the front and rear suspensions were fitted by Bob Rowntree and recently Bob fitted the engine and gearbox. During all this time Neil has continued to acquire all the parts necessary to finish his dream car".

April 2014 update: "all but finished, engine running, a few fiddly things to finish. Speedwell Weston Tacho and a 120 MPH speedometer from a 100/6 Healey to go in. Carpets???"

Neil supplied the following to bring the story of his car up to date:

I have been driving the Sprinzel Sebring Sprite Replica regularly since 2014 and attending club runs & shows etc. I have had some problems with items on the car like the HS4 carbies & air cleaners and radiator cap hitting under the bonnet which has now been resolved. At times it hasn't been the easiest car to drive due to the motor, sccr gearbox and the diff ratio the result was if you couldn't get the right balance between clutch and accelerator it would bog down. The gearbox and crown wheel/pinion were changed with the result it is a pleasure to drive easy or hard with really good performance.

I received an email from my son Stewart in October with the flyer for the Alpine Rally and a question "Interested" to which I replied yes the result being we have just completed the 2018 CRC Alpine Rally

We didn't set the world on fire, made some errors, running out of fuel, but we had a fantastic time and hopefully will be back in 2019 to run more events.

I would like to thank the Classic Rally Club, the organisers, officials, participants most who I don't know for making the event so enjoyable.

Car's specifications.

- Front Brakes - Discs – Girling Type 10 Calipers.
- Anti-Roll Bar - taken from an AH 100-4
- Rear Brakes—Riley 1.5 backplates (from the front brakes on the Riley), larger 8" drums.
- Rear Shocks – Armstrong DAS9 adjustable lever arm shocks.
- Sebring Pedal Box – Separate Brake and Clutch Master Cylinder
- Straight Cut Close Ratio Gearbox
- 4.2 Diff Limited Slip
- Healey Intake Manifold
- 4-1/2" Wire Wheels
- Woodrim Steering Wheel – exact copy of Healey item
- Lightweight Seats – exact copy of Donald Healey Speed Equipment version
- Sidescreens – Faithful reproduction of those fitted to S221 and PMO200
- Speedwell Weston Tacho
- 120 MPH Speedo
- 1420cc Engine



ALPINE CLASSIC 2018 Final Scores Day 2 Combined.

Masters		Leg 3										Leg 4					L4 Total	Day 1 Total	Special Test	Special Test Place	Day 2 Total	Comb. Total	Place	Alpine Cup	Alpine Cup Place	
No	Driver	Navigator	Car	Time	M	PC	O	VRC/Z	Radar	L3 Total	Time	M	PC	O	VRC/Z	Radar										Day 1 Total
2	MIKE BATTEN	PETER REED	1971 DATSUN	61		30	75	135		301	12		30		60		102	329	44:22:00	37	403	732	12	38796	9	
3	PETER JAKROT	VALERIE JAKROT	1986 PORSCHE	35		30	15	105		185	33		30		75		138	271	52:56:00	40	323	594	8	40392	10	
4	ROBERT PANETTA	JOHN HENDERSON	1972 ALFA ROMEO	9		30	30	90		144	16						16	160	38:08:00	8	160	320	1	17280	1	
5	GRAHAM PETTIT	PHILLIP STEAD	1985 VOLVO	79		30	30	90		228	5				15		20	245	-	-	248	494	6	33098	7	
6	TONY WISE	LUI MACLENNAN	1974 ALFA ROMEO	32				90		122	51			15	60		126	145	-	-	248	393	2	22008	2	
7	TONY SOUTH	TED NORMAN	1970 FORD	61						151			30		15		45	236	-	-	196	432	4	22464	3	
8	DOMINIC VOTANO	MIKE STEPHENSON	1993 NISSAN	30	60		75	120		285	DNS	DNS	DNS	DNS	DNS	DNS	DNS	266	39:54:00	16	DNS	DNS	-	-	-	
9	GERRY BOTH	CAROL BOTH	1973 ALFA ROMEO	42		30	45	120		237	5		30	15	75		125	280	42:56:00	32	362	642	10	35310	8	
10	ANDREW INGLIS	MARTIN LEAVER	1988 BMW	55		30	45	105		235	3		30		30		30	330	39:47:00	14	265	595	9	83300	17	
11	DAVID SHAW	RAYMOND ARTHURS	1993 NISSAN	46		30	45	105		226	3		30		60		93	323	35:16:00	1	319	642	10	96300	18	
12	STEVE BLAIR	STEUART SNOOKS	1988 BMW	70			60	90		220	5			30	30		35	240	-	-	255	495	7	89300	13	
13	MATT THOMPSON	GRAHAM THOMPSON	1980 MITSUBISHI	64		30	15	60	2	171	26				30		56	226	-	-	227	453	5	32616	6	
14	DARREN TAYLOR	ALAN WALKER	2009 MERCEDES-BENZ	9				90		99	14		30		-		44	268	40:47:00	20	143	411	3	74802	14	
-				-						-							-	-			-	-	-	-	-	-

Apprentices		Leg 3										Leg 4					D4 Total	Day 1 Total	Special Test	Special Test Place	Day 2 Total	Comb. Total	Place	Alpine Cup	Alpine Cup Place	
No	Driver	Navigator	Car	Time	M	PC	O	VRC/Z	Radar	L3 Total	Time	M	PC	O	VRC/Z	Radar										Day 1 Total
1	BOB MOREY	TERESA MOREY	1976 ALFA ROMEO	37				90		127	7			15			22	164	-	-	149	313		27231	5	
15	JENNIFER NAVIN	SHANE NAVIN	1985 PORSCHE	32		30	15	105		182					75		75	265	-	-	257	522	4	104922	20	
16	MURRAY BAKER	NIKKI BAKER	2012 BMW	52		30	30	105		217	1		30		75		106	201	-	-	323	524	5	147768	22	
17	JUSTIN BEDINGFIELD	MARK TOLHURST	2016 AUDI	2				75		77	6				15		15	252	36:00:00	3	92	344	1	101136	19	
18	PETER THOMPSON	DAVID BOOTH	1980 SUNBEAM	40				90		130							6	251	43:54:00	35	136	387	2	24381	4	
19	PETER PARRY	IAN GILHOMIE	1988 NISSAN	48			125	120		293	4			60	45		105	494	-	-	398	892	10	187320	23	
20	GARTH TAYLOR	MICHAEL ST JOHN COX	2002 JAGUAR	41		30	15	105		191					60		64	179	-	-	255	434	3	108968	21	
21	MICHAEL BIRKS	LACHLAN GRAVE	1985 BMW	37			10	135		182	1				60		61	380	41:15:00	23	243	623	8	62612	12	
22	GREG FEREDAY	ALAN HERITAGE	2011 MERCEDES-BENZ	11		30	120	105		266	39			45	90		174	589	40:47:00	20	440	1029	12	287091	25	
23	PAUL KEAVY	COOPER KEAVY	1988 FORD		240		225	210		675				150	105		255	441	39:19:00	12	930	1371	14	329040	26	
24	JOYCE LAWRENCE	SUE GENNER	1986 PORSCHE	53				105		158				45	60		105	346	44:45:00	38	263	609	7	45875	11	
25	DENNIS OSTE	JOHN LEARSON	1989 NISSAN	46		30	125	90		291	19		30	90	60		189	489	39:50:00	15	480	989	11	210657	24	
26	ROGER BANHAM	ANDREW WINTER	1985 SUNBEAM	26		30	45	105		206	4				45		49	310	43:14:00	33	255	565	6	79665	15	
27	DONNA WILKINSON	SCOTT WILKINSON	2011 VOLKSWAGEN	30			225	210		465			150		105		255	DNF	40:43:00	19	720	DNF		-	-	
28	HARRY BARKER	STEPHEN BARKER	2002 ALFA ROMEO	32		30	65	105		232	8				45		53	362	WD	40	285	647	9	81522	16	
29	LEN ZECH	GLENN EVANS	2002 MERCEDES	75		30	90	105		300			150		105		255	567	-	-	555	1122	13	282744	-	
-				-						-							-	-			-	-	-	-	-	-

ALPINE CLASSIC 2018 Final Scores Day 2 Combined.

Tour No	Driver	Navigator	Car	Leg 3					Leg 4					D4 Total	Day 1 Total	Special Test	Special Test Place	Day 2 Total	Comb. Total	Place			
				Time	M	PC	O	VRGZ	Radar	Time	M	PC	O								VRGZ	Radar	
30	FRANK BIRD	ROSS OAKMAN	1973 JAGUAR	50			225	45				320	16		196	476	44:45:00	38	516	992	ST		
31	GREG YATES	KAREN YATES	1980 MERCEDES-BENZ	3			5					8			5	47	42:50:00	31	13	60	12	DNS	
32	JOHN BOSS	LYNN BOSS	1968 MG	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS		DNS	DNS		DNS	-	-				DNS	
33	MARTIN KASS	MARGUERITE KASS	1970 MERCEDES-BENZ	40			5	5				45	13		13	74	38:17:00	9	58	132	23		
34	ROBERT MIFSUD	STARR MIFSUD	1988 PORSCHE	1			25					26				40	38:03:00	7	26	66	13		
35	GREG NEWTON	LIZ NEWTON	1980 HOLDEN	6			15					21	DNS	DNS	DNS	6	39:04:00	11	DNS			DNS	
36	BRUCE SMITH	DAVID WIGLEY	1995 MERCEDES-BENZ	3			40					43				36	41:00:00	22	43	79	17		
37	PETER CALE	TAMMY CALE	2002 MINI COOPER	2			5					7				5	-	-	7	12	3		
38	CHRISTOPHER HOLLAND	LEEZA HOLLAND	1978 PORSCHE	40			15					55	5		50	75	-	-	105	180	27		
39	HENRY STRATTON	JULIE STRATTON	1968 MG	38			20					58			5	11	42:36:00	30	63	74	16		
40	JIM BAIRD	LACHLAN BAIRD	1984 MAZDA	10			10					20					38:53:00	10	20	20	4		
41	PETER MCALPINE	SHARYN MCALPINE	1977 FORD	19			10					29			15		41:31:00	24	44	44	10		
42	PETER ROSE	JOHN ROSE	1966 MG	20			20					40				27	42:13:00	29	40	67	14		
43	GRAHAM DOLBEL	KAREN DEVEREAUX	2009 MAZDA	1			20	15				36				68	-	-	36	104	21		
44	MACSON ALEXANDER	ERIC JOHN YOUNG	1970 FIAT	38			60	30				128	7		7	57	-	-	135	192	28		
45	JEREMY LOOSLI	HAMISH ALEXANDER JONATHAN LOOSLI (Joint)	1985 MERCEDES-BENZ	4			20					31			20	82	43:45:00	34	51	133	24		
46	CHRIS BATTY	MICHAEL GOODCHILD	2018 AUDI	14								14				5	37:38:00	6	14	19	2		
47	ROD WINNING	HEATHER WORTH	1968 VOLVO	35			40					75			30	46	-	-	105	151	26		
48	HENRI HENDRIKSEN	RICHARD NINEHAM	1973 SAAB	30			25					55	10		20	20	41:33:00	25	75	95	20		
49	GARTH BRANSGROVE	ADAM BRANSGROVE ARTHUR	2005 HONDA	29			5					34				55	39:59:00	17	34	89	19		
51	PETER EASTHAM	JANICE YIP	2007 VOLKSWAGEN	2			5					7			10	24	35:35:00	2	17	41	9		
52	ANDREW TAURINS	BRUCE MILLER	1980 MERCEDES-BENZ	30			20					50			15	21	44:03:00	36	65	86	18		
53	KEVIN PAYNE	THOMAS PAYNE	1973 ALFA ROMEO	19			15					34				7	41:42:00	26	34	41	8		
54	REECE ROBINSON	JUDIT FENYO	1982 PORSCHE	30			10					40			10	18	-	-	50	68	15		
55	JOHN YOUNG	HELEN YOUNG	1974 DATSUN	5								5					41:43:00	27	5	5	1		
56	MATT BRYSON	PENELOPE BLUNDEN	1940 BUICK												10	20	39:38:00	13	10	30	6		
57	GEOFF HEMPSALL	MICHAEL MALGO	2007 MAZDA	13			10					23				32	-	-	23	55	11		
58	EDUL DHONDY	NIRA DHONDY	2001 SUBARU	18			5					23	2		2	11	37:09:00	5	25	36	7		
59	STEWART BLANEY	SIMONE DHONDY	1959 JUSTIN HEALEY	39			15					54	17		17	72	-	-	71	143	25		
60	DAVID CUNNEEN	NEIL BLANEY	2010 PORSCHE				5					5				20	36:36:00	4	5	25	5		
61	ELIZABETH O'NEIL	HARRY GILLAM	1970 MERCEDES-BENZ	30			10					40			5	68	-	-	45	113	22		
62	COLIN SPICER	EMILY KASS	1971 MG	38			30					68	9		64	179	-	-	132	311	ST		
64	RICHARD GIANATTI	DAWN SPICER	1987 PORSCHE	36			10	30				76	2		42	20	-	-	118	138	ST		
66	DON DUX	HEATHER DUX	2008 VOLVO	30			10					40			20	68	-	-	60	128	ST		
67	PAUL TREVITT	LINDSAY TREVITT	2015 MERCEDES-BENZ	20			85					105	10		35	200	-	-	140	340	ST		
68	STRAT MAIRS	LEON JAMES SMITH	1964 JAGUAR	31			10					41	2		2	34	-	-	43	77	ST		
69	MERZ MODY	KANNAAZ VARIAYA	2004 MITSUBISHI	30			35					65				1	WD	40	65	66	ST		
70	SHROY TARAPOR	SAROJNI PRASAD	2013 LEXUS	31			5					36	DNF	DNF		54	-	-	DNF				
71	STEPHEN BAKER	COREY BAKER	1987 LOTUS	53			100	45				188	22		22	290	41:43:00	27	220	500	ST		
72	JAMIE GIGG	ANTHONY PEARCE	1982 DATSUN	21			5					26			5	35	-	-	31	66	ST		
73	COLIN TSENIS	CAMERON TSENIS	2005 PORSCHE	30			10					40			10	57	-	-	50	107	ST		
74	CHRIS McDONALD	STEVE HAMBLIN	2015 ALFA ROMEO	30			10					40			10	20	-	-	50	70	ST		
75	JOHN CROFT	ANNETTE CROFT	1968 MG	15			15					30			5	45	-	-	35	80	ST		
76	LES PAYNE	DIANNE RANKINE	1967 BMW	46			5					55	14		14	164	40:37:00	18	69	233	ST		
77	WAYNE LITZOW	THERESE LEVI	1994 RANGE ROVER	21			10	15				46	2		2	107	-	-	48	155	ST		

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	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Phillip Stead	17	18	14	20	20	35	30	110	1
Martin Leaver	20	16	15	19	11	35	24	105	2
Ross Warner	15	12	19.5	18		28	36	102.5	3
Peter Reed	14	13	16		18	40	18	101	4
Alan Walker	16m	19m		18	17	26	36m	98	5
John Henderson		18	18	17			40	93	6
Valerie Jakrot		15	13	13	13	38	26	92	7
Lui MacLennan		20	17	15			38	90	8
Carol Both	13	14	16	18	10		21	82	9
Teresa Morey	19	16		16m			30	81	10
Glenn Evans	11	9	12			24	6m	59	11
Ted Norman	12m				12		34	58	12
Mike Stephenson	18				18m	32m		52	13
Pam Watson		10		14m	14m	30m		40	14
Ray Arthurs					16		21m	37	15
Graham Thompson							32m	32	16
Ian Reddoch					19			19	17
Harriet Jordan		17m						17	18

Mal Sinfield Moved to Apprentice after Round 3
Teresa Morey Competed in Apprentices in Round 6
Glenn Evans Competed in Apprentices in Round 6

Classic Rally Club Championship 2018									
Masters Drivers									
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Robert Panetta		18	18	17		35	40	111	1
Tony Wise		20	17	18	17	26	38	110	2
Andrew Inglis	20	16	15	19	11	35	24	105	3
Graham Pettit	17	18	14	20	20		30	105	3
John Cooper		12	19.5	18		28	36	101.5	5
Mike Batten	14	13	16		18	40	18	101	6
Peter Jakrot		15	13	13	13	38	26	92	7
Bob Morey	19	18		16m			30	83	8
Gerry Both	13	14		16	10		21	74	9
Tony South	12m				12		34	58	10
Dominic Votano	18			18m	18m	32m		54	11
Alan Watson		10		14m	14m	30m		40	12
David Shaw					16		21m	37	13
Darren Taylor							36m	36	14
Lauren Walker	16m	19m						35	15
Natalie Martin	11	9	12					32	16
S Mairs						24		24	17
Gerald Lee					19			19	18
Michael Olsson		17m						17	19

Jann Sinfield Moved to Apprentice after Round 3
Jon Mansell Round 4 placed 6th Masters - points to Apprentice
Bob Morey Competed in Apprentices in Round 6

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	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day		
Competitor								Points to date	Position to date
Scott Wilkinson	15		13	11	15	30		84	1
Shane Navin	13m	14	11m	15	11	26	24	80	2
Mal Sinfield	5m	3	13		14m			35	3
Tina Mansell	12m	15m	14m					29	4
Lindsay Trevitt	10					18m		28	5
Nikki Baker	14m	12m	6m	13m	12m		22m	27	6
Jayne Annabel		13m	8m		13m			26	7
Michael St John Cox							26m	26	7
Ian Gilholme			12m				12	24	9
Lachlan Watkins	9			14				23	10
Laurie Cunningham	11m		9.5					20.5	11
Tanaz Dhondy			7m	12m	8m			20	12
Winton Brocklebank			15m					15	13

Tom Payne Moved to Tour after Round 3
 Lindsay Trevitt 7th in Tour in Round 6

Classic Rally Club Championship 2018

Apprentice Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day		
Competitor								Points to date	Position to date
Donna Wilkinson	15		13	11	15	30		84	1
Jennifer Navin	13m	14	11m	15	11	26	24	80	2
Jon Mansell	12m	15m	14m	10	10m		22	61	3
Mike Birks						28	16	44	4
Peter Thompson							28	28	5
Murray Baker	14m	12m	6m	13m	12m		22m	27	6
Stephen Annabel		13m	8m		13m			26	7
Garth Taylor							26m	26	7
Peter Parry			12m				12	24	9
Jim Barrett	9			14				23	10
Jann Sinfield	5m	3			14			22	11
Roger Banham							20	20	12
Graham Thompson			15m					15	13
Brian Doyle	10							10	14
Dennis Oste							10m	10	14
Mark Hoyle					8m			8	16
Len Zech							6m	6	17

Jon Mansell Round 4 placed 6th Masters - points to Apprentice
 Kevin Payne Moved to Tour after Round 3

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	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Karen Yates	10	7	9.5	9.5	8.5	4	2	46.5	1
Tom Payne		6		7	6		6	25	2
Helen Young							20	20	3
Jim Deves		10m		9.5m				19.5	4
Karen Devereaux		8.5m			7m	18m		18	5
Tammy Cale							16m	16	6
Lachlan Baird							14	14	7
Alan Ongley		6	7.5					13.5	8
Janice Yipp			9.5m				4	13.5	8
Shaneen Dhondy		1m		8m	5m			13	10
David Wigley		8.5			4m			12.5	11
Julie Braithwaite					10			10	12
Roger Wood					8.5m			8.5	13
Nina Dhondy							8m	8	14
Brian Doyle			7.5					7.5	15
Hollie Taurins		2m	4					6	16
Dave Hawkins		5						5	17
Sean Walsh		3m						3	18
Sharyn McAlpine							2	2	19
Henri Hendriksen		1						1	20
Colin Segelov					1			1	20
Jocelyn Vettoretti					1			1	20

Navigators only competing in the Alpine Classic and placing out of the top ten are not included

Tom Payne Moved to Tour at Round 4
 Lindsay Trevitt Points for 7th in Round 6 to Apprentice



Classic Rally Club Championship 2018

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	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	9.5	8.5	4	2	46.5	1
Alan Cummine		10m	7.5	9.5m				27	2
Kevin Payne		6		7	6		6	25	3
John Young							20	20	4
Graham Dolbel		8.5m			7m	18m		18	5
Peter Cale							16m	16	6
Jim Baird							14	14	7
Tony Quist		6	7.5					13.5	8
Peter Eastham			9.5m				4	13.5	8
Edui Dhondy		1m		8m	5m		8m	13	10
Geoff Bott		8.5			4m			12.5	11
Jeremy Braithwaite					10			10	12
Matt Bryson							10	10	12
Chris McDonald					8.5m			8.5	14
Andrew Taurins		2m	4					6	15
Ian Packard		5						5	16
Craig Walsh		3m						3	17
Danny Castro			3					3	17
Peter McAlpine							2	2	19
Richard Nineham		1						1	20
Jon Dickson		1						1	20
Simon Robinson					1			1	20

Drivers only competing in the Alpine Classic and placing out of the top ten are not included

Kevin Payne moved to Tour at Round 4

Classic Rally Club Championship 2018

Future Stars

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	Dave Johnson Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic	Best 6 Days	
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor									
Tom Payne		11		7	6		6	30	1
Lachlan Watkins	9			14				23	2
Tanaz Dhondy				12m	8m			20	3
Shaneen Dhondy		1m		8m	5m			13	4
Hollie Taurins		2m	4					6	5
Sean Walsh		3m						3	6

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

The future for classic cars and pricing - Geoff Bott.

You may have heard that a number of countries, particularly in Europe, are banning the sale of certain fossil fuelled vehicles commencing around 2025. In particular, Norway will not allow any fossil fuelled cars to be sold from 2025. Other countries have mentioned the year 2040 as the potential date for the final sales. Clearly this is still a major work in progress so far as legislation is concerned but you can rest assured that more and more countries will jump on this bandwagon as it becomes clearer that fossil fuelled power sources are on the nose for the environment and human health.

Given this environment, it is hard to see that vehicle manufacturers are going to put a great deal of time and effort into developing new petrol engines. I think it's fair to say that development of any new diesels is virtually dead and buried as of now.

Coupled with this, we now have new vehicles being so complex and computer dominated that it is completely impractical for an unskilled owner to conduct any maintenance on their vehicle, even changing the oil without upsetting some computer gadgetry.

Any of us who are alive today will continue to be able to get petrol or diesel supplies in our lifetimes. There are just simply far too many vehicles that will be using this fuel well after any dates that new car sales will be affected. Case in point, there is no reasonable substitute for tractors using diesel.

So what does this mean for classic cars?

To begin with, most cars made prior to around 1990 still have relatively simple technology. That means that DIY by an enthusiast is not completely out of the question. For the most part you can pull them apart and put them back together again with the aid of a workshop manual and a basic set of tools in your home garage. To my mind this means that cars made in the last 25 years are almost completely impractical for DIY unless you have some basic skills in electronics and able to tap into the diagnostic systems built into these vehicles. Otherwise you have to take it to somebody with the relevant skills and equipment and that is going to cost you serious dollars per hour.

There are some significant advantages to owning a classic car as opposed to buying a new one. Consider these:

1. Restoring a classic car means that you are recycling something that was going to be scrapped. That is a significant energy saving as opposed to the energy and materials that would be used when making a new car.
2. You should be able to fix it yourself when it inevitably breaks, with a home toolkit.
3. The workshop manual is probably available in a book form and also there are numerous guides online on you tube and suchlike as tutorials. Workshop manuals are simply not available for many new cars.
4. Petrol engine cars are less polluting than diesels providing they are properly maintained and the fuel will be available for the foreseeable future even if it gets quite expensive.
5. They are not making any more of them but the population is increasing so it's difficult to see how the demand is going to decrease as more and more people latch on to the fun factor and simplicity of classic cars.
6. If the vehicle is 30 years old or more, current legislation at least in New South Wales means that you can get heavily discounted insurance and registration providing you drive it for less than 60 days per year.
7. There are very few if any computer systems on these older vehicles to go wrong.
8. Most classic cars are appreciating in value now as they have passed the bottom of the depreciation curve. With a new car you can count on having 30% depreciation within the first 12 months. That is a huge cost that many people do not think about.



(Continued on page 21)

Of course there are significant disadvantages of a classic car. Specifically the safety features, ride and handling generally are far superior on new cars. Major advances in economy have been made possible by advanced ignition systems. In some cases it is possible to convert your classic car with ad on aftermarket ignition systems to mitigate this economy problem.

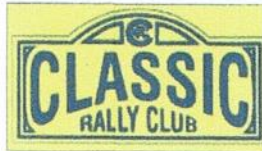
My general conclusion is that the future for classic car ownership is on the bright side.

- Values are either stable or improving.
- Environmentally, despite the fact that they may be using slightly more fossil fuel than a new car, they are effectively a recycled item that is saving a great deal of energy as you are not building a new car using new materials.
- Costs of maintenance are relatively low as you can DIY most issues.
- Classic cars with their imperfections have real character as opposed to the jelly mould new cars.

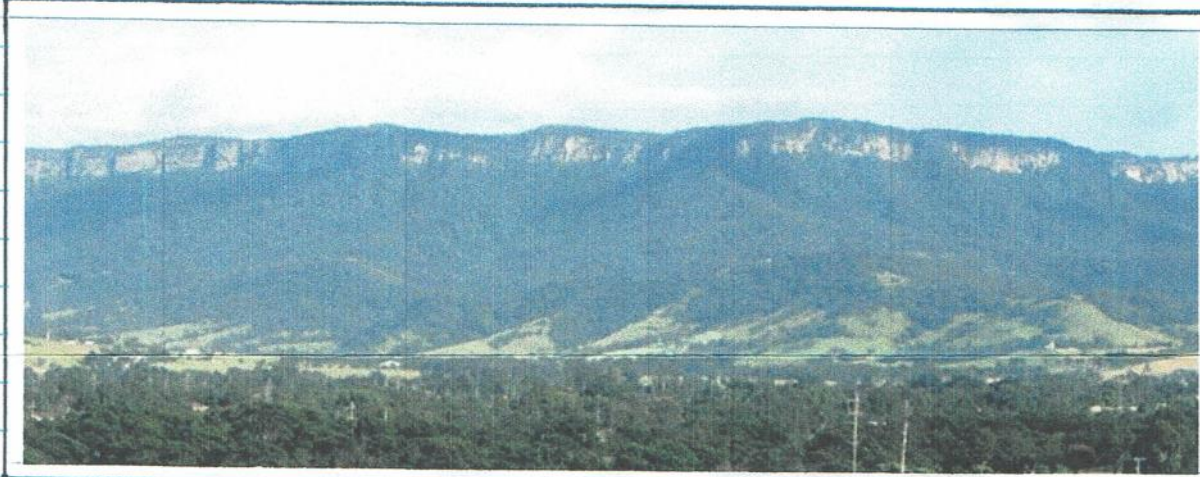
Geoff Bott

Officials on the 2018 Alpine Classic



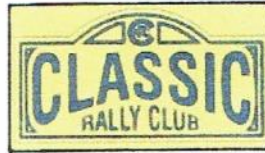


THE ESCARPMENT ESCAPE - SATURDAY 23rd FEBRUARY

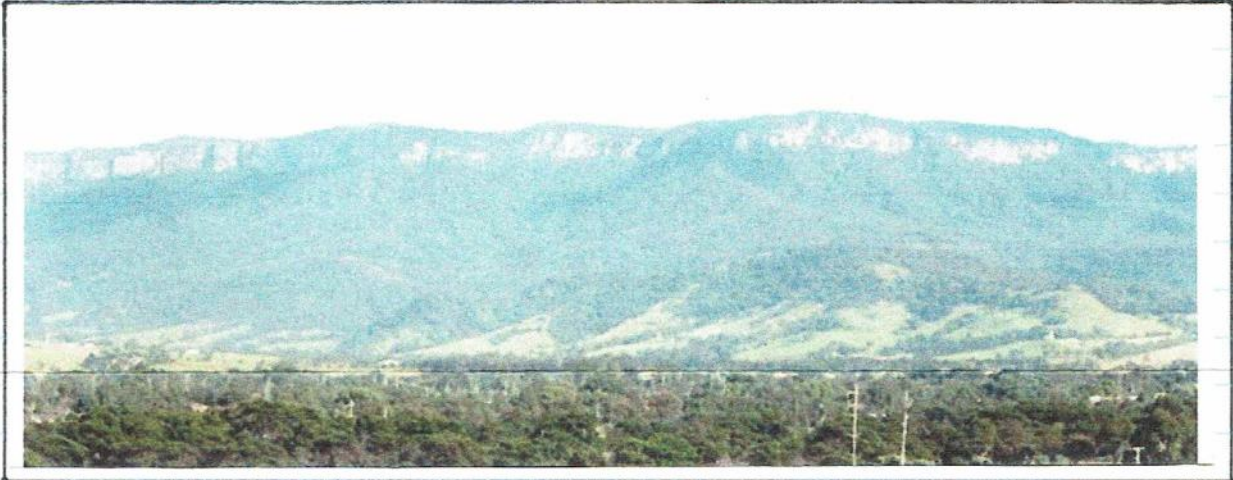


- GET OUT OF THE CITY AND ENJOY THE CLEAN AIR AND STUNNING SCENERY OF THE ILLAWARRA ESCARPMENT AND THE SOUTHERN HIGHLANDS.
- THIS EVENT, THE FIRST OF THE 2019 CLUB CHAMPIONSHIP, WILL START FROM THE AUSTRALIAN MOTORLIFE MUSEUM IN DAPTO, HAVE A LUNCH STOP IN CAMBEWARRA & FINISH AT THE SHELLHARBOUR CLUB.
- INCLUDED IN THE ENTRY FEE OF \$125 ARE THE FOLLOWING:
 1. ENTRY TO THE MUSEUM TO INSPECT THE EXHIBITS. EARLY ATTENDANCE AT REGISTRATION WILL ALLOW MORE TIME IN THE EXHIBITION AREA.
 2. LUNCH AT THE CAMBEWARRA PUBLIC SCHOOL - A GREAT LOCATION.
 3. A DRINKS VOUCHER FOR USE IN THE SHELLHARBOUR CLUB AT THE END OF THE EVENT. HAVE A CHAT TO YOUR FELLOW ENTRANTS.
 4. ALL OF THE USUAL DOCUMENTATION, MAPS, CAR NUMBERS ETC.
- INSTRUCTIONS WILL BE AVAILABLE FOR THE USUAL 3 COMPETITION CATEGORIES AND FOR SOCIAL RUN ENTRANTS.
- ANY CREWS ANTICIPATING TRAVELLING DOWN ON FRIDAY MAY BE INTERESTED IN BOOKING ACCOMMODATION AT THE SOVEREIGN INN IN FIGTREE - 4271 1122. THIS MOTEL IS 8 KMS FROM THE START VENUE.
- SUPPLEMENTARY REGULATIONS AND ENTRY FORM SHOULD BE ON CRC WEBSITE **EARLY** JANUARY AND YOU ARE ENCOURAGED TO GET YOUR ENTRY IN EARLY - IF ONLY TO MAKE MY LIFE EASIER!

- FOR FURTHER INFORMATION CONTACT THE FOLLOWING:
TONY NORMAN - EVENT DIRECTOR 0402 759 811 OR 4293 1574.



THE ESCARPMENT ESCAPE - SATURDAY 23rd FEBRUARY



FURTHER EVENT INFORMATION AND UPDATE

- AS ADVISED ON THE EVENT FLYER THE RALLY WILL START AT THE AUSTRALIAN MOTORLIFE MUSEUM ON DARKES RD, DAPTO. THE EXHIBITION AREA WILL BE OPEN FOR ENTRANTS FROM 7.45am UNTIL 8.55, AFTER WHICH CREWS WILL NEED TO ATTEND THE EVENT BRIEFING IN THE BRABHAM ROOM STARTING AT 9.00am.
- ENTRANTS SHOULD NOTE THERE IS NO FOOD OUTLET AT THE MUSEUM. TEA, COFFEE AND BISCUITS WILL BE AVAILABLE AT NO COSTS TO COMPETITORS. THE MUSEUM OBVIOUSLY HAS TOILET FACILITIES.
- THE SUPPLEMENTARY REGULATIONS AND ENTRY FORM/DISCLAIMER FOR THIS EVENT HAVE NOW BEEN APPROVED BY CAMS.
- NOTE THAT THE ABOVE REFERENCED DOCUMENT, TOGETHER WITH FLYER, ARE NOW AVAILABLE FOR DOWN-LOADING ON THE CRC WEBSITE - classicrallyclub.com.au ALTHOUGH STILL SOME 3 MONTHS AWAY, THE CHRISTMAS AND NEW YEAR BREAK WILL BE A DISTRACTION SO AM GIVING MYSELF THE BEST CHANCE TO ACHIEVE MY MINIMUM 25 ENTRIES.
- TONY NORMAN - EVENT DIRECTOR 0402 759 811 OR 4293 1574.

Xmas Party



The Club's Christmas Party and Annual Presentation will be held on Sunday 9th December 2018.

*Venue: Castlereagh Hall, Castlereagh from Midday
Cost: Free to all CRC members, BYO drinks.
RSVP to John Cooper 0414 246 157*

To get you in the mood Garth & Paul are running a GPS Challenge starting at Red Rooster on the M4 westbound at Eastern Creek & finishing at Castlereagh. Be there at 9.30 for a 10.00 start and bring a GPS device. To find the necessary route you will have to visit a number of observation points given by GPS co-ordinates.





Thanks to John Cooper, Tony Norman, Len Zech, Wayne Gerlach, Andrew Inglis, Geoff Bott, Neil Blaney, Ross Warner, Tony Kanak, Mike Batten Martin Kass.