

# Rally Directions

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

September 2019

Issue#08

Dates to remember

24th September - Club Meeting

4th October - F.F.F.F. (TBC)

19-20th October—Alpine Classic



Our Stand at the Shannons Day Eastern Creek



### Notices

- Entries for the Alpine Classic close October 4. (Places filling fast)
- Trophy presentation for the Sheep Station Rally next meeting.

### Turn the page to read about;

- Lui's Navigators cut of the P2P
- Targa Great Barrier Reef
- Western Wander Post Mortem
- Sri Lanka event by Tuk Tuk

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## Johns Jabber



A great big Hi to everyone and welcome to Spring, the September edition of Rally directions and our new Editor Chris McDonald, how good is that. A massive thank you to Bob Morey and his assistant Jane for the years of service to the Club and this Magazine. Can't believe how fast this year is going, I only wish I could fasten up instead of my body telling me to slow down.

I'm so sorry I was away for the last general meeting and missed John Henderson and Lui's talk on to Peking to Paris rally. Ross tells me that it was a really enjoyable, informative and a well put together power point presentation and photos. I should of arranged someone to video it for the Web site and me. All going well, we may have Matt Bryson along at this coming meeting to tell us his side of the story from the winner's seat. I'm also told that Jonathon Mansell held off with the Sheep Station Trophy presentations and they will be awarded at the September meeting. So if you were a place getter get yourself along to receive your reward for being smarter than Ross and I.

The CRC had a good roll up at the Shannon's Display day for the CMC at Eastern Creek, and thanks to those who displayed their cars to promote the Club, this day just gets bigger and bigger, a massive amount of cars to look at and many acquaintances to catch up with. If you have never been, see me next year and come along. It's been a little hectic for me lately, Shannon's Day, next day off to Borneo for a tour and Rally car preparations. Ross, myself with brother Ron and Tim McGarth as service crew were off to Wentworth for the Sunraysia Safari cross country rally. Rob and Starr Mifsud were also entered with Danny Castro as their service. It was a good adventure and new experience but totally not suited to our Production rally Cars like were lead to believe. Very hard on us all and our cars so we both made the decision to withdraw, unfortunately, but it was for the best, lesson learnt.



Whilst we were away the Club's Western Wander rally was to take place. Unfortunately it had to be cancelled at the last minute due to the lack of entry numbers. There was a good roll up of Masters and Apprentices but nothing in the way of Tour or Social. With the low numbers, the large loss of money to the Club and loss of time and effort put in by the organizers the decision was made to cancel and minimize our losses. What a shame and disappointment for Phill Stead and Bob Morey who had put and enormous amount of work into preparing a weekend away with a Saturday night get together.

Hopefully not all will be lost as they may be able to put some of it together with a similar route for next year, please support our events. Let us know your thoughts on why entries were so low.

*(Continued on page 4)*

On the contrary, this year's Alpine Classic entry list is almost full to our capacity ceiling of 80 cars. Entries close soon, so if you intend to enter this great Club two day, timed 900k long Rally or if still thinking about it or sitting on the fence you better enter now or you may end up on the reserve list or miss out. Let us know what your intensions are. We again start in Goulburn, overnight in Wagga Wagga with a great indoor venue, The Wagga Sailing Club. We have reliable buses to get you there and back to your motel, another showground Sunday morning start with breakfast and driving test similar to last year, before heading on the return journey back to Goulburn.

Gary and Wendy Maher have driven and checked the complete course and are full of praise for the roads, scenery, and route that Ross has set this year. With the country in drought we can say that most of the areas you will be traveling are pretty green and not too drought effected.

Once again Hi and Thanks to Chris for stepping up to take on the Rally Directions Editors job, very much appreciated by me and the members, AND don't forget the Magazine is only as good as the content, photos and contributions you the members send to Chris for inclusion .That's it for me for now, a little rushed to get this in, in time, see you at the General Meeting or the Alpine Classic. By the way take advantage of the Alpine's electronic registration and scrutineering, or see me at Penrith for a cuppa, registration and get Wayne Patterson to scrutineer your car. Oh, if you have one of the perpetual club trophies or the Alpine Cup trophy ( Robbie and John) please bring them along to the meeting or get them to me ASAP thanks, I think that's all,

Bye for now

JOHN COOPER

President.



## **A word from the Editor**

This is my first issue of Rally Directions and looking forward to producing many more.

September has been a slow month with no club rallies or events to report on so Jen Navin and I (with the help of some very kind contributors) have put together some articles that I hope you will find interesting. There is a fabulous article from Lui on navigating the Peking to Paris. It really proves that you would be lost without your navigator.

A short article from Phill Stead gives an insight into a rather usual event he and Lynne are attending in Sri Lanka, driving a Tuk Tuk.

The October issue will be out before the Alpine is run so I will be looking for contributions for the newsletter as once again there will be no major club events occurring before the Alpine. If you have anything you would like to say or an event you may have attended please write an article and send it to me along with any photos. McEd.

## The Western Weekend Wander Post Mortem

It sounded like a good idea at the time – a one day, one way rally to a new destination with a Saturday night dinner and leisurely drive home on Sunday. A show of hands at the club meeting confirmed it was a great idea. So what went wrong?

The cancellation (read hopefully postponement) of the Western Wander was a very sad and difficult decision for us to make however with only 20 entries two weeks before the event and no more promised entries on the table it was one that had to be made. We had booked out the Hermitage Hill Retreat for the event and paid a deposit for the Saturday night dinner for an expected 80 people. To be fair to them we had to give at least two weeks notice of cancellation so they could get some last minute bookings. Also we had to notify the community groups organising lunch as well as the venues for the start and morning driver revive break. Apart from the club losing a substantial amount of money from the low entry numbers there was also the fact that as Director & Clerk of Course we were disheartened at the amount of work put into the event for a small number of beneficiaries.

So looking forward, firstly what went wrong? We would love some feedback especially, from those members who did not enter the event, to let us know what didn't appeal to them about the rally, disregarding personal circumstances on that weekend. We would also like to hear any suggestions on format for the running of the event in the future. We see two possible options for rerunning the event:

Making the rally a 2 day event and setting a second day back from Wellington towards Sydney.

Making the rally a 1 day Sunday event using the existing instructions to the lunch stop and setting the afternoon back towards Sydney

Please let us know your thoughts on these options or any other suggestions.

We would not run an overnight event with accommodation without definite commitment from 40 entrants well in advance of the event. We also think that having a full weekend event close to the Alpine is also not a good option so we would want to run it earlier in the calendar.

Looking at the bigger picture we think the reasons we cancelled the Weekend Wander, which is a first for our club, raise further issues for the future viability of the type of event our club has run in the past. We have all noticed the dwindling numbers at our events and the burn out of rally directors. As a club we think this issue needs our urgent attention. Firstly, we need to have a membership drive to introduce new members to the club. We could possibly introduce some incentives like a "half price for your first rally" or a "bring a friend" fun event around Sydney. Maybe we need to review the type and format of the events we run to appeal to a broader audience.

We would like to open this discussion to the membership.

Phillip Stead & Bob Morey



**Intended finish/dinner event location**



# PEKING TO PARIS – THE NAVIGATOR’S CUT

By  
Lui MacLennan

Considering the CRC is largely a car club with the emphasis on navigation, it was suggested that I put something together regarding **the** very different style of navigation used on P2P.

Before the navigator’s job starts, a few statistics of our event.

Car: #75 1974 Volvo 144 DL, aka Sven

Crew: John Henderson and Lui MacLennan

Results: 6th Outright of 105 starters, 3rd in Class, Gold Medal winners

36 days including 4 'rest' days, 13 countries & 6 time zones

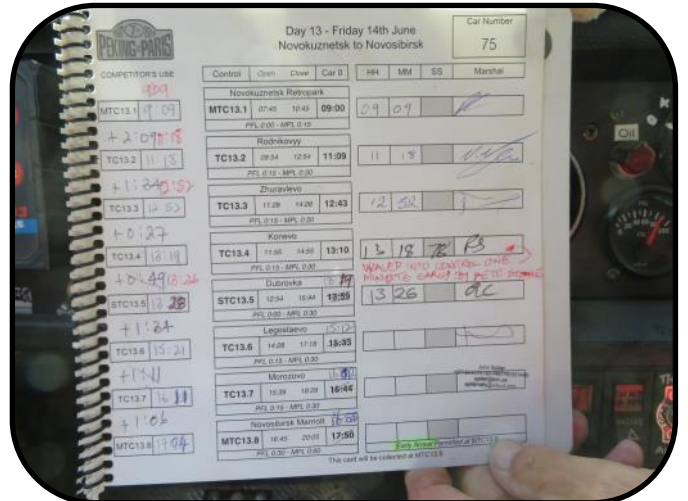
14,222 km ranging from 145 to 668 km per day, highest altitude reached 2,538 m & 78 competitive tests

2,289 L fuel varying from 92 to 100 octane, 3.5 L oil

Six rear shock absorbers (MCA, Bilstein & Stellox), 3 sets brake pads, 1 ball joint, 1 upper wishbone & 1 windscreen washer bottle

Approximately 144 L beer, innumerable 'seedy bars' & too many salamis to count!

embedded chip unique to each competitor. At controls, as well as a handwritten record with extra information, this was presented to the official’s rally timer and the time was recorded onto the chip.



Time Card



As far as navigator’s kit goes, we had two Terratrip 303 pluses: both had a wheel probe and a GPS probe. Everything had a backup! We had to have an approved GPS instrument that was pre-loaded with GPX files at documentation in Beijing, showing all the waypoints from Beijing to Paris. We used a hardwired Garmin Montana 680. We were going to take an older hand-held Garmin as backup but we had to stop somewhere. Obviously there was also the door-mounted pencil case containing multiple pencils, pens, highlighters and all the usual paraphernalia...

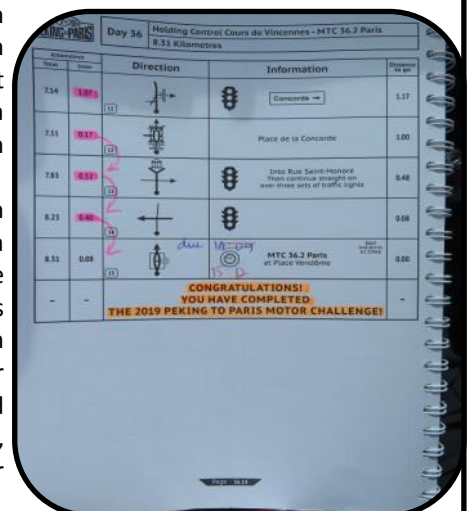
The organisers supplied three A4 roadbooks to cover the event, each about 20mm thick and a book of A3 maps, with generally one map per day of competition. The maps were to be used if wanting to cut and run (possible many days ahead) due to the need for major mechanical repairs etc.

We also received three timecard books, which had an

At the end of each day, the information on the chip was downloaded for the scorers to deal with. Pretty neat!

The roadbooks were tulip-style, giving total distance, interval distance & distance to go to the next control in kilometres, the actual tulip diagram, any relevant information there and often a digital GPS waypoint. Each A4 page had ten tulips, which in Mongolia could easily cover more than 100 kms but one day in Europe, we had 35 pages covering about 350 kms with 348 tulips – it was pretty hectic!

The first job with the roadbook was to mark it up with multi-coloured pens and highlighters. Mark all the fuel stops, tulips that were close in distance to each other and those that might present a challenge in interpretation, whether a section was competitive or a transport, calculate the average speeds required for each section, whether controls were timed or passage only, noting due time for each control.



Roadbook Page

(Continued on page 7)

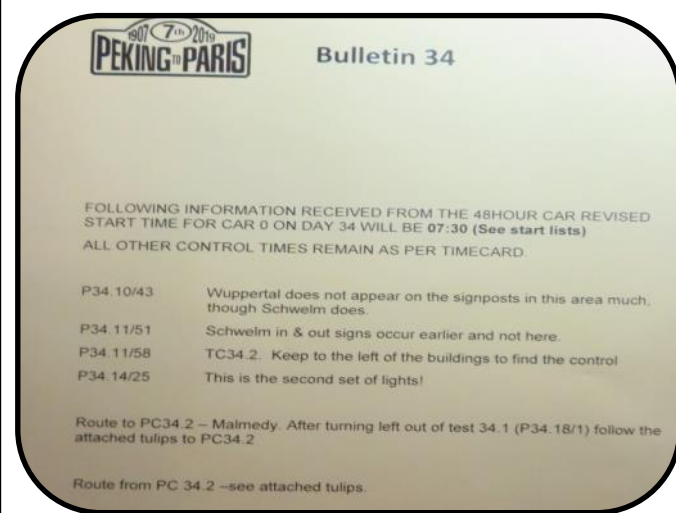
Marking up each of the three roadbooks took the best part of an entire day – so much for ‘rest’ days!

At documentation, we were given a running schedule for an imaginary Car 0, so once we had our start time for each day, it was possible to calculate our due times for each control and note them on our timecards. This running schedule also noted changes in time zone, so that added another complexity with which to deal.

There was a 48-hour car that travelled ahead of the field, as the event hadn’t been checked for twelve months. As you can imagine, there were many, many changes to the roadbook that came in the form of a bulletin that was released every single night. These were generally only one page but sometimes ran to four or five pages and had to be transferred



**Lunch on the run**



to the roadbook before we got underway.

The guys in the 48-hour car did an amazing job but we only got to meet them on the last night before the finale, when they had been to the finish in Paris and drove back to join us in Ypres.

So, we’ve got roadbooks, timecards and navigational kit and it’s time to get moving.

The night before, it’s obligatory to check the noticeboard and usually more than once. If staying in a hotel, the first priority was to check what time and where dinner and breakfast will be. If the crews were split between hotels, these meals won’t necessarily be where you’re staying and if there is more than one hotel the next night, it would list which crews were staying where. The roadbook would also specify at which hotel the finish and start controls would be. After that, we needed to check results and penalty sheets. By keeping a close eye on these, we managed to locate one ten-minute error and two of one minute. Last but not least was checking our individual start times for the morning.

Breakfast was always a buffet and we learned that grabbing a couple of bread rolls and fruit to go with whatever was in the food bag was a great idea. There were rarely official lunch stops – in fact I can only remember a couple – so it was eating on the run when you got the chance.

Line up at the start, double check start time, check our rally clock (a digital wristwatch bought in Ulaanbaatar – how could you go on a rally without a rally clock??), select the right day

or section on the Garmin, zero Terratrips and we’re off at one minute intervals.

Usually the day would start with a transport section to get us to the first test of the day – be that a rally stage or a ‘test’ on a racetrack or similar, however in Mongolia, we were sometimes straight into a competitive section. This meant full on white knuckles rallying, navigating by the tulips when possible but also using the waypoints on the Garmin. The Garmin showed a straight pink line (affectionately becoming known as the Pink Lady) between our present position and the next waypoint, which may or may not have been a control. Unfortunately the road in front was rarely a straight line and there were often many roads or tracks to choose from and it was a case of picking the one that headed vaguely in the right direction or appeared to have fewer bumps and jumps – picking the obviously most-used track was often the wrong decision. We regularly found ourselves running parallel to another couple of competitors, all of us on different tracks and gradually it would become apparent who had made the right call. Some disappeared into the wild blue yonder, not to



**Which track?**

be seen again for some time! Sometimes there was a last minute call to go cross-country to get to the control. On these stages, we were set a target time and any time taken over that was recorded as a penalty. It was then often straight into the next stage and if we arrived at the first one towards the end of the minute, we were already losing time on the next one – no pressure!

*(Continued on page 8)*



The transport sections were also timed to the minute and in Mongolia at least, were not easy to achieve, so it was pretty full on all day.

On the rally stages, the navigator was calling the tulips, cautions etc down from one kilometre, 500 m and then at 100 m intervals. When the tests were on race circuits or street stages, it was more like making up pace notes as you went, as the diagrams were not to scale – some of those proved interesting!

Fuel management was always an important task and not just to make sure we never ran out – though plenty did! The plan was to go into tests/stages with as little fuel as possible so as to save weight but with enough to get us to the next available and also making sure we would have enough time on hand to splash and dash. Through the best part of the first half of the event, fuel was prepaid in cash before filling from the bowser through a fine filter; having enough of the local currency was vital – not all our fellow competitors were adequately prepared!

Another issue to be dealt with was making sure we had enough of the right local currency (and we had seven different ones to contend with) to pay the various tolls we went through. Some in Mongolia cost as little as A\$0.50, whereas those in Europe were more in line with or in excess of what we are familiar with in Oz.

Coming into the main time control in the evening – hopefully on time – certainly wasn't the end of the day.



**Time Card**

When we were camping, first task was to find a good site – not too far from the temporary showers, toilets and mess tent but not too close to the 'big jobs' area, where welders, grinders and arc lights could be going all night, as those who had had mishaps attempted to get their cars mobile for the next day of the challenge. Driver's main job was to do a major

No.	Driver	Navigator	Car	Class	Total Penalty	Medal	Pos	Clk Pos
78	Philip Blunden	Lynda Blunden	Holden EH	E	09:15	65		
49	Marco Haber	Claudia Engelhardt	Mitsubishi Lancer	D	09:16	66		
86	David Garner	Steve Garner	Datsun 240Z	E	09:17	67		
76	John Henderson	Lui MacLennan	Volvo 144 DL	E	09:18	68		
64	Filip Engelen	Ann Gilis	Datsun 240Z	E	09:19	69		
92	David Dangland	Susan Dangland	Porsche 911	E	09:20	70		
85	Chris Bury	Tjark Bury	Datsun 240Z	E	09:21	71		
112	Gerry Cloven	Matt Bryson	Leyland P76	E	09:22	72		

**Start Times**



**Navigator's side**

spanner check and repair any damage, including hammering the dents out of the wheel rims – always on the navigator's side, naturally! While this vital maintenance was going on, the trusty navigator was setting up the tent and sleeping gear for the night and when that was done, passing tools and offering support. If we were staying in a hotel, it was a case of checking in and getting our gear

up to the room. Then it was back to the car park – not always attached to the hotel – and lending whatever support was needed. Jobs complete, there were showers to be had, beer to be drunk, dinner to be eaten and as much sleep as we could squeeze in to be enjoyed.

Then we start it all again...

So, that was the navigator's cut. In the meantime, driver Hendo was doing an incredible job; driving like a total demon when it was called for, driving sensibly when it was necessary, keeping Sven in tiptop shape and generally being fabulous. What an experience; can't wait for 2022 when P2P takes to the roads again!



**Test**

7th PEKING PARIS MOTOR CHALLENGE								
ERA - 2nd June - 7th July 2019								
Overall Positions at MTC 18.9 Kostany								
No.	Driver	Navigator	Car	Class	Total Penalty	Medal	Pos	Clk Pos
112	Gerry Cloven	Matt Bryson	Leyland P76	E	14:38	G	1	
85	Chris Bury	Tjark Bury	Datsun 240Z	E	18:00	G	2	
75	John Henderson	Lui MacLennan	Volvo 144 DL	E	19:21	G	3	
84	Filip Engelen	Ann Gilis	Datsun 240Z	E	19:43	G	4	1
80	David Garner	Steve Garner	Datsun 240Z	E	20:11	G	5	2
	David Dangland	Susan Dangland	Porsche 911	E	20:38	G	6	

**Results**



## TARGA GREAT BARRIER REEF 2019

Tropical North Queensland. Beautiful one day, perfect the next.

**CAIRNS.** Where the forest meets the reef.

All the advertising jingles about North Queensland cannot adequately describe the beauty of this part of Australia. Jumpers, jackets and jeans were replaced with shorts, tee-shirts and sunscreen. The mist, fog, rain and the chill of Tasmania was replaced by glorious sunshine and the taxing humidity of North Queensland that made wearing the required fire proof clothing for the crews challenging. But this was Targa and for the second year, the third Targa in the series of four rallies, was again held in Cairns. The city in its entirety loved it with the people supporting the Targa Fests and the cars on the rally stages.

Team Navin arrived in Cairns on the Monday of Targa week with plans to tackle some reconnaissance for a couple of days before the official start of the rally on the following Friday. This Targa was important for both Shane and Glenn. Having been a challenging year so far, the Great Barrier Reef event was playing out to be a defining time for all. The mint green Mazda RX7 of Targa Tasmania, had morphed into a red Mazda RX7 of the same 1979 era, for the Targa Great Barrier Reef.

I watched Shane drive the car out of the garage of where we were staying onto the street and continue towards the Cairns Convention Centre where scrutineering took place and the car would then be locked down in park ferme. The car drove confidently down the street, its engine raw, guttural and strong. It sparkled in the afternoon sunshine and the stickers on the doors declared its destiny.

This is a Targa competition car.

This is a car on a mission.



### **28.08.2019. Reconnaissance Day One.**

Sitting in the backseat of the VW Touareg on day one of reconnaissance, I took my life into my hands and my stomach in my mouth whilst packing a lot into an 80 km speed limit with the curves and kinks on the tarmac roads which categorize a Targa rally.

### **29.08.2019. Reconnaissance Day Two.**

Driving shotgun on the back roads of the hinterland, the black tarmac roads carved through the lush green pasture land and hills. The countryside was certainly not in drought. The cattle grazed on rich pastures, grasses up to their fetlocks. The lack of road kill on the roadsides was surely an indication that the native wild life did not need to forage on the roadside grasses; there was plenty for all in the surrounding fields.

You can say an experience is a roller coaster or a roller coaster ride is an experience. The 28-kilometre Millaa Millaa stage of the Targa is described as a roller coaster drive through open farm land. The experience part was the narrow, twisty and challenging roads that tested the language of the navigator and the skills of the driver. Me? I just shut up and hung on!

*(Continued on page 10)*

Driving the Millaa Millaa demonstrated the need of a reconnaissance. You have pace notes and experience but in driving new roads, this is not enough to deal with a roller coaster.

### 30.08.2019. Day one of the Targa.

There were over 200 precious cars parked in the Convention Centre. As usual it was wonderful to see so many iconic vehicles all in one spot, the crews of each with the aim of gracing the podium. The tension and excitement in the air was palpable.

The start line was at the Cairns Casino. The crowds were out, the road blocks up and the blue Targa

looked great. It was ready, well and truly ready to have a good shot at the Targa Great Barrier Reef.

Go Car 667.



Targa Start



Park Ferme

Great Barrier Reef archway in place. The coffee stall was trading well and the Targa merchandise selling fast. This was the second year for this Targa and with the enthusiasm that was evident, it won't be the last.

The Tour groups drove through. Comprised of Porsches, Ferraris and other show room classics, they drive the roads for the experience of the Targa, but the TSD and Trophy Sports classes up to the full-on race cars, these machines and their crews meant business. The roar of their engines was loud and menacing and after the last car had driven through the start line, the air was thick with exhaust and fuel fumes. It was hard to breath.

With that last car over the starting line and the red Mazda RX7 well and truly gone another Targa Rally start was ended and the rally had officially begun. Although not the Porsche 944, the red Mazda RX7

Thoughts from the crew on day one:

*You can't test for Targa. Taking a car on a race track is no preparation for a Targa. You need to be able to test the car at high speeds on real roads and this is only achievable, legally, in a Targa competition. So, ultimately Targa is the real test for both the car and the crew. Eventually you build on each Targa with the car and the team, the team work needing to be solid and trusted.*

*"The Porsche 944 is gone and you just have to get through it."*

### 31.08.2019. Day two of the Targa.

Forget the Targa....

I went for a day trip into the Daintree Forest.

The tour guide Raffie, a man with an Indian name, in



(Continued on page 11)

and Italian body with an Australian heart, knew so much about this particular part of Australia he mesmerised us with tales and enthused us with his passion. We walked through age old rainforests where trees and vines fought each other for the canopy and the light. They intertwined like lovers. We travelled down the Daintree River with the promise of crocodile sightings and we were not disappointed. We saw Elizabeth in the shallows preparing to nest and, on our return, Scarface, the fable of the river, travelled with us down the river only metres from the boat. We were able to clearly see his wounded and scared face from years of battles with other crocs to protect his territory.

On our way to Cape Tribulation we were stopped by a Cassowary with her two chicks, crossing the road.



Cape Tribulation, the only place in the world where two heritage listed sites meet.

Land and water mix as one.

The rain forest meets the reef.

Saturday night was Targa fest. The foreshore of Cairns was lined with red Ferraris, modern and sleek Porsches of all colours and the Lotuses. There were the classics, the moderns and the utes, cars that all people and all generations can identify and relate to. People enjoy seeing these cars showing off their qualities in a rally especially a Targa Tarmac Rally.

### **01.09.2019 Day three of Targa and Father's Day.**

*As car 667 crossed the finish line it was mentioned by the commentator about the year this team has*

*had. With all that had gone on they were crossing the finishing line of Targa Great Barrier Reef and that shows pure grit and determination!*

The cars crossed the finishing line with a little less punch than when they started three days ago. All Targas have their individualities affected by the climate, quality of the roads and the length of competition. But all Targas are tarmac rallies and that is the uniting point. The cars are rallied on tarmac roads but these roads do differ. From an observer's understanding sitting shotgun in the VW Touareg whilst doing the reconnaissance with Shane and Glen I saw some very challenging roads here in the hinterland of North Queensland, that presented to the crew and enormous challenge. Targa day three threw some real corkers with the roads claiming some casualties.

Thoughts of crew driving the 28-kilometre stage Millaa Millaa (The Roller Coaster)

*You had to be precise because the clean tarmac was so narrow. On the road itself and the verges there was lots of gravel. The more you went off the road to cut corners the slower you went. The best option? Staying on the black stuff because you had full traction.*

*It proved the value of reconnaissance.*

Shane and Glenn crossed the finishing line with big smiles on their faces, car, body and soul all intact and placing top 10 in their category. There were some issues throughout the rally but for car 667 that is what this rally was about; to bed down this car under rally conditions.

Team Navin and Evans will be at Targa High Country 2019, still with the dream of a podium but in reality, just happy to compete and finish in one piece.

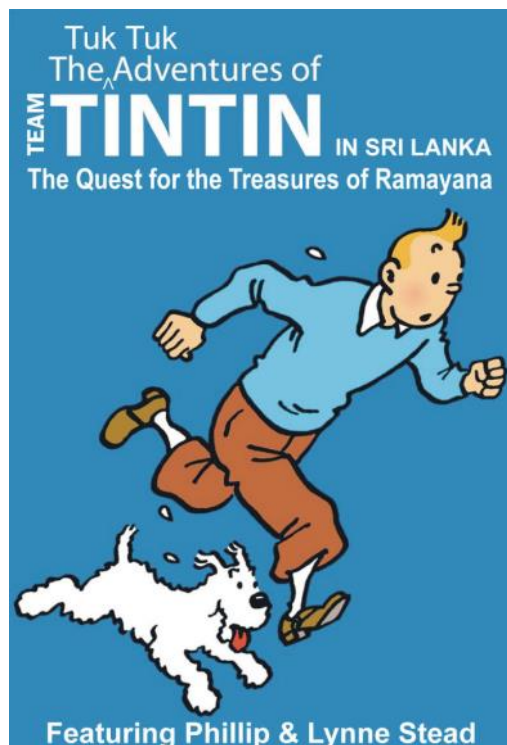
Jen Navin.

Riding shotgun for Team Navin / Evans. Car 667 Mazda RX7



## The Tuk Tuk Adventures of Team TinTin in Sri Lanka

Unfortunately you won't see the mighty Pettit/Stead Volvo at the Alpine this year as I am off to Sri Lanka to compete in a rather unique and crazy "rally" called the Tuk Tuk Tournament. Together with two other over 65 year old couples we are driving tuk tuks around Sri Lanka competing against mostly under 30 year olds.



Lynne and I have called ourselves Team TinTin working on the adventure theme from the French Tintin comic books of the '70s. The concept of the tournament is to make your own way around the island to complete as many tasks as possible which score you gems or points – it is not a race. The more gems we collect then more money is donated towards water treatment plants in remote Sri Lankan villages. The tournament is taking place from 20<sup>th</sup> October to 1<sup>st</sup> November and if you would like to follow us during our adventure you can follow us on Instagram - #tuktuktintin. This is the tournament website - tuktuktournament.com. I will try to put some photos up on the club facebook page during the event.

Phillip & Lynne Stead

Instagram - #tuktuktintin.

tournament website - tuktuktournament.com.



## COMPETITION SECRETARY REPORT FOR SEPTEMBER

It is very disappointing to have to start this Report by referring to the cancellation of the Western Weekend Wander. When the concept of a one day one-way rally was first raised at a CRC meeting the idea, on a show of hands, was generally well received. The idea of combining a rally with a social weekend away seemed to appeal to many members. What makes it even sadder for me at a personal level is that I was going along to work as an official and for the first time had persuaded my wife Loraine to come along. I had to convince her that there would be other wives on the Event and that she could engage with them to chat about anything other than cars and rallies! With the cancellation I think I have burnt all my bridges for any future weekends away together with the CRC.

I know how disappointed Phill Stead and Bob Morey must be considering the time and effort they put in to get the Event organised. Having run a one day rally myself with only 20 entries I know how deflating it is and how you question whether the effort was worth it. It has been suggested that the timing of the Event, so close to the Alpine Classic, may have been a factor in the low number of entries. If you have any thoughts on this or any other factors that you think may have been relevant I would be pleased to hear them.

And so to our last Championship Event for 2019 - The Alpine Classic. I have, as of 15th September, spoken to Ross Warner and he has advised that with the confirmed entries and the serious commitment from many others the Event is now fully subscribed. Entrants may be pleased to know that with family visiting from UK in October I will not be on hand to offer my services as a Passage Control Official. This will no doubt put some entrants minds at ease.

The Event dates for 2020 as set out in last months magazine are still mostly correct but members should note that the one day event scheduled for Sunday 5th April has now been moved to SUNDAY 19th APRIL. The Event Director, Mal Sinfield, will be away in NZ on the original date and I have been unable to persuade him to give the Land of the Long White Cloud the flick!

The Event listed for the 15th, 16th and 17th May is still in the embryonic planning stage and it is hoped to get feedback from members at the next couple of meetings. The rally will be run under the HRC banner with Steuart Snooks as the Director. It has been made clear to Steuart that to attract entries from CRC members the Event and Route Instructions must follow the general format of our Navigational Assemblies. He is fully aware of this and it will be referred to constantly during the planning stage.

*(Continued on page 14)*

I will be speaking with him over the next few days and hope to maybe have further details to pass on at the meeting on the 24th September.

I will close this Report by confirming that I will not be putting my hand up at the AGM to continue as Competition Secretary so if you feel as I do, that being in a Club also includes getting involved in helping run the Club, please consider whether you would be able to give the role a go. I am willing and able to help anyone who puts their hand up with a full job description and practical advice on the position. Stay safe on the road and to those entrants in the Alpine - have a bloody great time.

TONY NORMAN - COMPETITION SECRETARY

17/9/19

### CRC Events Calendar.

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

Date		Event - CC indicates CRC	Note	Contact
	24-9-19	CRC Meeting		
	4-10-19	F.F.F.F.	T.B.C.	
19-10-19	20-10-19	Alpine Classic CC	R.R. (Road Rally i.e.	Ross Warner & John Cooper
	22-10-19	C.R.C. Meeting		
	1-11-19	F.F.F.F.	T.B.C.	
	24-11-19	Possible Club event	TBA	
	26-11-19	CRC Annual General Meeting		
	1-12-19	CRC Annual Presentation and Christmas Party.	Castlereagh Hall, Castlereagh. Full details TBA	

Thanks to contributions from: John Cooper, Tony Norman, Tony Wise, Jen Navin, Lui MacLennan, Phill Stead, Bob Morey



**A two day event for classic car enthusiasts, with categories to suit all levels of participation. Social - (No CAMS licence required) - Just for fun.**

**Tour - Competition without much mapping. Apprentices - Mapping but not too difficult.**

**Masters - Challenging mapping!**

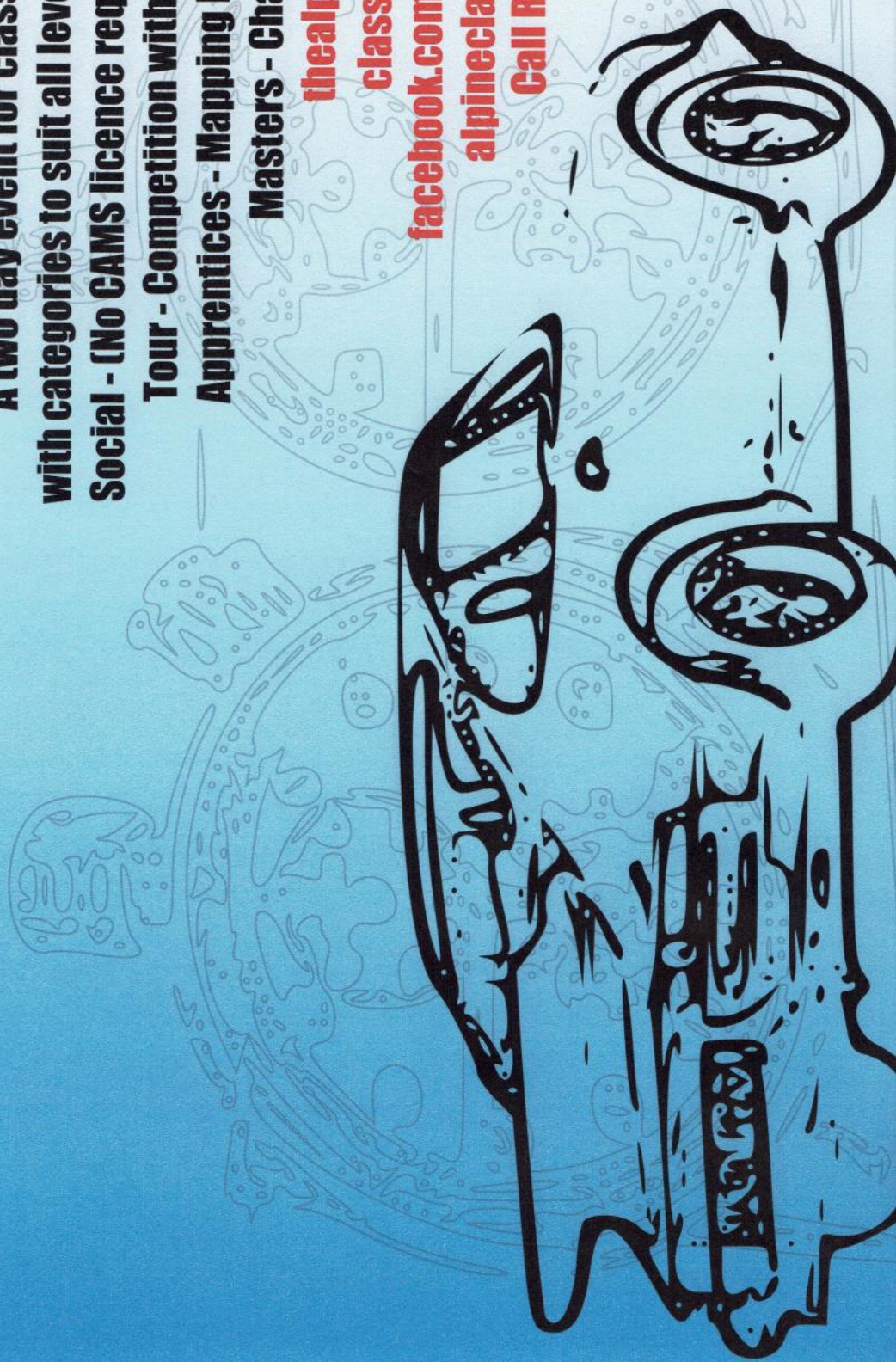
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**[classicroallyclub.com.au](http://classicroallyclub.com.au)**

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# the ALPINE CLASSIC



**19th - 20th October 2019 GOULBURN - WAGGA WAGGA - GOULBURN**