

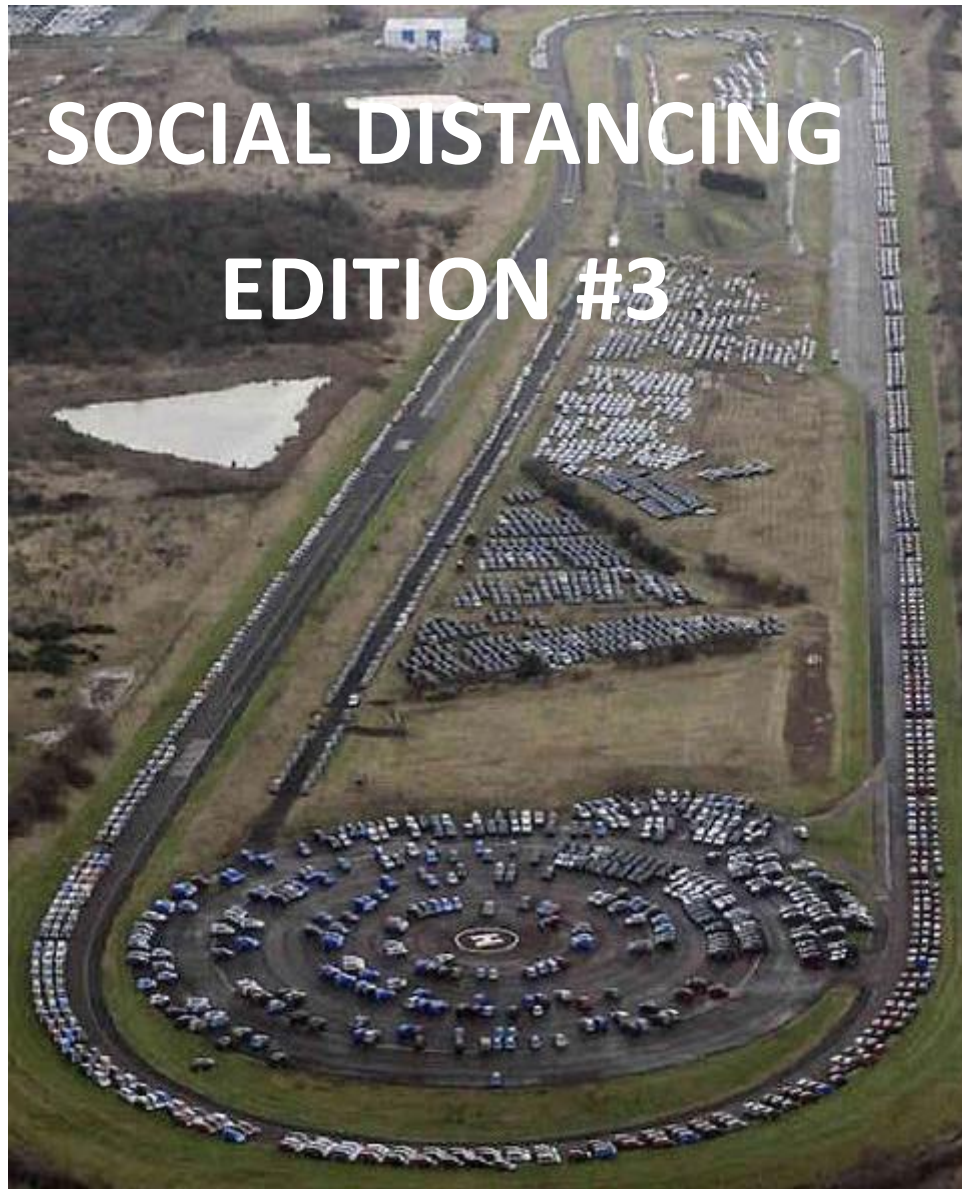


# Rally Directions

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

June 2020 Issue 06  
Dates to remember

- When we can go rallying again
- Magazine deadline July 21



**Turn the page to read about;**

- Event News and Updates
- Notice Board
- Southern Cross Rally 1973 clippings
- Updated Calendar
- The Shoalhaven Shuffle flyer
- Sydney Special desktop rally results
- The Moreys and the CRC
- A thankyou from the San
- Our Classic car—Carol and Gerry Both
- Classic Rallying - Jeff Whitten
- Our next rally—Sheep Station

## Classic Rally Club Officers and Contacts 2020

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Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
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**FRONT COVER :** The Nissan test track. Only it is no longer being used, reason...there are too many unsold cars parked up on it!

The amount of cars keeps on piling up on it until its overflowing. Nissan then acquires more land to park up the cars, as they continue to come off the production line.



## John's Jabber

Hi everyone, it's now June, and the year is halfway gone, disappeared just like that, what a roller coaster ride the last six months has been! Bushfires, storms and the dreaded COVID-19 - how to inflict disappointment and chaos, with cancellations,

postponements rescheduling and restrictions. All those events we have lost in the car clubs, rally scene, social and personal in the last three to four months that most are now scrambling to fit in at the end of the year when restrictions are eased and relaxed. Just hope there is no second wave to bring it all unstuck. This is causing so many double ups and not enough weekends to fit everyone's different events in. Tony Kanak has been in touch regularly with Denistone Bowling club about our meeting venue and they advise that June will be unsuitable for us with the required restrictions imposed on them. We are hopeful that July maybe a return to our monthly meetings to get us back together over a meal and a drink, abiding by the self-distancing rules of course. You must also remember that a lot of our people are in the most vulnerable stage in life, and getting on in years, Elder, wiser statesmen types you may say, so we need to be sure before we say "all systems are go", [ isn't that what the Thunderbirds say Robbie?]

To say the Corona Virus has impacted on the World, Australia, our economy, our State, our car events and our beloved Classic Rally Club, has to be an understatement. We have had to cancel two scheduled rallies, Mal Sinfield's HRC one dayer and the Tony Wise AROCA Tour D'Course as well as Tony Norman's lunch run to the HARS at Albion Park. Now that COVID-19 is settling down and things slowly progressing back to some sort normality, everyone is rescheduling their events for new dates. This is causing many headaches as double bookings, date clashes and finding weekends free has now become the organisers' nightmare. Thankfully Jon and Tina's Sheep Station Rally set down for the 30<sup>th</sup> August is unaffected and ready to rock and roll, so get your entries in, pump the tyres up and polish the car. Tony Norman has put together a one-day rally in his spare shut down time, for SATURDAY 26<sup>th</sup> September as a warm up for the Alpine Rally.

However, not so lucky with dates is Phil Stead/Alan Walker's Alpine Classic rally that was due to be run on 31<sup>st</sup> /1<sup>st</sup> November. Unfortunately, this date clashed with other rallies and events and would of taken approximately 10/15 entries away from the Alpine. So much toing and froing with meal supply venues, accommodation, availability of officials that a new date for the 2020 Alpine Classic has had to be found and is now locked in for the 17/18<sup>th</sup> October. One other headache has been the inability to get out and survey roads and the route, to confirm bookings, submit Shire, Council, Police and Motor Sport Aust. approvals and have them back in time for the event checker to transverse the route and sign off on it. Time has left the organisers with not much choice to run this year's Alpine as an untimed two day event. This has always been the difference the Alpine has over all our other rallies that has made it our Premier event, but it's unprecedented times we now live with so let's all still support it and get into the Alpine Classic with large numbers and look forward to 2021 with the return of a timed navigational road rally. I have been informed that conformation has been received from the Historic Rally Club that Mal Sinfield's rally has been locked in for the 14<sup>th</sup> March 2021.

I received a nice email this month from the SAN Hospital, where we donated \$2000 to buy new equipment in the Cancer ward. I believe Chris has included the email elsewhere in this mag, which has a short video attached to it, and hopefully those receiving this via email may be able to watch it. One of the nurses, Julia Kim explains what our money has bought, a computer based trolley. Julia was one of the fantastic nurses who was so helpful to both Sue Clair and myself with our stays in the Cancer ward for treatment. Last month I wrote about the passing of Gary Phillips who suddenly passed away. At that time, we did not have much information regarding his passing and with the COVID restrictions I couldn't attend his funeral. I have been in touch with Bob Williams, who was one of Gary's close friends and he told me he rang Gary's mobile and Gary's wife's brother answered. He explained that Gary had been the main carer for Maureen, who is unable to talk and needs full time care, and that Gary developed lung cancer, which I assume he didn't know about. He was admitted to hospital on a Sunday and passed due to the cancer 4 days later. His wife is now with

*(Continued on page 4)*

her brother and she is not in the best of health. Gary's daughter who lives interstate has posted via Gary's Facebook connection with the CRC and says that his business, Wire Wheels Works is up for sale for anyone interested or equipped to take over the business. His gorgeous MGB GT is also for sale (see the photo here). It has been a complete restoration and fitted up with a Toyota 4AG motor. If you would like to contact her for more information, [dphillips\\_795@hotmail.com](mailto:dphillips_795@hotmail.com)

The Club had another bit of a shock this month with Heather Dux letting us know that Don had had a slight stroke which left him unable to walk and sometimes slurred speech. Don was flown to Princess Alexandra Stroke unit in Brisbane where he was treated and thankfully made a reasonable recovery, enough to allow him to be transferred back to Stanthorpe hospital for rehab and physio. Heather allowed me to post this on the CRC Facebook page so some of you may already know of this. I received another nice email from Heather saying the Driver and Her would like to thank all the wonderful CRC members who wished him well and appreciates all the good wishes of the caring people they have befriended during their rally time. I rang Heather and she said Don's speech has improved considerably, however his legs are letting him down at the moment and will be working on them to get back on his feet again. We all wish Don a speedy recovery and our thoughts and best wishes are with nurse Heather.

One of our long time members, Laurie Mason, conducted a rerun of the 1968 London to Sydney Marathon rally back in 2018 from Wangaratta to Warwick Farm via Nowra to celebrate 50 years since it was on, retracing as much of the original route as possible. This was reasonably supported, and everyone enjoyed it so much that the challenge was thrown out to rerun it all the way from Perth, across Australia back to the finish at Sydney. Laurie has purchased and restored one of the original rally cars from the 1968 event, a Vauxhall Ventora, car number 40. With his enthusiasm for this marathon he has taken up the challenge to host the Perth to Sydney Marathon rerun in 2021, retracing as much of the original route as possible, so that means driving across our great country from one side to the other almost completely on unsealed dirt roads. Expressions of interest have been put out and he has been overwhelmed with enquiries and support. So to sort out the serious possible entrants he gave every

one just 14 days to sign up, commit and pay a deposit to secure a spot. Within that time Laurie has had to close the books as he has 82 paid up entries, with a reserve list and still getting enquiries from overseas! All this some 18 months away from the suggested date of next November next year. Wow, that's a lot of Marathon enthusiasts willing to take their classic cars to Perth and turn around and drive them back on dirt roads and tracks. There are quite a few original cars, drivers, crews and participants from 1968 signed up. The rerun is now being hosted by the HRC, Historic Rally Club of NSW with Motorsport Australia sanction. Hats off to Laurie and his now working committee crew. What a logistical nightmare they have in front of them, but as Wendy and I are paid up entries in my XD Falcon (don't mention to her there is no A/C or heater) I'm sure they will have it all sorted and it will be one great big memorable adventure. I hope we will be having a lot more articles about the re-run in coming magazines.

With no rallies lately or events, our Editor Chris informs me he is running out of articles, stories and photos to fill Rally Directions. So, we need YOUR input. Get on the computer and email Chris something about you, your car or cars, and gossip, tid bits anything, steal it from another magazine, (no, not your Playboys Rossie, although they do have good stories, so I'm told) help him out. Most of the members plus a lot of Classic Rally Club followers get updated via our Facebook page or web site, however I know of some that don't do FB, so that's why it's important to include all the news in our magazine, as this provides a record of the history of the club. Just like Facebook, you can send in a comment on any of our stories or articles for inclusion in the next month's mag. In my opinion Facebook has been a great tool for communication between our members, keeping us connected while we were in lockdown and while we still can't get together face to face. Somewhere else this month I have sent Chris an Article about Classic Rallies, written by Jeff Whitten that was published in one of our mags around 20 years ago. Jeff is well known to many of us from Rallysport News, Director of The Forest Classic Rallies in Wangaratta that we all so much enjoyed, entrant and driver in many of our earlier rallies and now an Australian Rally Hall of Fame inductee. Thanks Jeff, the article is still relevant today.

*(Continued on page 5)*

If you were on Facebook over the last few months you would have been enlightened by Paul Morton's posts almost every night of past events, past rallies, Christmas lunches, East Coast Targa pictures, all from the early days from around 1999 onwards to about 2005. Paul used to take a lot of photos for the magazine back then, but not a lot were labelled. It's been great trying to remember names, faces and car ownership, and reading a lot of the comments. I have every Club Magazine since day one, and referred to some of these to help identify results and people etc. Unfortunately there is a lot of results or stories about certain rallies that never got included. Some mags are very thin on information from back then. Again this is why I harp on getting a story on every one of our events with labelled pictures so in another 20 years, if we are still here and can still see, we will have that history of the Classic Rally Club to pass on to the next lot of Classic Rally enthusiasts.

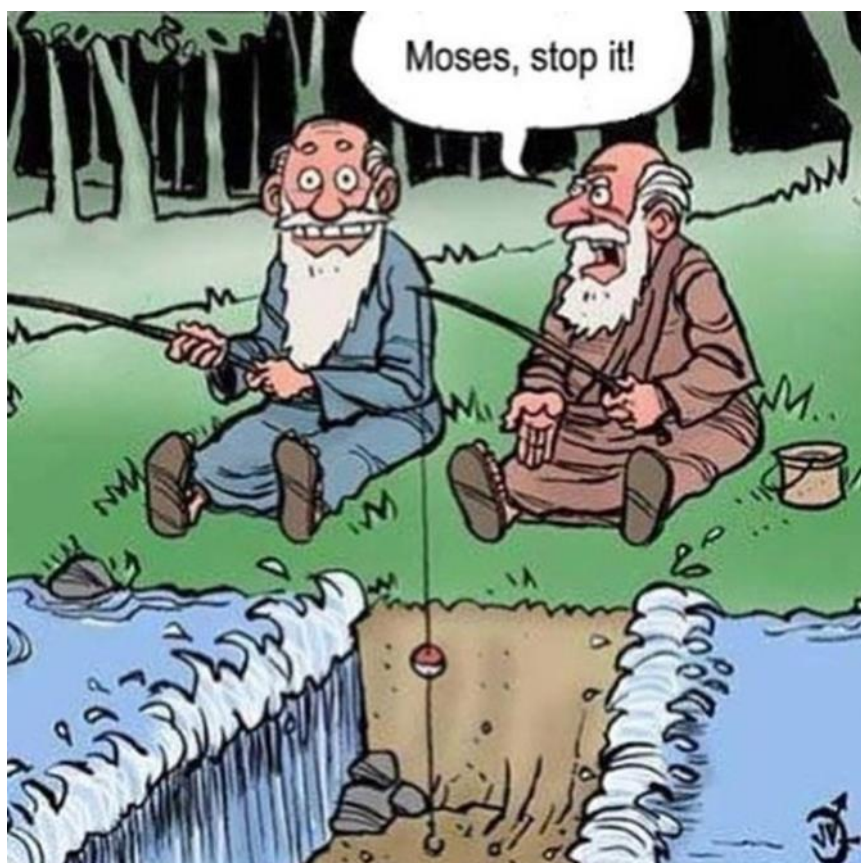


**Gary Phillip's gorgeous MGB GT is for sale.**

**It has been a complete restoration and fitted up with a Toyota 4AG motor. If you would like to contact her for more information,**

Well I've done my bit for another month, gee they come around quick, I think I have chewed your ear off enough for now, hopefully it won't be too long before I can chew the other ear off in person.

Bye for now,  
JOHN COOPER  
President



# Event News and Updates

From our family to yours - we wish, above all, the safety and good health of you and your families continues into the future and that we will be able to again catch up and enjoy some great events and times in the near future. The Walkers

## **Tour D' Course – postponed till June 2021.**

This year's running of the Tour D' Course was to take place on the 21<sup>st</sup> of June. This event had been postponed due to issues associated with COVID 19.

The organisation for this event had been delayed slightly due to travel restrictions, however - was well on the way to being completed for another enjoyable and successful event for 2020.

We had been holding out to see if a later date could be found to still run the event this year. With ongoing restrictions to lunch venues and that the event is based around the social atmosphere of the lunch, the possibility to run such an event has become rather difficult at this time.

It is with great regret that this event will be postponed till the next calendar year, being 2021.

We anticipate it will again return with a June date, and all preparations and the chosen route will be implemented into 2021's calendar of events.

Thank you for your understanding.

Tony Norman is working to prepare a one day rally toward the end of September, so keep an eye out for that.

## **Alpine Classic – New date with a little bit of a retro twist!**

The 2020 Alpine Classic is still planned to go ahead – however with the current environments, both health and financial, the event will come with some changes this year.

We have made the following decisions on the date and event format for the 2020 Alpine Classic.

We will be running it on the weekend 17/18 October as an untimed event for 2020 for the following reasons:

- Date change from 31 Oct/1 Nov weekend due to the Classic Outback Trial moving their start to the 1st November weekend (this directly impacted

expected entrant levels and more importantly officials).

- Availability of a Motorsport Aust. stewards and other officials for the event (date dependencies).
- Availability of dinner venue and accommodation. Still with the hope that restrictions will allow the numbers needed for the Saturday evening dinner.
- Cost reductions to the club by making the Alpine an untimed event with consideration of possible reduced entry numbers due to COVID-19 situation.
- Flexibility in changing or moving the event due to the COVID-19 situation.
- Reducing person to person contact for an untimed event in line with our COVID safe strategy.
- Uncertainty of **everything** to do with the event due to the COVID-19 situation.

The event will be held on the proposed date and all of the team is pushing forward with efforts to do so.

We do hope in the wider community that restrictions will be changed. Our event, although slightly different, will still enable as many members as possible to get back out there and enjoy what we have been missing. A great weekend catching up with friends and enjoying some terrific touring roads.

The Alpine will contain a traditional feel now;

- as it will begin in Lithgow,
- still retain the great two day format,
- has been reverted back to the traditional date (weekend after proposed Bathurst 1000) Returning to the third weekend in October.

We will be updating the Facebook page, website and keep you posted about forthcoming entry forms and further information for the event soon.

Again there will be a few changes, but most of all, we are working really hard to make sure we can get out there again and enjoy another great event.

From all of the team bringing you the Alpine 2020, thank you.

We look forward to seeing as many of you as we can at this year's event.

**Alan Walker**



It's on again! (definitely)

*This is the NOT TO BE MISSED rally of the year. As always the Sheep Station Rally is more than just a rally, it's about a great day out for club members and guests with unbelievable scenery and some great driving roads both sealed and unsealed. If you had fun at last year's event, you'll love this year even more.*

*We have moved from our usual 2<sup>nd</sup> weekend in August date to 30<sup>th</sup> August so that we don't cross up with other events that are of interest to Classic Rally Club members.*

*Continuing on our traditions from last year with do-able navigation, fantastic driving on many new roads, great food and a social atmosphere with lots of laughs. If you're thinking of stepping up from Tour to Apprentice level, this is definitely the rally to have a go. Once you go Apprentice, you won't go back!*

*In Masters and Apprentice, once again we will be using 1980's maps and the Navigators will be able to get their heads out of the maps and enjoy the drive also.*

*Tour and Social will have Route Instructions like last year with the added road signs, speed limits, cautions and navigational tulips to help with their route. There will be a mapped navigation section during the day with Tulip instructions for these classes to test their skills.*

*For all classes there will be some longish runs where the crews can settle in and enjoy the drive while keeping their average speed up. More than 80% of the Sheep Station Rally will be on previously un-used roads.*

*This year's event will be starting in Goulburn at a secret location with lunch once again in Dalton at the Public School. The afternoons sprint will head from Dalton over to Taralga where we will have afternoon tea and the rally post-mortem before heading off.*

*As always this rally is part of the CRC Championship and will be just over the 300 kilometre distance. There will be some unsealed roads in all classes but they are so good you'll not notice them.*

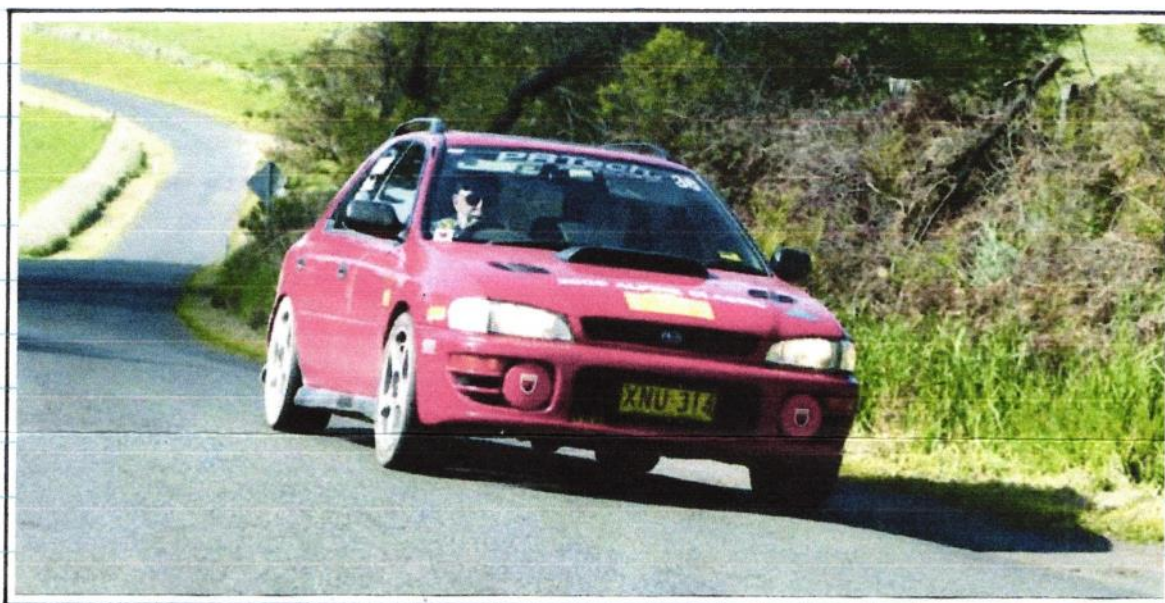
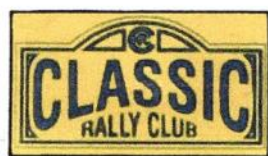
*Keep an eye out for further details on the club website and club magazine.*

*Put it in your diary right now - 30<sup>th</sup> August 2020*

Cheers

Tina & Jon Mansell





## **THE SHOALHAVEN SHUFFLE - SATURDAY 26th SEPT.**

**THE EVENT WILL START AT THE HUNGRY JACKS OUTLET LOCATED AT HAYWARDS BAY ON THE ILLAWARRA COAST, ABOUT A 90MIN DRIVE SOUTH OF SYDNEY. THE LUNCH STOP WILL BE IN BOMADERRY WITH THE FINISH IN THE SAME GENERAL AREA.**

**DIVISION 1 WILL, BY NECESSITY, INCLUDE SOME ROADS YOU WILL BE FAMILIAR WITH FROM LAST YEARS 'ESCARPMENT ESCAPE' BUT THE SCENERY IS STILL AS SPECTACULAR - A PARTICULAR BONUS.**

**DIVISION 2 WILL HEAD SOUTH OF NOWRA AFTER A CROSSING OF THE SHOALHAVEN RIVER AND THEN USING ROADS DOWN TOWARDS ST. GEORGES BASIN. IT IS HOPED THAT THE ROUTE WILL INCLUDE ROADS UNFAMILIAR TO MANY ENTRANTS.**

**IT IS ANTICIPATED THAT ENTRY FORMS AND SUPP. REGS WILL BE AVAILABLE ON THE CRC WEBSITE FROM ABOUT MID-AUGUST SUBJECT TO GETTING THE EVENT PERMIT FROM MOTORSPORT AUSTRALIA.**

**WILL KEEP YOU ALL UPDATED - TONY NORMAN. 0402 759 811**



# XXII ALPINE CLASSIC

17 - 18 OCTOBER, 2020

[www.thealpineclassic.com.au](http://www.thealpineclassic.com.au)



# NOTICE BOARD



**UPDATE - SOCIAL RUN TO THE HARS  
AVIATION MUSEUM—Delayed**

## **PLUS New Rally**

My apologies, the committee decided that it was still too early to hold the Lunch Run on the new date of 19 July and have suggested putting it back to Nov.3, option date is still to be determined.

I will be running a one-day rally on Sat 26th September - It will be titled 'The Shoalhaven Shuffle' and I have prepared a Flyer (see inside)

**EVENT ORGANISER -**

**TONY NORMAN 0402 759 811.**



## **Wanted**

Classic Rally Club members who would like to run a Desktop rally.

A great experience to hone your navigation skills.

Please contact Mike Batten:

02 46 809 269, 0400 174 579 or  
[mbbatten@yahoo.com.au](mailto:mbbatten@yahoo.com.au)



## **Event News and Updates**

See inside for an update on the Alpine and the Tour D' Course



## **Cancelled Meetings**

June meeting cancelled



Please see below your link to the **CMC June Preserve**.

<https://www.councilofmotorclubs.org.au/images/preserve/June-2020.pdf>

We would appreciate if you could please circulate this link to all of your Club Members, as there is quite a deal of important information contained in this issue.

## The Moreys and the Classic Rally Club - Bob Morey.

As our rallying activities have been postponed during the Covid 19 restrictions some of you may be interested to read the following record of my family's 15 year involvement with the C.R.C.

In 2004 my daughter Teresa and I started to think about competing together in some form of club motorsport. I'd been involved in open wheeler racing all my adult life and had raced a historic Formula Ford in 1998 with Teresa as my pit crew. The cost and driving requirements of returning to this type of motorsport was out of the question for us.



Club level gravel rallying however seemed attractive so we explored that possibility. The local forest rally club held a 'come and try day' so we were able to experience what special stage gravel events might be like from the passenger's seat. This was great fun but unfortunately the violent movement of the cars made me car sick. That fact along with the costs for tyres and car maintenance etc. also ruled this out.

After a bit of googling we discovered the Classic Rally Club. Navigational rallying on public roads under normal road rules sounded promising. Getting out on country roads for a day or a weekend following a set of instructions that related to a map sounded like fun. Teresa loves maps and can read and make notes etc all day in a car so we felt the navigation would not be a problem.

Jeff West provided us with a set of his Riverina Run instructions that covered an area near us around Colac, NSW and armed with these and the relevant map we headed out in the 'shopping car' to see what navigational rallying was all about. We managed to figure out the Apprentice category instructions and managed the mapping ok so we started making plans to run in a CRC event.

So we had found the form of motorsport we wanted to be involved in. The next thing was to find a suitable car. We wanted to run a classic car. Apart from the fact that we would be competing with a club which promoted the use of classic cars I would need to do most of the maintenance on the vehicle myself and my home grown mechanical skills did not extend to modern vehicles. I wanted a coupe and narrowed down the choices within the budget agreed to with the Family Finance Director to an Alfa Romeo Alfetta or Datsun Z.

This was in early 2005. There weren't many Zs available and the Alfettas were rough. I'd already heard about Alfas' reputation for rusting and I hadn't even met Dom Votano at that stage! A 1976 Alfetta coupe was advertised in Adelaide. It seemed too good to be true described as only having done 15,000 km. The price was accordingly high.

Eventually the price came down and I decided to fly down to Adelaide to have a look at the car. After checking it myself I arranged to have the car checked by a local Alfa guru. This inspection showed up no surprises, indeed the guy said you needed to really know that model to find the only rust in the car and that it was minimal. This backed up the seller's story that the car had sat in a shed unused for 15 years. So a price was agreed and a few days later I drove the car home.

I knew from the outset the car had done much more than 15,000km and it took a few month's work before it was ready for 1,500km weekends and use as a daily driver so we entered the 2005 Alpine Classic in the Apprentice category and ran in the trusty, family Commodore.

Teresa and I had a ball. We picked up my wife Jane in the Blue Mountains on the way home and she vividly remembers us talking non stop about the rally all the way back to Canberra.

Our first event in the Alfa was the 2006 Forest Classic Rally. The Alfetta proved to be exactly what we wanted so for the next thirteen years with various tweaks to brakes, lights, instruments etc we used the car in virtually every CRC classic rally, covering 180,000 kms in that time.

There have been many highlights competing with the CRC in those years. My top one must be winning the 2017 Masters Category in the Classic Alpine rally while Teresa's is winning the 2012 Masters Championship. When we moved up from the Apprentice Category she felt we would never win



another rally.

The little Alfa only failed to proceed twice. Once when the exhaust manifold was broken on a level crossing near Manilla, NSW and the other when we hit a kangaroo on the freeway near home. There have been other adventures of course such as driving home from the Hunter Valley with a prop shaft joint clunking all the way and Robbie Panetta solving an ignition issue in a couple of minutes after we'd battled with it most of the way to Grafton for one of the Clarence Classics. Then of course there are the good natured Alfa jokes. The best I remember was from Garth Taylor's son Adrian. He asked me where my mechanic went for holidays. When I replied I was the mechanic. Adrian's response was "Then you don't have holidays!"

In 2011 there was a gap in the CRC rally calendar in April so we decided to try our hand at organising a one day Touring Assembly. Having lived in Canberra for a while and with Jane and I being keen bikers we knew some great roads in the area. Our plan was run the event on a Saturday starting in Mittagong and finishing in Canberra. We picked the weekend that Auto Italia, the car show featuring Italian vehicles was held on the Sunday. The idea was that people could stay overnight in Canberra if they wanted and attend the car show, visit one of the national institutions or just meander home through the Southern Highlands.

Lui MacLennan kindly gave Jane and I a lot of help sorting through the various regulations and advice on controls and meals etc.

John Henderson and Pam and Alan Watson also checked our instructions. So with Jane taking entries as well as taking care of the other Event Secretary's tasks and me looking after Clerk of Course responsibilities Teresa and I planned the route and wrote the instructions for the 2011 Classic Capital Caper.

The whole exercise was a real eyeopener into how much work goes into organising one of our events. However we managed to get everything done even if we were still collating the instructions on the night before the event. With a total of 24 entries split fairly evenly between the navigation and the Tour categories we were happy with our planning.

Being complete newbies of course we made mistakes. The biggest failure was trying a complex tiebreaker where we recorded all the competitors' times over a section of the route and comparing them against the time taken to travel that section correctly. This just didn't work. The Tour instructions worked well but our questions were far too easy and virtually the whole field clean sheeted. We repeated the same question twice in the navigation instructions with the second distance being nowhere near the feature required for a correct answer.

All the competitors loved the roads we chose. We only had one crew get comprehensively lost. Our officials did a fantastic job and the lunch went well. Overall we were happy and learnt a lot. We gained an appreciation of the work our Rally Directors put into our events. Organising and running a timed two day rally like the Alpine must be a massive task. Since then we have continued our involvement with the Club and really appreciate the friendships and camaraderie we have enjoyed through the years

Jane has driven in a few events and I've tried my hand at navigating with very mediocre results. I also edited this magazine for a number of years with Jane as my proof reader. Recently all three of us have helped run and organise a number of rallies with Phill Stead and Graham Pettit.

That's our CRC story so far and we aim to continue more of the same in the years ahead.

Bob Morey

**From:** Karen Gair <[Karen.Gair@sah.org.au](mailto:Karen.Gair@sah.org.au)>

**Sent:** Friday, 29 May 2020 2:01 PM

**To:** 'westco5@bigpond.net.au' <[westco5@bigpond.net.au](mailto:westco5@bigpond.net.au)>; [crc.treas@classicrallyclub.com.au](mailto:crc.treas@classicrallyclub.com.au);

'[crc.pres@classicrallyclub.com.au](mailto:crc.pres@classicrallyclub.com.au)' <[crc.pres@classicrallyclub.com.au](mailto:crc.pres@classicrallyclub.com.au)>

**Cc:** '[crc.sec@classicrallyclub.com.au](mailto:crc.sec@classicrallyclub.com.au)' <[crc.sec@classicrallyclub.com.au](mailto:crc.sec@classicrallyclub.com.au)>

**Subject:** you made a difference

Dear John

You may recall that you and Peter visited the San in April 2019 and presented us with a wonderful cheque of \$2,000.

I'm delighted to let you know the chemotherapy trolley that your funds help to purchase is now finally on the ward and operational.

We had some hiccups in getting the computer technology right and as you can imagine the delivery of the correct dose of chemo needed to be perfect.

We have wonderful feedback from staff to say the trolley has made a huge difference. It's easy to move around and nurses know the exact dose will be administered.

Attached is the photo from last year and also attached is the new chemo trolley.

Please also see one of nurses on video showing the new trolley and thanking you: <https://www.sanfoundation.org.au/chemotherapy-trolley-video.html>

On behalf of the Poon ward and the San, thank you so much to you and your Club for their generosity.

We are incredibly grateful.

Karen

**Karen Gair**

**Managing Director**

**AdventistHealthCare – yours for life** | 185 Fox Valley Road, Wahroonga, NSW 2076

**p:** 02 9487 9490 | **m:** 0406 751 203 | **e:** [karen.gair@sah.org.au](mailto:karen.gair@sah.org.au)

Sydney Adventist Hospital | San Day Surgery Hornsby | San Diagnostics & Pharmacy



## OUR CLASSIC CAR - Carol and Gerry Both

In 1999 and 2000, we had been talked into manning a passage control for the Alpine Classic Rally by Lui. After we decided that the people in the rally were having a lot more fun than we were, sitting out on the windswept Georges Plains, we decided to join the CRC. A Classic car was needed and we found a Lancia Beta (very cheap) on the side of the road near where we lived. After doing Tour in the Lancia with a dodgy odometer that required the navigator to do distance splits, it was time to get more serious.



Gerry told me he had always liked the shape of the Alfa 105. I had no idea what that was (I grew up in muscle car country) so he pointed to Robbie Panetta's Alfa as an example. OK, it was going to be his car so he had the choice.

At last one came up for sale but the price was way over the top. The owner had spent money on it, and as happens with these cars, he wanted back the price of the car plus all the money that he had spent on it. Well, that wasn't going to happen and it didn't. The price came down not just once but several times until it met the budget and a sensible price for that car. Years of history, repairs and replacements were also included in the paperwork that came with it. We knew that Alfas rusted easily as we had owned an Alfetta BC (before children) so we were very happy to see that not so long ago the rust had been cut out and the car re-sprayed. The car had also been lowered a bit and the way it looked and sat on the road was also a strong attraction. (However, we have ground off four sump plugs over the years.)

Finally, having taken delivery, it was a bit embarrassing having to call the previous owner to find out how to open the boot. There was no keyhole and we'd pushed and pulled every lever and button we could find. A lever in the passenger door pillar was the answer.

The car was beautiful and fun to drive on the open road but hopeless in the city due to its huge turning circle and no power steering. It is a real classic car though because the heater takes a long time to warm up on a cold morning and there is no air conditioning unless you wind down the windows. Don't wind them down too far though. I once lost the instructions when they flew out of the window and we had to DAFQUT to retrieve them out of a table drain. Fortunately they were still readable.

We had a lot of fun in the Alfa until one day in 2011 we skidded in fine gravel into a dirt bank on the way to lunch at Hendo's farm and were lucky not to have flipped. We badly damaged the left front fender but were able to lever it off the tyre and continue in the rally. Robbie recommended a restorer; an Italian of course, who eventually did a great job. Thank you Michael Stillone. However, what Michael uncovered when we asked for a minor rust repair came as a big surprise to us all. It transpired that the rust had been cut out of the skin but the internal structural support was now like honeycomb.



Decision time: do you drive it to the tip or repair it? Many hours and dollars later it was pristine.

*(Continued on page 15)*

More years of fun driving around the countryside followed until the CRC 20th celebrations in Mudgee in 2014. It rained on the way there and we had a big black Toyota right on our tail. At a T junction where we had to stop for oncoming traffic, BANG, the big black car aquaplaned into our poor little car. Miraculously the blinker and tail light globes were intact and with some primitive panel beating courtesy of Robbie and Hendo we were able to continue in the rally, and finished 3<sup>rd</sup> in Masters! The boot was again repaired by Still One Auto which also got rid of the dent from when I accidentally dropped a ladder on it.



So, our trusty Alfa has given us many hours of reliable driving, fun and friendship and it has taken us places that we never would have gone except the rally instructions said we should. We have also taken some unkind words about our “bloody Alfa.” For those of you who have colour blindness, the official colour is Le Mans Blue. It is also the car that Billy Connolly drove in the movie “The Man Who Sued God” and Gerry says that, given his enthusiasm for naked frolics, he hopes that Billy was clothed when he drove it. I’m sure that if we ever sell it that’s got to be worth another \$2 on the price. We’ll never get back the dollars that we have spent, but that’s not the point.



# What's so special about CLASSIC RALLYING?

Why do grown men and women spend their time and money buzzing around back roads right around the country looking for road realignments, infernal "Z" boards, property names on farmers' gates and bits of information nailed to trees, when they could be home safely tucked up in bed or weeding the garden? What is it that comes over normally sane citizens to make them want to be subjected to pounding their valuable classic cars down rough country roads or straining the transmission on tight motorkhana events? Why do navigators get enjoyment out of poring over some inaccurate old map while trying to find their way to the next via hidden in the back street of one of the country's biggest suburbs, or give themselves huge bouts of car sickness and migraine while the driver mercilessly abuses them for making one too many mistake? Friends, those are questions that cannot easily be answered by a normal person possessing all their faculties. Why do humans have hair over their eyes (commonly called eyebrows) or, for that matter, under their arms? Why do companies have to have singing commercials to get our attention? Why does a new Volkswagen Beetle cost \$40,000 and why does the new BMW Mini need leather seats and a similar price tag? These are all questions that we find difficulty in answering, even in the cool, clear light of day.

Classic rallying is all about enjoyment, usually for all three parties involved. Three parties? Well, those that stand to get the most enjoyment out of classic rallying are firstly the Clerk of Course, secondly the driver and lastly the navigator. Of course we could say that the fourth party who gets enjoyment out of classic rallying is that inanimate object, the motor car, but the way some of them are treated in classic rallies, that's questionable!

Let's look at the Clerk of Course first, the person who goes out and sets these events. It must have something to do with the adventurous streak in most Aussies - the need to go out into the great unknown and look for new horizons. Take a typical director (or Clerk of Course), for instance. He (or she) will spend hour upon hour at the dining room table staring at maps that are so detailed they'd make your eyes water. Every contour line, every

map error, every realignment, every slip that the cartographer ever made is written down in detail or stored away for future reference in the director's memory bank.

Armed with all this information, our director heads off into the sunrise to put all this useless mumbo jumbo to the test as he drives around the country with a glint in his eye and a smirk on his face. One of the pleasures of directing an event is actually finding some of the traps mentioned above that nobody has used before. As we run more and more events it gets much harder to find areas that haven't been done to death in previous years, but a conscientious director can still find a new trap or put a new slant on the route instructions that will have competitors milling around looking for the correct route. New realignments, new roads being constructed or old roads closed off - they're all fodder for a director who is looking to outsmart the competitor. His enjoyment is a perverse sort of fun and it wouldn't be too harsh to say that directors are a very special (some would say weird) breed. But their enjoyment provides us with ours.

When the director has found all these tricky new realignments and new roads, the second party, the driver, gets his kicks by being part of the equation. We all know what it's like bombing down a twisty, hilly back country road in our Super Classic Mobile 2000Ti, the navigator urging us to hurry up (as if we needed prompting!) while trying to get to the next control on time. Down through the gears, rev counter hovering in the red, tyres squealing in protest as the corners tighten and we dab the long-suffering brakes. This is nirvana! Everything else is forgotten, the daily grind at work, the kids at home going through puberty and all that that entails, the latest interest rate rises on our mortgage - all forgotten for this special moment. Then the road flattens out and winds its way through open country where speed limits and local traffic are just minor annoyances rather than performance-reducing problems. Into the red sector again but this time we're in top gear and desperately trying to make up time that we lost looking for the last

*(Continued on page 17)*



information. Mile after mile it goes on until, at day's end we stop to chew the fat and tell tales of derring-do amongst others who have shared the event and the day's driving.

Tomorrow there's more - the best fun you can have legally in a classic motor car. It's fabulous fun in an MGB, not nearly as much fun in our workaday Camry. Classic rallying is fun with a capital F.

No matter how much fun our Clerk of Course or our driver gets out of classic rallying, nothing is possible without the input of the navigator. There's no sense in having the world's best roads to drive on, the most suitable car for the event, or the safest and most competitive driver if you don't know where you're going. Love them or hate them, whether you value their skill or liken them to a free-loading bag of spuds, you're going nowhere fast in a classic rally unless you've got a navigator. And more often than not, a competent one can win you the rally. As we've seen, the director and the driver get their particular kicks from different areas of the event - the director from setting a devious route and the driver from getting the most from his car.

Navigators are problem solvers, solving all the obscure equations that the director has thrown at him in the form of route instructions, average speed sections, compass bearings and more. They get their enjoyment from being able to unravel the director's brain - not surprising seeing that many navigators are also directors at one time or other. They also get their kicks from being the person in charge of the vehicle. "Turn here, straight on there, slow down,

speed up, look for a question, pick up my romer off the floor" - every good result relies on the instructions from navigator to driver. "Do as I tell you and we'll be spraying champagne together tonight", the driver is told. With sweating brow, maps strewn all around the car, Post It notes littering the floor and the time ticking mercilessly away, the navigator is engrossed in his own little world of maps, romers, Haldas and mathematical equations. Give him a Rubik's Cube and he's in heaven. And if he can beat the director at his own game, unravel the plot and arrive back at the finish with minimum points lost, that's got to be a good day's work. An enjoyable day's work.

So, getting back to our opening question - what's so special about Classic rallying - we can look objectively at the facts. Classic rallying is a lot of fun for a lot of different people who have a lot of different areas from which they derive their enjoyment. Finding new roads, driving a classic motorcar, and navigating your way around the route, are all components of a rapidly-growing pastime that attracts all sorts of people from all walks of life and all sorts of backgrounds. Classic rallying is a great leveller. The person with the fastest car and the best navigator doesn't necessarily win. Luck, skill and preparation can turn yesterday's loser into tomorrow's winner. It's that enjoyment from classic rallying and while this variety exists, the sport looks certain to have a long and enjoyable future.

**Jeff Whitten**

## USE CAR'S EXHAUST TO CLEAN CUSHIONS



Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions

# SKID HALTS DATSUN CHARGE



Rally leaders Andrew Cowan and John Bryson crossing a creek near Bellingen, on the North Coast, last night.

THE Nissan works team's efforts to overtake the Mitsubishi Lancers in "The Sun"-Total Oil Southern Cross Rally failed again last night.

Mitsubishi Lancers are running first, second and third.

Disaster struck the Nissan team early in the night's run.

Englishman Tony Fall and local navigator Steve Hailoran rolled their fifth-placed Datsun 240Z west of Kempsey.

The 240Z skidded on gravel over a bridge and rolled several times.

Both men wearing the compulsory full-harness seatbelts and were not injured.

Their car was too badly damaged to continue in the rally.

Last year's winners, Andrew Cowan and John Bryson, still lead at the half-way point.

Their car, also went off the road in muddy conditions but they were able to continue without losing time.

Barry Ferguson and Wayne Gregson retain second placing, which they have held from the first night.

Doug Chivas and Peter Meyer are third.

Australian rally champion Colin Bond and George Shepherd continued their run through the field.

Bond and Shepherd moved their Torana XU1 from 74th to sixth position on the first night.

Last night they moved forward again into fourth

position.

Bond was the only driver to pass "successfully" the fourth Mitsubishi Lancer of Joginder Singh and Gary Connelly.

But later in the night he again slipped behind.

Tony Fall passed Singh, only to roll his car soon afterwards.

Bob Watson and Jeff Bearmont, in the second works Datsun 240Z, also passed Singh.

Less than a mile later, they veered off the road and damaged their Datsun's front end against an earth bank.

The Kenyan - born Singh carries two African warthog tusks on the bonnet of his car for luck.

He jokingly said this morning that the tusks meant death to Datsuns.

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Andrew Cowan

# Japanese cars still lead rally

By EVAN GREEN, "Sun-Herald" Motoring Editor

The Japanese Mitsubishi team appears set for a crushing victory in the Southern Cross International Car Rally.

With the event due to finish at Port Macquarie today, factory-entered Mitsubishi Lancer models hold the first three places.

The 3,000 - kilometre rally has run into appalling weather conditions. Torrential rain swamped North Coast forest tracks, causing at least one bridge to collapse and bogging dozens of cars in deep, slippery mud.

Of the 72 vehicles that started from Sydney on Wednesday, only 38 left the Port Macquarie control on the final division last night.

London - Sydney Marathon winner Andrew Cowan has to survive only this morning's concluding sections to win the rally.

Cowan and his Australian navigator, John Bryson, are driving a 180hp Mitsubishi Lancer GSR. They won the Southern Cross Rally last year in a larger Mitsubishi Galant.

Cowan is chasing his third win in the event — Australia's premier rally. He also won the 1968 contest in an Austin 1800.

When other drivers left Port Maquarie last night they had virtually given up hope of catching the flying Scotsman.

Cowan has led throughout, driving the little Lancer at an incredible pace for the conditions.

He started the final run with a margin of 15 minutes.

Late last night Cowan was still leading the field, with dual Southern Cross rally winner Barry Ferguson second just ahead of Doug Chivas.

All are driving works Lancers.

Australian champion Colin Bond, driving a Torana XU1, had moved into fourth place, formerly held

by Kenyan Joginder Singh.

Bond had to fight his way from the rear of the field on the first night, saw his wife driving a support vehicle injured in a crash on the second night, and battled through the third night after changing , a total of six punctured tyres.

If the rally has been a triumph for Mitsubishi, it has proved a disaster for its Japanese rival, Nissan.

Mitsubishi is a comparative newcomer to international rallying, and Nissan is one of the veteran teams.

But the veterans struck trouble, with East African Shekhar Mehta (Datsun 240Z) having differential failure. Englishman Tony Fall (240Z) rolling over, and Victorian Bob Watson (240Z) clouting an embankment.

Nissan's only remaining hope, former Australian champion Frank Kilfoyle, was in sixth place in a Datsun 180B SSS as the field left Port Macquarie last night.

## ORDER OF FIELD

The leading 10 at Port Macquarie before the start of last night's final stage were: Andrew Cowan Mitsubishi (Lancer) 155, 1; Barry Ferguson (Lancer) 170, 2; Doug Chivas (Lancer) 177,3; Joginder, Singh (Lancer) 199, 4; Colin Bond (Torana XU1) 217. 5; Frank Kilfoyle (Datsun 180B SSS) 222, 6; Bob Riley (Mitsubishi Galant) 232, 7; Des West (Torana XU1) 267, 8; Rob Watson (Datsun 240Z) 291, 9; Charles Lund (Mazda RX4) 350, 10.

Class leaders were: Class A, Bill Evans (Vic), Datsun 1200; Class B, Jim Laing-Peach (NSW), Subaru; Class C and D, Ross Dunkerton (WA), Datsun 180B SSS; Class E, Alan Lawson (Qld), Datsun 1200; Class F, Andrew Cowan (Scotland), Lancer; Class G, Frank Kilfoyle (Vic), Datsun 180B SSS; Class P, Colin Bond (NSW), Torana XU1.



# COWAN-BRYSON VICTORY IN SOUTHERN CROSS

THE PORT MACQUARIE NEWS

MONDAY, OCTOBER 8, 1973

The winners after the gruelling rally at a Press conference, John Bryson (left), who navigated for Andrew Cowan for the Mitsubishi company is one of the many colourful characters of motor rallying in Australia.

## Mitsubishi must be on the tip of every motorist's tongue following their convincing win in the 1973 Total Oil-Southern Cross International Rally.

The Japanese Works entered team filled the first four placings in an international event that boasted the best rally drivers in the world.

Yet, even the best couldn't find a "chink" in Mitsubishi's armour, as they led from beginning to the end.

Brilliantly led by Scotsman Andrew Cowan and navigator, John Bryson, Cowan's Mitsubishi Lancer GSR 1600 led from the first moment the cars left Sydney on Wednesday.

At one stage during the rally it looked as if Colin Bond, Australia's champion rally driver would pose a threat to the finely tuned Japanese machines.

But, unfortunately for Bond, this was not to be and the 1973 Southern Cross must go down in the history books as Mitsubishi's rally as they out-gunned the opposition.

The biggest threat came from Nissan, but for the more powerful Datsuns, this was not going to be their year.

They imported such drivers as the calibre of Tony Fall and Shekta Mehta and signed up Australian Frank Kilfoyle.

But all their expertise and knowledge of driving proved to be to no avail as slowly but surely the Datsuns dropped out of contention.

The Datsuns in particular had bad luck throughout the 3,000 kilometre rally.

On the first night the Kenyan born Mehta had differential trouble which cost him more than 1,000 points and put him out of contention.

His rally co-partner, Tony Fall, winner of the London to Mexico Rally, fared a little better on the first

*(Continued on page 21)*

night.

But tragedy struck the likeable Englishman on the second night when he miscalculated a creek bridge near Bellingen and lost control.

That was virtually the end of Datsun's bid to win the rally, as Fall was running a very close third until his unfortunate mishap.

One of the more interesting duels throughout the rally was between Mitsubishi works driver Joginda Singh and Australian Colin Bond.

For most of the rally both fought tooth and nail throughout, and at one stage it appeared that Bond in his Torana XU1 would finish on top

But this was not to be.

For the record, Bond passed Singh no less than four times but on each occasion Bond's "trusty" XU1 suffered a puncture.

Singh later put this down to the two African warthog tusks that he carried on the bonnet of his car for luck.

Singh jokingly said yesterday that the tusks meant death to the Datsuns, and not necessarily bad luck to Bond.

The last night of the rally proved to be one of the most exciting nights of the four day event.

Forty one cars left the Port Macquarie Travelodge in a torrential downpour.

The Mitsubishi team of Cowan, Chivers, Ferguson and Singh only had to stay on the road and they had the event won.

This they did through pre-planned team tactics, as on two occasions both Chivas and Ferguson led the field. Bond moved up one place from fifth to fourth but again struck trouble which cost him vital points.

It was a bad final night for him who eventually "dropped" more than 70 points on the night.

In comparison, Singh, his main rival, lost the least number of points of the four Mitsubishi team cars.

But nothing must be detracted from Cowan's win, he led from start to finish which showed what a masterful driver he is.

Despite the dreadful conditions in which more than six inches of rain fell during the running of the rally, Cowan and his superbly tuned Lancer proved to "be far above the rest of the field.

To drivers like Cowan, the rally was a triumph, but to others it was heartbreak and disappointment.

None more so than champion New Zealand rally driver Tim Bailey and his 911T Porsche which was jointly sponsored by Dulhunty and Tierney and William A. Ray.

The \$15,000 motor car was going above expectation when the unexpected happened and "Bailey 'lost' the Porsche on a tight hair-pin and ran into a tree.

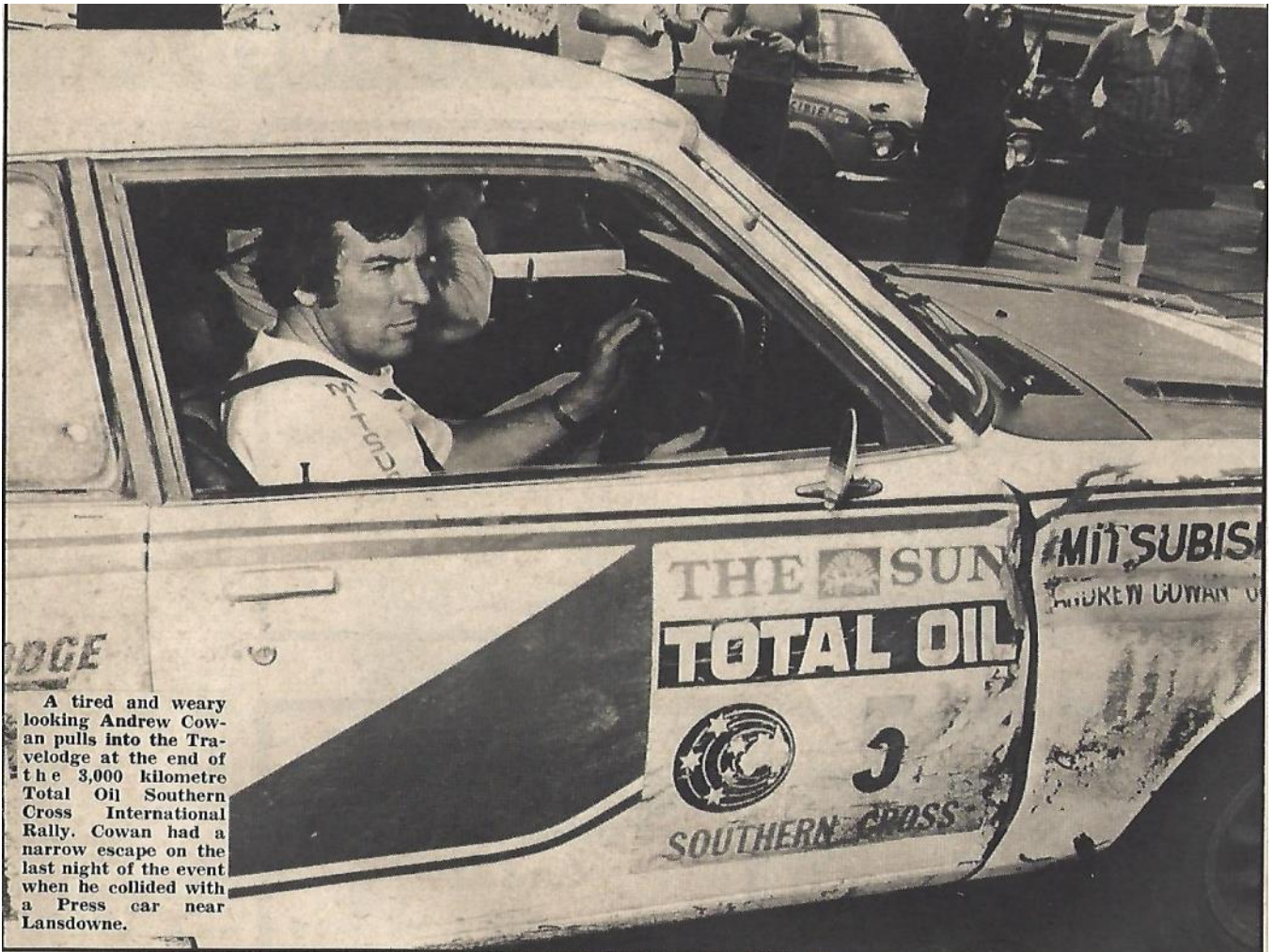
On the other hand, the laurels must also go to Western Australian rally "freaks" Ross Dunkerton and John Large.

They came over with the sole intention of completing the rally, not only did they complete it but became the first West Australians to finish in the first ten outright positions .

The first ten provisional places were: Andrew Cowan, 1933 points lost; Barry Ferguson, 218; Doug Chivas, 224.75; Joginda Singh, 247.25; Colin Bond, 224.75; Frank Kilfoyle, 280.25; Robert Riley, 366; Bob Watson, 372; Chas Lund, 570.5; Ross Dunkerton, 818.5.



**Leading privateer in what must go down as the wettest Southern Cross International Rally was Wingham driver Des West (at right) sponsored in the rally by Pearce and Henriksen of Wauchope and Hastings Tyre Service. Des, driving a 3300 Torana, lost 829.5 points to finish in 11th place. Like most drivers, he found the going tough, and ran out of luck on the last night when he got bogged twice. He is pictured with his navigator, Richard McMasters from Sydney.**



A tired and weary looking Andrew Cowan pulls into the Travelodge at the end of the 3,000 kilometre Total Oil Southern Cross International Rally. Cowan had a narrow escape on the last night of the event when he collided with a Press car near Lansdowne.

A tired and weary looking Andrew Cowan pulls into the Travelodge at the end of the 3,000 kilometre Total Oil Southern Cross International Rally. Cowan had a narrow escape on the last night of the event when he collided with a Press car near Lansdowne.



One of the men who played a vital role in the organising of the Total Oil-Southern Cross International Rally is Mr. Max Stahl (third from the right). He is pictured congratulating the winners, Andrew Cowan and John Bryson, who are pictured holding the Port Macquarie Chamber of Commerce Gold Cup. Looking on are John Kerin, president of the Australian Sporting Car Club, Cr. Steinmetz of Hastings Shire Council, Mr. Frank Rushworth representing Total Oil Australia, Ald. "Mac" Adams and Mr. Pat Davis, president of the Port Macquarie Chamber of Commerce.

The Sydney Special Final Results

Place	Name	State	G	A	B*	G*	V3-MC2	E	C*	F*	H	J	K	L	M	V4-V5	N	D*	O	P	Y	U*	X	W	Y	V6-MC3	V/U*	T*	V	V*	O*	S*	R	Q	Q1	Q2	Q3	Q4	Total
eq 1	Peter Canals	VIC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
eq 1	Ian Richards	QLD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
eq 3	Peter Jakrot	NSW	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	
eq 3	Chris McDonald	NSW	25	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	
eq 5	Mark Laidley	VIC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	
eq 5	Arthur Evans	NSW	-	-	-	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	
7	Brian Ward	VIC	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	
8	Martin Leaver	NSW	25	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	
9	Mal Sinfield	NSW	-	-	-	-	-	-	-	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	
10	Valerie Jakrot	NSW	25	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	
11	Glenn Evans	NSW	25	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	
12	Dan White	NSW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	
13	Geoff Hempsall	NSW	25	-	-	7	-	-	-	-	-	-	-	-	-	-	-	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	
14	Peter Otten	VIC	-	-	-	-	-	-	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122	
15	Andrew Taurins	NSW	25	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	
16	Pam Watson	NSW	-	-	-	-	70	-	-	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	176	
17	Ross Kelly	TAS	25	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	188		
18	Jayne Amabel	NSW	25	25	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	214		
19	Mark Tolhurst	NSW	35	35	35	7	-	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	219	
20	Alan Watson	NSW	-	-	-	-	70	-	-	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	226	
21	Peter Reed	NSW	35	25	-	7	70	-	-	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	232	
22	Michael Brandt	NSW	25	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	234	
23	Nikki Baker	NSW	-	25	-	-	70	-	x	-	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	262	
24	Ken Long	QLD	25	25	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	268	
25	Graham Dobel	NSW	25	35	35	7	-	-	-	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	289	
26	Simon Brown	VIC	25	25	-	7	70	-	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	292	
27	Andrew Inglis	NSW	25	-	-	7	70	-	-	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	293	
28	John Fraser	NSW	25	25	-	7	-	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	295	
29	George Davidson	VIC	25	35	-	-	-	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	317	
30	Peter Batt	NSW	25	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	328	
31	Henry Stratton	NSW	25	25	-	7	70	-	-	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	424	
32	Peter Eastham	NSW	25	35	35	-	70	-	x	-	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	528	

Notes: x = incorrect but penalty scored separately

B\* - incorrect RP as OOB

G\* - incorrect RP for 2nd time, opposing correct route

C\*, F\*, D\*, U\*, V\* (3rd time), T\*, V\* (2nd time), O\* (2nd time) & S\* - other incorrect RPs

VIA 3 - MC 2 Maximum penalty 70 points

VIA 4 - VIA 5 Maximum penalty 70 points

VIA 6 - MC 3 Maximum penalty 70 points

Q 2 = template - - - incorrect penalty = 1 point

Q 3 = SRM 88 incorrect penalty = 1 point

Q 4 = template - - - incorrect penalty = 1 point

## 2020 CLASSIC RALLY CLUB CHAMPIONSHIP— RESULTS TO DATE

<b>Masters Drivers</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave John- son Historic	Tour d'Course	Sheep Sta- tion Rally	Alpine Clas- sic		
	<b>2 day</b>	1 day	1 day	1 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Lauren Walker	40m					<b>40</b>	<b>1</b>
Peter Jakrot	38					<b>38</b>	<b>2</b>
Peter Reed	36					<b>36</b>	<b>3</b>
Tony Wise	33					<b>33</b>	<b>4</b>
Gerry Both	33					<b>33</b>	<b>4</b>
John Cooper	32					<b>32</b>	<b>6</b>
Andrew Inglis	32					<b>32</b>	<b>6</b>
Robert Panetta	32					<b>32</b>	<b>6</b>
Graham Pettit	28					<b>28</b>	<b>9</b>
Jennifer Navin	26m					<b>26</b>	<b>10</b>
Alan Watson	0						

<b>Masters Navigators</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave John- son Historic	Tour d'Course	Sheep Sta- tion Rally	Alpine Clas- sic		
	<b>2 day</b>	1 day	1 day	1 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Alan Walker	40m					<b>40</b>	<b>1</b>
Valerie Jakrot	38					<b>38</b>	<b>2</b>
Mike Batten	36					<b>36</b>	<b>3</b>
Martin Leaver	36					<b>36</b>	<b>3</b>
Carol Both	33					<b>33</b>	<b>5</b>
Lui MacLennan	33					<b>33</b>	<b>5</b>
Phill Stead	28					<b>28</b>	<b>7</b>
Shane Navin	26m					<b>26</b>	<b>8</b>
Pam Watson	0						



## 2020 CLASSIC RALLY CLUB CHAMPIONSHIP— RESULTS TO DATE

### Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave Johnson Historic	Tour d'Course	Sheep Station Rally	Alpine Classic		
	2 day	1 day	1 day	1 day	2 day		
Competitor						Points to date	Position to date
Murray Baker	30					30	1
Mark Hoyle	26m					26	2
Michael Brandt	24m					24	3
Dennis Oste	22					22	4
	0						

### Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave Johnson Historic	Tour d'Course	Sheep Station Rally	Alpine Classic		
	2 day	1 day	1 day	1 day	2 day		
Competitor						Points to date	Position to date
Nikki Baker	30					30	1
Tanaz Dhondy	26m					26	2
John Learson	22					22	3
Glenn Evans	22					22	3
	0						



## 2020 CLASSIC RALLY CLUB CHAMPIONSHIP— RESULTS TO DATE

Tour Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave Johnson Historic	Tour d'Course	Sheep Station Rally	Alpine Classic		
	2 day	1 day	1 day	1 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Andrew Taurins	19					<b>19</b>	<b>1</b>
Tatiana Bonch-Osm...	19m					<b>19</b>	<b>1</b>
Greg Yates	16					<b>16</b>	<b>3</b>
Warren Herrick	9					<b>9</b>	<b>4</b>
John Croft	6					<b>6</b>	<b>5</b>
Scott Warner	4					<b>4</b>	<b>6</b>
Simon Furber	2m					<b>2</b>	<b>7</b>
Richard Nineham	2					<b>2</b>	<b>7</b>
Jon Dickson	2					<b>2</b>	<b>7</b>
Ted Norman	2m					<b>2</b>	<b>7</b>

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Bucket List Tour	Dave Johnson Historic	Tour d'Course	Sheep Station Rally	Alpine Classic		
	2 day	1 day	1 day	1 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Bruce Miller	19					<b>19</b>	<b>1</b>
Gleb Bonch-Osm...	19m					<b>19</b>	<b>1</b>
Karen Yates	16					<b>16</b>	<b>3</b>
Michael Birks	14					<b>14</b>	<b>4</b>
Glenda Lawrence	9					<b>9</b>	<b>5</b>
Annette Croft	6					<b>6</b>	<b>6</b>
Jenni Warner	4					<b>4</b>	<b>7</b>
Jonathan Loosi	2m					<b>2</b>	<b>8</b>
Henri Hendriksen	2					<b>2</b>	<b>8</b>

11/06/20

## 2020 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 championship event	Note	Contact
21-6-20	AROCA Tour D'Course CC	Cancelled due to COVID - 19	Alan Walker – 0432 511 709
23-6-20	C.R.C. Meeting	Cancelled due to COVID - 19	
3-7-20	F.F.F.F.	T.B.C.	
28-7-20	C.R.C. Meeting	T.B.C.	
7-8-20	F.F.F.F.	T.B.C.	
25-8-20	C.R.C. Meeting	T.B.C.	
30-8-20	Sheep Station Rally	Navigational Assembly	Jon Mansell – 0467 632 735
4-9-20	F.F.F.F.	T.B.C.	
22-9-20	C.R.C. Meeting		
26-9-20	The Shoalhaven Shuffle	Navigational Assembly	Tony Norman – 0402 759 811
2-10-20	F.F.F.F.	T.B.C.	
9-10-20	Free drinks at John's place.	Not really....	
17-10-20	18-10-20 Alpine Classic CC	Navigational Assembly	Phillip Stead – 0412 805 122 Graham Pettit – 0403 308 752 Alan Walker – 0432 511 709
	27-10-20	C.R.C. Meeting	
	6-11-20	F.F.F.F.	T.B.C.
	24-11-20	CRC Annual General Meeting	
	T.B.C.	CRC Annual Presentation and Christmas Party.	T.B.C.

Thanks to John Cooper, Bob Morey, Carol and Gerry Both, Garth Taylor, Tony Kanak, Jeff Whitten