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## Classic Rally Club Officers and Contacts 2019

Position: Name	email	Phone (please make calls before 9.00pm)
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Peter Reed	crc.treas@classicrallyclub.com.au	0418 802 972
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Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
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Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	0403 037 137
Webmaster: Harriet	crc.wm@classicrallyclub.com.au	
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Newport / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Wayne Paterson (Silver)	Blaxland	(02) 4739 0577 (H) or 0418 200 949
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
Glen Innes (Bronze)	Figtree	0409 293 241
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774

[1/11/19](#)

### 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
26-11-19	CRC Annual General Meeting		
1-12-19	CRC Annual Presentation and Christmas Party.	Castlereagh Hall, Castlereagh. Full details TBA	



## Johns Jabber/President's Report

Hi Everyone,

It's that time of the year again for the Club's Annual General Meeting, which this year raps up the rally season, leaving only the Club's Presentation of Championship Awards and the Club's annual Christmas party and Fun Run on Sunday the 1<sup>st</sup> December. I need to know numbers for both events so please let me know ASAP, thanks. It's a free lunch function, something we give back to the members to get them together, celebrate the winners of each Division in the Championship points, celebrate the past rally year and the coming Christmas season. So why not make the effort this year to come along.

On behalf of the Classic Rally Club I hereby submit our November Edition of Rally Directions for the Annual General Meeting, scheduled for the 26<sup>th</sup> November 2019.

With the yearly program coming to an end and the planning for next year well under way, may I take this opportunity to thank all the members who have supported the Club, our events and our Executive Committee who have again, run and organized our Club to the best of their ability. My thanks to both Tony Kanak and Peter Reed, who have been of great assistance to me throughout the year carrying out their administrative duties, and to all the Committee/ Register Reps, whatever you like to call them. Thanks for all your honorary involvement with your duties that keep the Club functioning and in control of our Events/Rallies, our point scoring, our communications and historic registration of our Club members' cars. All of this has combined

to maintain the continuous function of the CRC. I'm very appreciative of your time and commitment, thank you again. Remember, if you have Club Rego plates, renew your membership early, no membership, then your car is not registered. Also, don't forget to fill in your log book before you leave home. I'm told that big fines and points are awarded for not doing so.

Thanks also to all our Rally Directors, without you we simply wouldn't have any rallies, simple as that. This, I feel will eventually be the demise of our type of navigational rallies if we can't keep them or replace these people. Our burn out factor of recent Directors is almost at breaking point, sometimes caused from within. Without experienced navigators that know the rules, regulations and codes of at least Masters or Apprentice navigation, we may just end up with Social and Tour runs. This small group of experienced people are the only ones that, in my option, can produce a standard of instructions that would keep the current crop of Masters navigators interested and challenged and giving the current and potential Apprentice navigators an opportunity to advance to the Masters level, whose numbers are getting smaller each year. Somehow I can't work out Tour and Social, when numbers are extremely poor for one event and massive for another. We have a lot of new and talented Apprentices coming through with good numbers, it would be a shame if we cannot provide quality events to keep them progressing into Masters and maybe one day eventual Rally directors.

There is large number of officials and volunteers that are also involved with our rallies. These people usually give up their time and a chance to compete in the rally so the event can take place. Special thanks to all of you who have provided this service throughout the year. Usually I summarise the past year, but after all the reports that have come though my email on the way to this magazine, I think I can leave that up to you to read all the detailed reports from our Executive and Committee Reps. This has saved me a lot of extra typing, thanks for all the Reports.

*(Continued on page 4)*

Talking about this magazine, the "CRC Rally Directions", it's now been two years since the change to go fully electronic, doing away with the printed / posted mag, and this year being produced monthly, either up on the web page, via email or Facebook notification. I hope everyone has adapted to this format by now, and I hope everyone takes the time to read it, because again in my opinion it is extremely well put together with great articles and photos, with no add breaks, and takes a big commitment to put it out monthly for you. A massive thank you to Bob Morey, Editor since 2011, who this year will be awarded my President's Award for Service to the Club. Bob has been the Editor on and off for 8 years, semi retiring from the position for a short while, while Jen Navin took over, but continued to assist her along the way with her sometimes daunting learning curve. My sincere thanks also go to Chris McDonald who did not hesitate to put his hand up when Bob announced his permanent retirement from the editor's position. One of my questions to Chris in his interview for the position, having gone through his resume, was "why do you want the job," and his comeback with what I consider music to my ears, "well, I've been with the Club for many years, enjoyed it and feel like it is time to give back to the Club for some of the enjoyment I have taken away from it. " Give back to the Club! My Thanks to all those that give back to the Club I hope some new blood or past members might consider this when next a position or duty is required within the Classic Rally Club.

Actually, we do have a position this year to be filled, that being the Event/Competition Secretary, which has become vacant due to Tony Norman stepping down from the position and not re-nominating for next year. This position is supposed to organise rally dates for the next year's calendar and also entice new Rally Directors, confirm with the Executive and stay in front of the current year planning for what's to come and help promote the upcoming events for the current year. Many Thanks to Tony for all his hard work. This position of Event Secretary was not created until 1996 when the then new President, Brian Cooper, appointed Tony Hudson to become the first Event Secretary, to co-ordinate rally dates within and between other clubs. He did it for two years, the position was vacant for 1999, I took the job on for

2000/2001, Rob Mifsud did it for 2002/2003, followed by Peter and Sharyn McAlpine in 2004 who introduced the Club's first driver training day at Wakefield Park race course and each year after that until 2009, with President Lui looking after the rally calendar. Then that's where Tony comes in, 2010 he took over the running of Wakefield and eventually progressed into the rally date/calendar role, so ten years is pretty good in my opinion, thanks Tony! I hope I see a large number of hands go up when nominations are called for at the AGM, we could even have a vote, something we haven't had for a long time.



What a strange land we live in, extreme bush fires, extreme drought, and now snow in November. Many of our members recently competed or officiated in Targa High Country, a Tarmac Targa rally, and were greeted with a heavy dumping of snow and very cold and wet conditions for the rally. Unseasonable for that time of the year. Congratulations to all that competed and got out safely and unscathed with lots of trophy plates awarded amongst you. Not so good was the unfortunate cancelling of the Australian leg of the WRC rally in Coffs Harbour due to the bush fires. I can't imagine the work and monies that were put into the last WRC on our shores only to be wiped out. A sad loss to our sport.

As the Club and a lot of our members progress through the years, growing old gracefully, we find our sick list grows as well, my thoughts for wellness go out to all those that I am aware of, and those that I don't, suffering from or managing with some sort of illness. I have recently contacted a few of our members and friends in this position on my list, which I won't make known here, but if you need info on or can update me on someone's condition I would

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appreciate it, and I can pass on to anyone making enquires. Good health to all our members, family and friends. I had an email from Chris Haigh, ex-President Jaguar Drivers Club, ex- Director of some of the Jaguar Mountain Rallies, keen collector and driver of all things Jaguar and close acquaintance of the CRC. Anyway, Chris was at the SAN hospital having his 61<sup>st</sup> infusion of the immunotherapy drug for his duodenal cancer where he was reading the latest edition of the SAN Hospital newsletter, which has the story of our donation for \$2000 for new trollies in the cancer ward. Chris wanted to congratulate the Club for the donation, which was mainly made possible from the Heather Dux Alpine Rally raffle last year. Chris is in a stable condition, sounds thankful and OK on the phone when I rang him to wish him well and chatted about all things past and present. Unfortunately, we lost one of the main stalwarts of the CMC (Council of Motor Clubs) Tony Deluca, who sadly passed away this month with Cancer. Our thoughts are with his wife and family. On the subject of raffles, you will find a farewell story in this mag from Heather Dux letting us know that she and Don are retiring from our rallies. It's been a privilege and a pleasure to share all these years with these two amazing people doing CRC events. They are very well liked and respected amongst our crowd and from me personally and all the members we wish you both wellness and good health. We hope all will be good with the Driver. Heather generously provided and donated prizes for the annual raffle at each year's Alpine Classic which has resulted in many thousands of dollars being donated to many worthy causes and charities. We will miss you two but I'm sure the jug would be on or a beer in the fridge if any one of us were to be passing through their town of Stanthorpe up there in Queensland. This year we were able to donate \$1000 to Heathers local RFS who were very active with the recent bush fires close to them, love and best wishes to you both.

I assume there will be lots on the recent Alpine Classic Rally in this magazine and don't forget trophies will be presented at this coming November meeting. The Alpine with its longevity has now developed into one of the great well known navigational rallies. The great

drives, giving participants some of the best driving roads, now being completely different each year, with different venues for overnight stays, meals and stops. The standard of presentation, safety, organisation and enjoyment has gone to another level over the past five years. In my opinion it is unsurpassed by no other rally of its type, all to the thanks of one man, ideas man Ross Warner. His commitment and yearly planning and enthusiasm to the Alpine is so high that he would almost live and breathe it, dreaming up the route for next year and running them by me throughout the year for my comments. He would put hundreds, yes hundreds of honorary hours into its planning and organisation each year. He has dealt with all the red tape, regulations, getting approvals to put the show on the road, dealing with all the required authorities, building up, promoting and maintaining the standard of entry numbers and prestige this event has achieved over 21 years. My special sincere thanks go to Ross Warner for all his efforts, time, personal and his business monitory costs, contributed to this rally happening over the past 5 years.



Ross has a philosophy of reminding me when I get stressed or upset over somethings or someone during the planning and running of the Alpine, that "it's supposed to be fun, don't worry just have fun." Unfortunately, not everything is fun and the fun doesn't last for ever. Our efforts to try to do the best for everyone voluntarily and please the masses sometimes take a backward step with some confrontation or demands due to minor oversights or mishaps that are out of our control or in our attempt to please all. These

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are considered by some (sometimes under the effect of alcohol) to be our fault and wrong, not to their liking, and they need to express their disapproval. Ross has put his heart and soul into the past 5 years and I think his patience with some, his drive to continue, his passion to provide the best rally event he can each year, appears to have diminished this year with the burn out factor kicking in at the Saturday night meal function when he announced his shock retirement from running the Alpine Classic. Maybe the fun had left. My thanks to all his team of family, officials, workers, staff, contacts and suppliers he has put together over those past years, and to the large numbers that competed, hopefully enjoyed and had some fun on Ross' Alpines. Thanks for the memories.

So, to next year, the position of Rally Director and Clerk of Course is now vacant for the 2020 Alpine Classic Rally. We have a proposed date, the 17/18 October, how many hands will we see go up for this position? Ross is willing to pass on his extensive data base and knowledge and all the gear to the new crew who can have the ability to pull this off. Maybe some fresh ideas to set a route, write 3 levels of instructions, have them checked, send out all the submission packs to gain all the approvals, arrange start/finish locations for each day ,breakfast, lunch and safety rest stops, all meals and Saturday night function, buses, accommodation for all, hopefully a motorkhana, entries, scrutineering, and a team of officials. Not sure who, but I would hate to see the tradition lost from the CRC.

Don't forget to be at the November AGM meeting, Alpine Trophies, short elections with all the current Executive re-nominating for a least another year, and don't forget to contact me re Xmas party numbers. Rest up over Christmas, prepare your car and get ready for a big bright 2020 rally season.

May you all have a safe, enjoyable Happy Christmas with good health to you and the family, Merry Christmas and a Happy New Year, from Wendy and I.

John Cooper  
President.



# HEAR YE, HEAR YE!

## IT'S TIME AGAIN FOR THE CLASSIC RALLY CLUB INC ANNUAL GENERAL MEETING

**Date:** Tuesday November 26<sup>th</sup>, 2019 commencing at 8pm- prior to the usual monthly meeting.

**Place:** Denistone Sports Club 59 Chatham Rd, West Ryde.

**Agenda:**

1. To accept the minutes of the 2018 CRC AGM,
2. To receive the summary reports on 2019 activities from the CRC Committee,
3. To elect the CRC committee positions of President, Secretary and Treasurer for the period to the 2020 AGM (note the current committee is eligible for re-election and has indicated it is prepared to stand again for the next year).

If you are potentially interested in assisting with any roles for the club action- but won't be at the AGM to declare your interest, could you please contact the secretary on 0419 233 494 so your interest can be noted at the meeting.

4. To set membership fees for 2020.
5. Any other business, in accordance with the Club rules.



# CHRISTMAS PARTY

## CHRISTMAS LUNCH and PRESENTATION OF TROPHIES

WHEN— SUNDAY 1ST DECEMBER 2019 FROM 12 NOON

WHERE—CASTLEREAGH HALL, CASTLEREAGH ROAD CASTLEREAGH

CRC members free (small charge for non-members)

BYO DRINKS

RSVP to John Cooper 0414 246 157

or email [westco5@bigpond.net.au](mailto:westco5@bigpond.net.au)



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



# THE BUCKETT LIST TOUR

29 February

1 March



The first event of the Classic Rally Club championship calendar for 2020 is The Buckett List Tour. This is a two-day event starting in Wyong on 29 February with an overnight stay in Forster-Tuncurry and then finishing in the central Hunter Valley area.

Lots of great driving with most roads not used by the CRC in the last five years, including, of course, bits of the Bucketts Way. The event will include the usual competition categories and a social tour run.

Book your own accommodation in Forster or Tuncurry, but most importantly, put the dates in your calendar.



## 2019 ALPINE CLASSIC RALLY

OR

### Thanks for the Memories

**Heather Dux Car 63**

**2008 Volvo VVO-08**

In December, 2004, just before Christmas, the Driver was diagnosed with aggressive prostate cancer. His PSA reading was 395, just a tad on the high side. As you can imagine, this was a life changing moment, so he decided that he would do something he'd always wanted to do. We bought a clapped out Triumph 2500TC. He has always loved cars and driving, in fact he courted me in about every used car yard in Brisbane; he's so romantic or I must have been desperate. Anyway, something worked because we're still together after 61 years and thanks to a brilliant Urologist, he was eventually told he will die with prostate cancer, not from it. Best news ever!

By the middle of 2005 we had upgraded the 2500TC to a much better 1970 Triumph 2500PI of the beige persuasion. While reading one of his motoring bibles, the Driver came across an article about the Alpine Classic Rally to be held the following October. That began the rot, but what enjoyable rot. Complete newbies, we had no idea what to expect. No trip meter, just a lot of little sums all over the rally directions and an exhausted navigator at the end of each day. But we loved it.

On the Saturday night dinner, we were very touched when Lui McLennan and Jeff West came to our table and made us feel welcome. Of course, Jeff was promoting his Riverina Run for the next year but his welcome was genuine. Jeff Whitten was also planning his Forest Classic Rally to be held early in 2006. That we had to drive from Stanthorpe in Queensland to attend these rallies didn't faze the Driver; it was just a great drive followed by some cracking roads made for a weekend of whizzing around mountain bends and generally giving the Driver a reason to go fast until the stubbies in the Esky on the back seat began clinking. Nearly an alcohol tragedy! We did both of these rallies each year until Jeff and Peter Witton and Jeff West pulled the plug.

Not only did the Alpine provide us with untold enjoyment, it also gave us some rally children. We connected so well with the Cales, Youngs and Farrells at our first rally in 2005, that we claimed them as our rally children, all of them being young enough to be our children if I had been a bit precocious. Not having any grandchildren, we are quite happy to claim any offspring of our rally children as our own; we have even offered to adopt Heather Brumby but Steve and Kirsten don't seem to be keen on that idea.

One of our rally grandsons-in-law and two of our rally great grandsons took part in this year's Alpine Classic. They had a ball but we haven't been able to persuade the young ones to listen to proper music from the 60s and 70s. They don't know what they're missing. I think they have got the rally bug as well. Our debriefing at the Tarana Pub on Sunday night was a scream. Jenny, her daughter, Julia and Josh and Julia's two other boys and a girlfriend met us there. There were eleven of us and thankfully, we had the back room to ourselves because we were very loud. Even geriatrics can be noisy. At the 2005 Alpine Eric and Jenny kindly invited us to stay with them at Meadow Flat before and after the 2006 rally. Those were the days when the rally began and ended in Lithgow. We have done this most years since then. Always, Sunday night dinner was at the Tarana Pub. Even when the rally is held in Goulburn and surrounds, we have headed straight to the pub for a feed, even if it is late. We really appreciated the down time at Meadow Flat before we head home and some catch up time with the rally children.

Since 2005, we have only missed on Alpine in 2011 due to illness. Over this time we have been is awe of the rally organisers. In the past few years we have prepared a pretend rally for the local historical vehicle and machinery group as part of their Winter Run each August. This apology for a

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rally is under 200 km, lasts less than two hours and has no distances, but we know just how much effort we put into each one, so we dips our lids to those brilliant and devious minds which can provide three levels of top rallying while devising tricky questions and directions. Not being in the least competitive about scoring a spot on the podium, we just tried our best. Our goal was to enjoy the drive, shake a few cobwebs out of the brain box and still be married at the end of the day. We always enjoyed the exercise and were more than happy to abide by the referee's decisions and suck up any disappointments.

We have decided to retire from rallying, this 2019 Alpine being our last. Health issues are affecting the Driver at the moment which have to be checked out. We will miss the third weekend in October terribly but maybe we will catch up somewhere along the way. So, thanks for the memories of wonderful friends, magic moments, dreadful cockups, appalling scores and some truly epic stumbles. We loved it. At Jeff Fenech said "we luv yez all".



## The 2019 Apline Classic....



Firstly, thanks for the large number of positive comments and encouraging feedback we have received since the event concluded.

The next thing I would like to mention is how fantastic our officials team was again this year. We come up with the crazy ideas and they just give it a go and try to make it work. Most things worked, well as far as the performance of officials is concerned they did. More about the things that didn't work later. Thanks also with my mate John, who just shrugs his shoulders and says "why not, let's do that too".

We had 78 entries this year, although 4 crews had to drop out before the start. These entry numbers are consistent with 2018 numbers, as was the ratio of Masters / Apprentice vs. Tourists / Socialists. Our first year, 2015, we had 61 entries with about the same number of Masters / Apprentice entries, so the growing market appears to be Tour and Social Tour. Interestingly many of the names in the Masters / Apprentices back in 2015 are different to 2019. It appears that there is a path from Tour, to Apprentices to Masters.

Planning for the 2019 event started around January this year when Kim and I went for a drive in the Jag during our Christmas break. We had a good idea of where we wanted to go and which roads we wanted to use. Unfortunately my ambitions exceeded the amount of time available for a two

day event and I had to trim considerable distance to come back to the 900 km that we used. A bit of a shame because there were some great roads that we missed out on using. Still, all things considered, I think the roads on this year's event were more than suitable and we had lots of positive feedback in this respect. My favourite section was 2a just after lunch on Saturday. If your driver didn't enjoy those roads (just after turning of the express way) then they are very difficult to please.

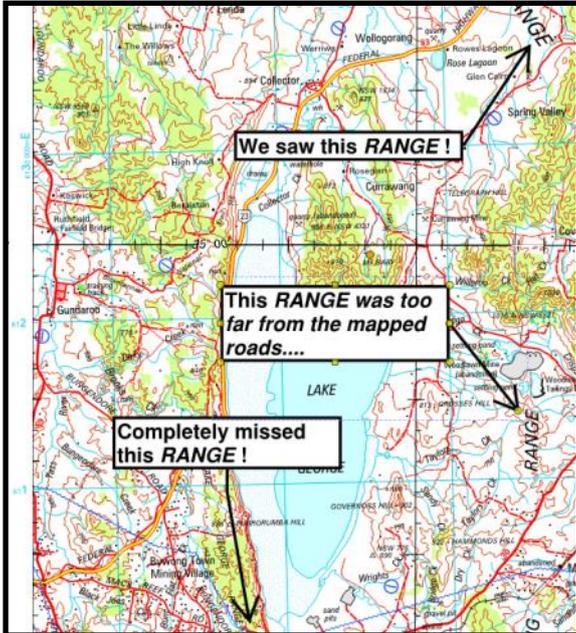
We had some difficulties with obtaining approvals this year, in part because of another event in Murrumbateman that we knew about and had proposed to skirt around. At the last minute (actually on the afternoon our CAMS event checkers, Gary and Wendy Maher had just driven the route it in the morning) we received an email from Police asking us to change the route. We did some quick thinking, revised the route and would you believe Gary and Wendy were able to re-drive the revised route on their way back the next day. A big effort on their part and very deserving of the section being renamed in Gary's honour.... yes, that is how "Gazza" was born.

The feedback in respect to the difficulty of the instructions this year indicates that Masters may have been a little on the challenging side, whereas Apprentices was about right and TOUR, well, we tried some different methods this year that quickly separated the field, and yet still had one clean sheet! We hadn't meant to deliberately cause anyone to get lost, we thought that everyone would be able to follow just the "Alpine says" instructions and only expected the "Apline says" to catch a few crews. We never anticipated how

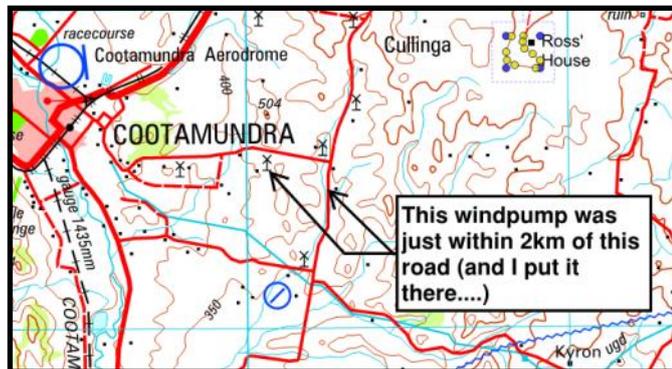
0.1	0.0	Alpine says SO XR onto Victoria St
0.2	0.1	Alpine says KR onto Camp St
0.5	0.3	SO onto Camp St
0.5	0.3	Alpine says TL RJ towards Gundaroo
10.5	6.5	Apline says TR RJ onto Shingle Hill Way
17.2	10.7	TR To Marked Tree Rd
20.1	12.5	TL RJ onto Yass River Road
42.3	26.3	SO RJ

effective Apline would be.

What didn't work? well.... I guess the PA on Saturday night is an obvious example, the rogue *RANGE* that we hadn't seen on the Goulburn map gave some crews a bad time, I had missed a "windpump" that was within 2km of the route and caused the correct entry direction into M6 on



Saturday to change (for Masters anyway). Oh, and telling Masters and Apprentices to TL when I meant



TR didn't help anyone (sorry everyone). There was

	VIA 5	505	
			Cross a Powerline (110 kV)
62.8	39.0		TR onto an unmapped road
75.0	46.6		TL onto an unmapped road
78.1	48.5		TL onto an unmapped road
			mapped road at a TJ. The
			Pass Windpumps no more
	VIA 6	A RJ at GR 59311650	

**Oops, should have been TR.**

a problem with the shirts that I won't mention (oops, I think I just did). The second bus pick up appears not to have happened, and if anyone is ever considering trying the old "there may be some clues in here" trick to try and get people to read your documents, DON'T DO IT, because some people will take this as a personal challenge and email you details of each and every minor mistake you may have made in the document....



Some time between when Gary and Wendy drove the route in mid-August and the running of the event, the local Council decided to change a sign that we had used for a question. The original sign was "15t AND OVER". The new sign said "LOAD LIMIT 15t". When we drove through doing set up, I just said to Kim, something like "there should be a



15 tonne sign..." , again poor attention to detail. Should have put up an upside down VRC!

Remarkably, there is no way of not knowing about the things that go wrong during an event like the

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Alpine because it seems that there is always someone waiting to let you know about any detail that went wrong (no matter how insignificant), I think it's an ego thing. Unsurprisingly, red wine appears to help some people's ability to recall and recount the various shortcomings.

What worked? Hmm. I think the "Apline says" worked, and despite what some individuals believed (Mr red wine included), "Apline" was not a typo, it was deliberate, otherwise why would we have placed a passage control complete with redirection instructions explaining the mistake and just in the right location to catch errant crews. There was a trick here for Masters and Apprentices and we had a couple of them as customers at the same passage control. I think the motorkhana worked and we have received great feedback on all the meal stops as well. Friday night dinner at the Lilac was apparently a little slow... but we didn't organise that (thankfully).

I think the Average speed / Regularity tests work. Some crews cleaned both, so it was possible. We had a Z board out there during the Regularity that almost nobody saw, with the exception of two Apprentice crews (understandable because they did get a hint about a realignment).

On the subject of "Z" boards. We used a couple of passage controls on the incorrect route this year. One was located just south of Gundaroo in section 1b (a very popular control staffed by Renai, Ashley and Ivy) and the other was John and Wendy Cooper's control located just before Bowning on Sunday afternoon. Each of these controls issued redirection notices to crews who entered, with the



Gundaroo control almost running out of notices. In my mind, a passage control that issues redirection notices is no different to a "Z" board that also issues a redirection notice, except of course "Z" boards don't need overnight accommodation, meals, shirts, hats ... I'm sure you get my point. "Z" board are an inexpensive and effective way of checking if crews are on the correct mapped road (or not). Long live "Z" boards.

To summarise, events like the Alpine Classic are meant to be challenging and fun. I know that some of you were challenged, I hope you all had fun. For me, it was perhaps too challenging and not enough fun. I think that attention to detail is important for competitors (if they want to do well) but it is just as important for Directors (and this is perhaps not my strongest attribute, sorry).

We hope to see as many of you as possible at the presentation, come along and congratulate the placegetters, they really deserve it.

Ross.



Where did that sign go?????

What do you mean? There it is!!!!



## The Jakrots Conquer The Alpine

We are extremely chuffed to have won The Alpine in Masters, having won it in Apprentice three years earlier, and feel especially privileged to have won not just the premier event of the CRC, but one set by the most devious of course directors, Ross Warner. Thankfully we did not win on day one and incur the curse of the YCoD.

Peter and I joined up in Campbelltown Friday afternoon, as he flew back from Mildura and I came from Cairns. So we were pretty worn-out before the weekend even began. We stayed in the new Carlton Suites in Goulburn which met our needs, but was nothing fancy. Saturday morning we were car number 2, after Robbie and Hendo, so soon were on our way. We elected to drive the initial route instructions and then stop to map in peace to get away from the local community pipe band, who were lovely, but set up right next to our car which made it hard to concentrate.

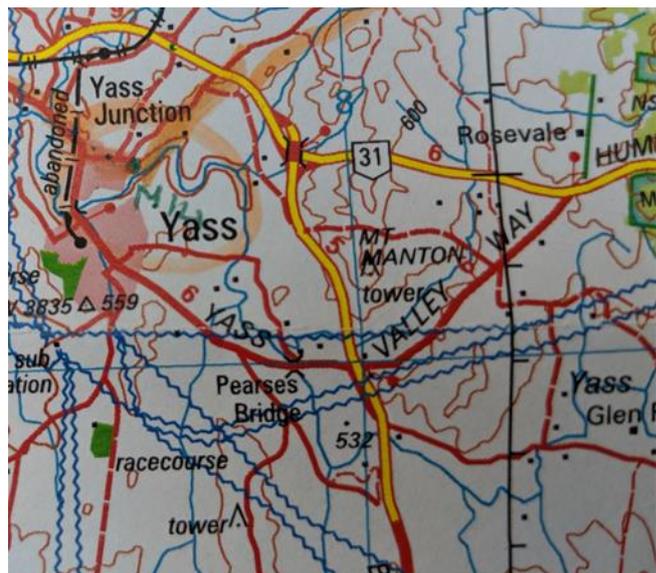
We headed off confidently and it wasn't long before I told Peter to turn right before Wakefield Park (a landmark he knows well from his car racing). With the promise of some great driving roads we were looking forward, with trepidation, to a great rally.

It was a common sight across the next two days to see a number of cars together at the side of the road, where Ross's instructions encouraged a gathering of minds. An example was the missing observation (a picture of which was later posted on FB) for: `_ _ _ A_D_O_E_`, which as we discovered from the subsequent observation, was guessable! This junction saw a gathering of many cars, navigators scratching their heads. Martin told us he would go back but instead continued on, go figure. We looped around checking alternate routes, but to no avail. Continuing on, we soon found the next observation (how did Martin know?), where the answer looked nearly identical, and then realised

that as this answer was "8t OR OVER", the answer to the previous observation must be "15t OR OVER", as Val had noted a sign with "<15t" written on it. We contemplated writing this down for the observation however Peter insisted that if it was not written as expected, we could not surmise, and left it blank. Later, we heard someone found a "15t OR OVER" sign on an incorrect road but at the correct distance, very clever of Ross.



Passing the Y in Yass proved to be the tricky part of the Saturday morning run. I first found YASS, then Yass (which nearly got us with a false Z) but realised just after we pulled up before control, 10 minutes early and 5km short, that we should have passed Yass! We went back and were well rewarded for our efforts, although now late. We suspected Lui might have missed her own P board as we passed her on our way back.



Four "Yass" to choose from and easy to use the wrong one.

*(Continued on page 16)*

As I'm sure others noticed, the flies were something else! We watched poor Garry Maher at one of the controls, doing a constant Aussie salute, to no avail.

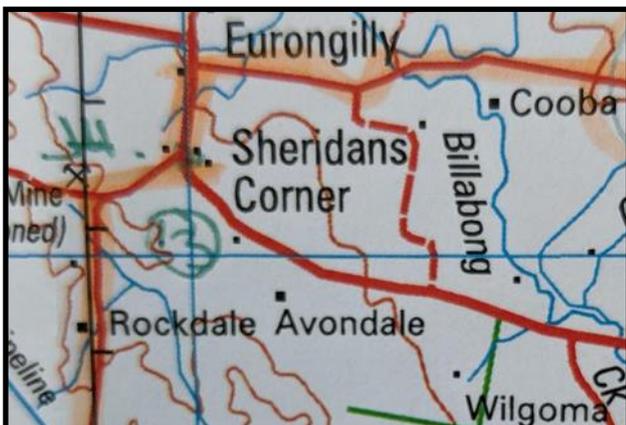
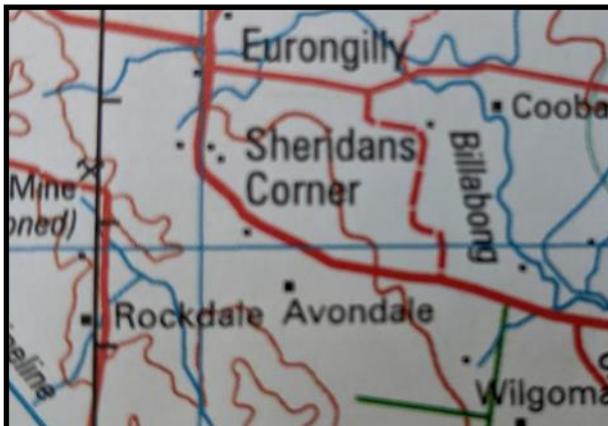
In Masters, Ross kept trying to find ways to trick us. Some of the challenges he threw our way were unmapped roads, Z (redirection) boards that looked too obvious, missing observations, vias out of order and "doctored maps" - see pictures below.

Ross also kindly used WhatsApp to alert us to Sheep at 33km and Cattle at 55km. This was spot on and helped to confirm we had gone the right way.

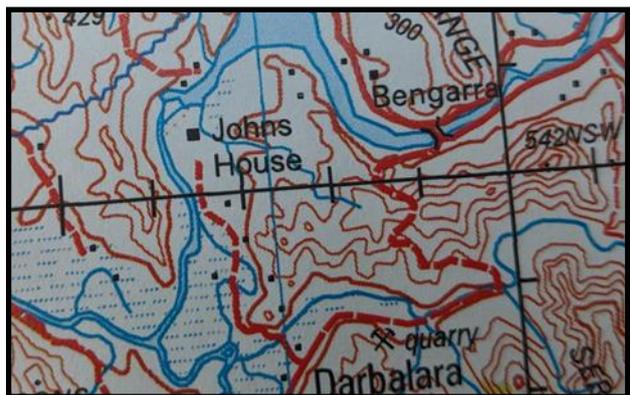
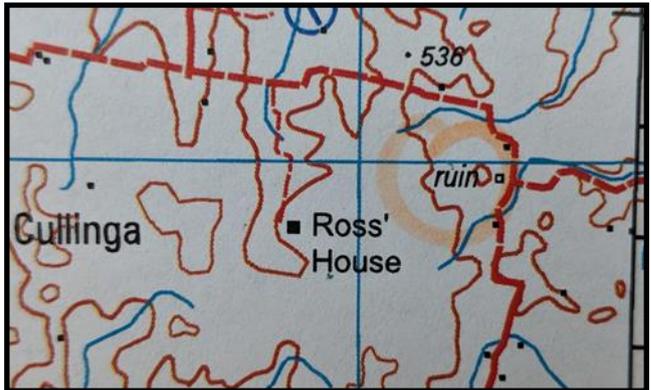
Val, the pedantic navigator, noted in the results that the order of the top four positions in Masters were the same for Day 1, Day 2 and when combined, irrespective of the very entertaining YCoD!

kms	mis	Instructions
0.0	0.0	M10 Zero at control.
		✓ VIA 13 RJ nearest to <u>S</u> heridans Corner
		✓ VIA 15 A TJ, TL
		✓ VIA 14 A XR, exit to the S.
		VIA 16 A XR, TR
		Pass Urban recreation parkland three times in a
67.5	41.9	M11 On a Secondary road sealed that is between U railway Bridge. This is a "walk in" control. Park in the vicinity

VIAs out of order



Sheridans Corner on Cootamundra map (top), with a road added on the Wagga Wagga map (above). This proved to be an extra challenge, in the middle of the average speed section!



We passed Ross' House near a ruin on the Cootamundra map, and John's House on the river on the Wagga Wagga map. Neither of them invited us in for a drink! Good thing we had the picnic basket in the back!

It was lovely seeing so many rally cars enjoying the fantastic driving roads. Everyone was courteous and polite, nobody blocked observations or pulled out unexpectedly. We were at one point so enjoying our drive that we drove straight past an observation, even as two other cars were pulled over. Mike Batten saw our mistake and gave us a friendly wave, as after all, we are only human.

(Continued on page 17)

The longer into the event, the more mistakes crept in due to the navigator's tired brain. Well, that's my excuse for approaching John Cooper's passage control. If I had committed the road between Bowning and Binalong to memory on Saturday (like Mal and Martin), it may have been some help. It didn't feel right, but Peter didn't say "no" either! Nothing like a WD to send a few shockwaves in the car and we both said "there goes the Alpine". It took us some time to recover from the feeling of having done a WD.

There were numerous occasions during the rally when we were not sure of where we were, and

everyone was friendly and helpful. This is one of the aspects that makes the CRC so special.

Big gratitude to Ross, John and their families. To all the officials and helpers. The volunteers preparing and manning the various breakfast, lunch and dinner venues. To all the other competitors, and especially we take our hats off to the Masters crews, as they are formidable yet most enjoyable co-competitors.

Peter & Valerie Jakrot, 1986 Porsche 944



## 2019 Alpine Fun

When one thinks of Classic Rally cars and events with roads made for drivers and navigation made to stimulate the left seat driver, then the Alpine has certainly been the test for as long as I have been in the Classic Rally club. All the other events succumbed to new and improved regulations trying to make it harder for the rally director and ultimately dropping the average speed challenges. So it is only The Alpine that pits you not only against the Rally Director's mind but against a clock that would count down the time (ever so loudly) with each passing minute swiping a point from your score, increasing the tension in the cabin, frustrating the driver who was doing his best and giving the navigator a black mark for thinking too long and hard.

But in this context, Mal Sinfield joined me to compete in Apprentice Class in the 2019 Alpine Rally. As emergency last minute replacements, we did not expect too much from the other and the replacement of the intended sporty and fun, lightweight turbo Ford Focus RS with one of the heaviest, least fun and cheapest cars on the road, the 2004 Ford Explorer V8 further lowered our expectations considerably. And so in the spirit of the event we repeated the perpetual rally mantra of "We are here to have a couple of days fun and not take it too seriously" In fact we continued to think so throughout the activities of the first day that took us back and forward across so many new



rally roads and turning a 2 ½ hours comfortable drive from Goulburn to Wagga Wagga to a heartbreaking 8 hour endurance Sudoku-Crossword to achieve the same result. With 78 cars lined up and after being piped away at the start, The eclectic haggis mix of cars could only be described as an incommensurate field of the loved and unloved bastardry of motor vehicle



products. This was spot on for Matt Bryson's "Creation of Frankenstein" 1938 Buick straight 8, the McAlpines "stolen from celluloid" Mad Max Impersonator and a brace of English-American Tigers, more so than the fine pedigree of Jaguars, Mercedes and Porsche that graced us with their presence.

Yes we never thought too much about the event except to confirm that we were on the right track and worry less about arriving on time. Indeed, when the navigator states that you have 36 kilometres to go in 5 minutes, your mind quickly works out; "that's not out of the question" and you proceed at 100km/hr along some newly paved roads that look like they've never experienced this kind of rabble in their short and well maintained life. The 5 mins soon becomes 1 minute yet the 36 kms has only come down to 30 kms. The reality hits your confused mind, that's an average of 180km/hr because 30kms in 1/60 hr (1 minute) is  $30 \times 60 = 180$  kms an hour so were safe, we can be 59 seconds late without penalty.....OH NO!  $60 \times 30$  is 1,800 kms an hour.. were done, so caught with another penalty (20 mins) we joined the rest of the disappointed at the fabulous dinner prepared to us in Wagga. We knew we had not lost many points on Questions, Controls or VRCs but were resigned to having come last through our slower than expected travel times.

But what a surprise to find that persistence paid off and despite losing so many time penalties, we were ahead at the end of the first day!

So after a great night's sleep and with a new lease of life we continued to make exactly the same mistakes as the day before, to turn up when half the field have left and drive miserably home. But due to some complex mathematical equation that only The Devil and his 2IC, The Rally Director know we were still leading and unexpectedly won the Apprentice class of the 2019 Alpine Classic. Thank you to everyone who participated, "Somehow you made us look good"

**Dominic Votano**

## The Alpine Classic 2019.

Anzac Park, Gundagai.

Lest We Forget

**There is an ending to every thing but we never forget.**

The Alpine Classic 2019, has marked a line in the sand for future Alpine Classics. After five very successful and fun filled Alpines, the rally of 2019 marked the end of the Ross Warner era as the Alpine Classic Rally Director. Announcing his decision on Saturday night at the dinner was a surprise to all but not for Ross. The decision was final, the decisiveness in his spoken words was quiet and sure. He was handing over the reins to the next incumbent with the assurance that he would give full support and assistance during the transition.

I recollect the amazing Warner Alpines of the past and immediately recall Hill End. For me it was a real trip down memory lane that one! I think back, many, many years ago, when I was



there with my family having a long weekend break after the HSC trials in 1973. That seemed like an eon ago and standing in the dirt streets of the township I saw that nothing much had changed. Hill End was trapped in a time capsule, unaffected by the modernism of today. Although they did have great coffee in the bakery, the modern and flashy coffee machine gracing the old pine bench of the bakery.

Then there was the Alpine at the Dish in Parkes. Somehow Ross had organised the Saturday dinner at the Dish and again this is a place that is untainted by the passing years. Still set in the middle of a sheep paddock, the Parkes radio telescope is an icon of Australian science. It was one of several radio antennae used to receive live TV images of the Apollo 11 moon landing. It is probably the only radio telescope that has been used as a cricket pitch!

We had a great night.

The rallies were always quirky, with a bit of fun and uniqueness thrown into the mix. The 2019 tour saw the introduction of Alpine Says or Apline Says, which meant that you did not have to do it. And how could you forget the amazing lunch stops? Being serenaded by the local brass band whilst you devoured beautiful sandwiches and cakes from the local CWA and one will never forget walking out of the Soldiers Club on Saturday morning to start the first leg of the



*(Continued on page 20)*

Alpine 2019. We were entertained by the great music from the Pipe and Drum Band. Could they play the pipes or what and to see two young girls, drum sticks in hand, learning the new skill of drumming was very special. That final lunch on the final day of Ross' final Alpine Classic at the St Clément's Retreat Monastery, Galong was amazing. I drove up the long drive with the sheep grazing on the verge to this grand, old and graceful building welcoming us. The beautiful flower gardens, green lawns and old stately trees provided the perfect place for a bit of lunch before we set off to finish the final leg of the Alpine Classic 2019.



Ross always managed to find some sensational roads to rally on and this Alpine was no different. In fact, for me, it was terrific driving. I got a real buzz driving the Porsche 928 GT and managed to get the old girl travelling pretty fast. She loved it, taking the corners with such ease. So much so that my navigator got quite upset with me for not manoeuvring the car to miss a lizard on the road. Unfortunately, I just clipped it leaving the car behind me to clean it up. But.... not far down the road the car in front had slowed down and not for a question. There was an echidna on the road slowly finding its way to the road verge. He took a few minutes to do so and I made sure that he was safely on the other side, well into the grass before I moved off. Appeasement for the Navin crew was found.

We will never forget Ross Warner's Alpine

Classics.

'There is no finishing line... so love the journey'  
*David Weekly.*

There were times when I believed there was no end in sight, no finishing line for the rally but you just have to love the journey.

Thankyou Ross and John for the hard work and effort you put in to make this Alpine Classic so special and memorable and not to forget the officials who make it all work. Thankyou.

The Alpine Classic is always Known for the Heather Dux Raffle. It is an annual tradition with the club, Heather and Don making the journey from their home in QLD carrying the precious cargo that makes up the raffle.



The first Alpine Raffle was held in 2007, two years after their first Alpine. Heather wanted to raise money for charity and saw the rally as good opportunity to do just that. So, with the blessing from Lui, who was the Rally Director at the time, the inaugural Heather Dux Raffle was run with over \$1000 being raised which went to the Westmead Children's Cancer Unit. Each year since, apart from a hiatus in 2011 when the Duxes were not able to make the rally for health reasons, Heather has provided her raffle, the proceeds going to a charity that was decided at the time to be appropriate. Her exquisite homemade pickles, condiments and jams, a

*(Continued on page 21)*

couple of bottles of local wine, Heather's special Christmas cake and a piece of exquisite local craft make up the prizes which are very much coveted. I have bought so many tickets over the years in the hope of winning something with no such luck, which is tragic, because this Alpine was the last for Heather and Don.

Another line has been drawn in the sand.

2005 saw the Duxes, in a beige 2500 Triumph, driving their first Alpine Classic and over the ensuing years the cars have changed in colour and model but they have all been Triumphs. The 'Green Lady', a British racing green Triumph 2500 PI, did not make it to this Alpine, Heather and Don completing their final Alpine in their 2008 Volvo S60.



Don sees this as an end of an era, an era that commenced because of his love of classic cars and the need to follow a dream. 'A case of arrested development' is how Don puts it but now, after fourteen years of rallying, initially competing in four events a year, the development is now arresting them both and they have finally grown up. But both Heather and Don still say they are not old enough to belong to the senior's club or go to the senior's concerts and don't even mention the bus tours!

I asked them at breakfast on Sunday, over our tea and toast at the Wagga Wagga Show Ground, whilst watching other competitors who

were still affected by 'arrested development', race their cars around the witch's hats, how they were enjoying their final Alpine Classic and other past rallies. Heather was quick to say that the rallies were always lots of fun and they never entered expecting to win anything, although in the Forrest Classic, Tour Division they did come third ...by default. Don just muttered that they had lost more points on Saturday than in the last thirteen years and his blood pressure was up!

Is that the end? Will we see them again? "Yes of course. Maybe as an honorary Alpine Classic entrant."

An era has finished and the line has been drawn in the sand. A new decade looms and we roll into 2020 not knowing what lies ahead for the Alpine Classic in the ensuing months but definitely sure that we will be driving those magnificent roads out in country NSW in cars that we love and cherish, since that is what makes this club so special because;

'Challenges are what makes life interesting and overcoming them is what makes life meaningful.'  
*Joshua J. Marine.*

**Jen Navin. Driver, Black Porsche 928 GT**



## Alpine-Weiss and the Casquette Jaune

### Martin Leaver

A 'fun fact' from the Alpine this year is that the Masters top three crews are all Alfa Romeo club members, but none was in an Alfa. Cue jokes about reliability. Harry's 916 GTV didn't help, having a minor coolant issue that looked more dramatic than it was at the start. Since Steve Blair was in a Falcon rather than his usual white E30 BMW, I knew that I had first place in the Alpine-Weiss BMW category won provided that we finished. Small victories are nice as I haven't done particularly well in the Alpine previously, and after a slow start struggling to find a red 21 in one of the first instructions, we were well behind time almost immediately. I found an early realignment Z board, but then hardly any boards for the day, so it was a surprise to me when Ross told me at dinner that I'd had a good day and we'd be getting the yellow caps.

The last time Andrew and I did a Classic Rally Club event in an Alfa Romeo was the 2017 Alpine, where a distributor problem meant that we didn't really get going in Division 4 that day, which ran from Tumut to Yass. Ross' route this year revisited some of the roads that we missed two years ago. I had a vague recollection of Ross writing, post the event, about a great road after Jugiong that needed a dirt road to get to it. The Berremangra Road is the road Ross was referring to, and we drove it in the opposite direction this year coming out of Bookham. The part-dirt road used is the McMahons Reef Road, which at its south-western end goes to the east end of Jugiong.

I've since driven both of these roads having joined a Fiat club run to Harden and Jugiong. I then showed them a detour on the way home. I think the rough dirt on McMahons Reef Road was a bit more than they bargained for, but they enjoyed Berremangra Road. Berremangra Road made me think about whether some roads are relatively better as the passenger than for the driver. It is a bit of a roller coaster, and being fairly narrow without lines, and some rough surfaces, the driver has to deal with a few more things than on some roads, while for the passenger/navigator the road brings the extra sensations with the crests and dips, as well as the

views.

We were a bit lucky to win the Casquette Jeune – the yellow cap of doom – as a memento from Ross' last Alpine as Event Director, but since we missed the first control on Sunday morning, I think the cap lived up to its infamous reputation. Given the choice of driving over a mountain, or taking a shorter route through the centre of town with additional traffic lights, I don't think I made a logical choice there...

My thanks to Ross, John and all the other volunteers at the Alpine this year. I've already asked a few of them if they would be interested in helping out on what will be my first rally as Event Director, the Bucket List Tour (BLT), on 29 February and 1 March. As I think Tony will have already mentioned in his Competition Secretary report, I still need a few more.

As with the Alpine, the BLT is a two-day event, although it is a bit shorter at approximately 720 km, which includes a bit of freeway running to get to and from Forster-Tuncurry, which will be the overnight stop. The start will be at Wyong, at the Squash Centre, which will allow many of you to get there on the Saturday morning, and the finish will be in the Maitland area. The lunches will be at the Largs and Dungog Public Schools on the Saturday and Sunday respectively. The Principal at Dungog used to be at a school in Bourke where she's organised lunches for Variety Club Rallies. I wasn't originally planning to, but there will be a simple bacon and egg roll-style breakfast available on both days.

I've found quite a few nice roads that I'd never driven along before, so if they have featured in CRC events such as the MG, it was before 2015. I've also tried to minimise the time spent in towns, and if memory serves me correctly, there's only one set of traffic lights in Tuncurry that you'll have to drive through on the correct route. I can't provide the timing aspect of the Alpine, but I think you'll enjoy the roads as much, if not more, although a few could do with some maintenance (sorry Tony). There are differences in the routes, with Masters and Apprentices having about 15 km of gravel roads on the correct route, while the Tour has about 3.5 km. I have a social run route that avoids the Tour's dirt sections, which I'm offering as a bit of an experiment.

*(Continued on page 23)*

Unlike the Alpine, you'll have to arrange your own accommodation for the Saturday night. However, I have arranged a room at the Lake and Ocean Hotel in Forster for dinner, so if you stay nearby you could walk to dinner. Crews will have to pay for dinner themselves, which makes things simpler for me to organise and to give you all a choice on what to eat while still encouraging a social atmosphere.

For the Tour competitors, Karen and Greg Yates will be picking your questions, but at this stage you probably won't have any nasty tricks in the navigation for Tour, just a route chart for each division. For the Masters and Apprentices there are some sections where there is only one obvious road so I've borrowed and twisted one of Ross' 2017 instructions where he got us to plot question locations. These won't be realignment challenges in my event, but it will be a little different to standard question format.

For setting my first event, there is always the question of whether it is too difficult or not. The Masters instructions have been written, pending finalising the Division 4 finish point. I'm happy with the difficulty, feeling that some of the challenges could get some of the crews and there is a nice variety of instructions. You can blame

Greg for the most difficult one after he suggested a particular scenic road to use. The Apprentice instructions haven't been written yet, but given the concern that many hints haven't been that helpful, one thing I will be doing is giving Apprentices additional questions compared to Masters.

Finally, the BLT will be a one-off event. As first time organisers, we will consider what to do next, and when, especially with Karen and Greg moving up the coast, me in Canberra and Andrew heading to Benalla. Running the BLT in the Hunter area made some sense since the last event there was in August 2018 and staying in Forster takes us somewhere new, but there aren't enough roads to avoid repeating things in this area, and I'd like it to be what I think is a nice drive. Depending on where the Alpine ends up, I may look to something closer to home for me. Or with Greg and Karen doing the wheel (leg) work looking for something up north. Either way it would be a two day event to justify the travel. In the meantime I'll be off leading a four-day Alfa Romeo club tour of the Snowy Mountains from 22 to 25 November.

**Martin**



## Targa High Country update.

11.11.2019

With the completion of Targa High Country on Sunday 10<sup>th</sup> the Navin/ Evans Team placed.

Shane and Glenn drove in the difficult circumstances of snow, icy, wet and slippery roads whilst competing in Victoria and we have catastrophic fire circumstances in NSW.

'What a strange world we live in' was the comment Shane's sister texted me when I was checking to make sure she was OK.

Tamara and her family live on a property on the North Coast in the fire sector. At the present time, they are safe.



all stages in Trophy time over three consecutive years. And to cap it off fastest time in Classic on the last prestigious Mt Bulla Stage.

Great work Glen on the Nav Calls.

I'm buggered.

Think I need a beer!'

Shane Navin

Driver 1979 Red Mazda RX7.



Back to the Targa...

'Targa High Country 2019.

First Place Category 6

First Place 2-3 litre Category

How about this...3rd place in the Targa Australian Championship Classic Division... wow. One stolen car; one crashed car (write off) and a replacement RX7 with a 3<sup>rd</sup>, DNF, a tenth, and a 4<sup>th</sup>.

Never give up is our motto!

And a 3-year Gold Targa Plate for finishing



## CRC & The Amie St Clair Melanoma Trust

At the 2019 Alpine Classic Rally, our Sunday breakfast in Wagga Wagga was catered by the Amie St Clair Melanoma Trust. We heard about



Amie's diagnosis with melanoma when she was at the young age of 20, and the tragic news of her death not long after. I caught up with the people behind the trust, namely Amie's parents Annette and Peter.

They have been a tremendous force in raising awareness about melanoma in their local community and raising funds for melanoma research.

Annette and Peter were instrumental in getting the first melanoma nurse for the Wagga Wagga community, which has proven to be very beneficial.

As I work at Melanoma Institute Australia, I was aware of the wonderful work that Annette and

Peter were doing in Wagga Wagga - raising awareness, raising money and contributing back to their local community. Our CEO and fundraising team have been in discussions with their trust to see where we can assist, and have promised money to provide for another local melanoma nurse.

The breakfast was superb! Cereal, bacon and eggs, toast, fruit juice, fruit, tea and coffee. We had plenty of indoor tables and chairs, an outdoor eating area, and entertainment!

Whilst chatting with Anette and Peter St Clair was lovely, my driver had to come and get me as we were running late to get our instructions and nearly missed the start of the rally, but it was well worth it.

It was wonderful to hear that part of the proceeds from the 2019 Alpine Classic Rally dinner raffle was going to the Amie St Clair trust. Thank you all for your generous contributions.



## 2019 ALPINE CLASSIC FINAL RESULTS

<b>Masters</b>				Comb. Total	Place	Alpine Cup	Alpine Cup Place
No	Driver	Navigator	Car				
1	ROBERT PANETTA	JOHN HENDERSON	1972 ALFA ROMEO	225	5	11925	2
2	PETER JAKROT	VALERIE JAKROT	1986 PORSCHE	178	1	11926	3
4	TONY WISE	LUI MACLENNAN	1974 ALFA ROMEO	328	7	18040	7
5	ANDREW INGLIS	MARTIN LEAVER	1988 BMW	200	3	27600	11
6	PETER REED	MIKE BATTEN	1969 DATSUN	207	4	10350	1
7	STEVE BLAIR	STEUART SNOOKS	2000 FORD	515	8	83430	25
8	LAUREN WALKER	ALAN WALKER	2014 MAZDA	195	2	18525	8
10	GERRY BOTH	CAROL BOTH	1973 ALFA ROMEO	266	6	14364	4
11	DAVID SHAW	RAYMOND ARTHURS	1993 NISSAN	626	9	92648	26
-				-	-	-	-

<b>Apprentices</b>				Comb. Total	Place	Alpine Cup	Alpine Cup Place
No	Driver	Navigator	Car				
9	DOMINIC VOTANO	MAL SINFIELD	2004 FORD	160	1	40800	16
12	DENNIS OSTE	JOHN LEARSON	1990 NISSAN	339	13	36104	14
13	JUSTIN BEDINGFIELD	MARK TOLHURST	2016 AUDI	187	2	54417	21
14	JENNIFER NAVIN	SHANE NAVIN	1985 PORSCHE	227	5	22473	9
15	MURRAY BAKER	NIKKI BAKER	2012 BMW	287	9	80073	24
16	PETER PARRY	IAN GILHOLME	1984 NISSAN	626	17	61035	22
17	DARREN TAYLOR	RUBY LEONARD	2009 MERCEDES	253	8	34155	12
18	ROGER BANHAM	ROGER BARLOW	1965 SUNBEAM	232	6	16008	6
19	MARK HOYLE	TANAZ DHONDY	2000 MAZDA	336	12	40824	17
20	DAVID CALABRIA	ADAM McLEOD	1967 FORD	356	14	51264	20
21	HARRY BARKER	STEPHEN BARKER	2001 ALFA ROMEO	308	10	37884	15
22	PETER THOMPSON	DAVID BOOTH	1964 SUNBEAM	221	4	14918	5
23	GRAHAM THOMPSON	WINTON BROCKLEBANK	1995 MITSUBISHI	220	3	25080	10
24	DONNA WILKINSON	SCOTT WILKINSON	2011 VW	248	7	34224	13
25	RICHARD BANKS	CHRISSIE JEFFERY	1967 MERCEDES	319	11	45936	19
26	JONATHON MANSELL	TINA MANSELL	1997 TOYOTA	362	15	42354	18
27	IAN PACKARD	GLENN EVANS	1974 PEUGEOT	477	16	78705	23
71	JONATHAN LOOSLI	JEREMY LOOSLI	1965 MERCEDES	1296	18	106272	27
-				-	-	-	-

## 2019 ALPINE CLASSIC FINAL RESULTS Cont.

Tour				Comb. Total	Place
No	Driver	Navigator	Car		
28	JOHN DAVIS	COLLEEN DAVIS	1975 MERCEDES	352	28
29	GARTH BRANSGROVE	ADAM BRANSGROVE ARTHUR	2005 LANDROVER	102	14
30	HENRI HENDRIKSEN	RICHARD NINEHAM	1973 SAAB	168	24
31	LIZ NEWTON	GREG NEWTON	1980 HOLDEN	111	15
32	HENRY STRATTON	JULIE STRATTON	1968 MG	176	26
33	PETER McALPINE	SHARYN McALPINE	1977 FORD	24	3
34	MARIJKE LIMBERIOU	JAMES LIMBERIOU	2013 AUDI	462	29
35	SARAH PRIESTLEY	PETER ROBINSON	2013 ALFA ROMEO	169	25
36	CAMERON HALLAM	CHRIS HALLAM	1990 BMW	86	11
37	PHILLIP BLUNDEN	LYNDA BLUNDEN	1965 AUSTIN HEALEY	112	17
38	ROB MIFSUD	STARR MIFSUD	1989 PORSCHE	75	8
39	PETER CALE	TAMMY CALE	2002 MINI	125	20
41	IAN WILSON	GUY BRAND	1965 MORRIS	140	22
42	BEN FLUCK	LAURA FLUCK	1968 MORRIS	125	19
43	STEVE BRUMBY	HEATHER BRUMBY	1986 SUBARU	37	4
44	PETER ROSE	JOHN ROSE	1966 MG	127	21
45	ANDREW TAURINS	BRUCE MILLER	1980 MERCEDES	69	7
46	CHRIS BATTY	MICHAEL GOOD- CHILD	2019 AUDI	37	5
47	CHRIS McDONALD	PAUL BAKER	2015 ALFA ROMEO	97	13
48	GEOFF HEMPSALL	MICHAEL MALGO	2007 MAZDA	81	10
49	JOHN CALABRIA	JAMES CALABRIA	1985 FORD	1	2
50	WARREN HERRICK	GLENDA LAWRENCE	1983 TOYOTA	117	18
51	GREG YATES	KAREN YATES	1980 MERCEDES	77	9
52	MATTHEW BRYSON	PENELOPE BLUNDEN	1940 BUICK		1
53	JOHN CROFT	ANNETTE CROFT	1968 MG	143	23
54	GEOFF BOYD	JIM DEVES ALAN CUMMINE	1977 PEUGEOT	44	6
55	RON KAPLAN	BEATRICE LANG	2013 JAGUAR	1217	ST
56	BRIAN DOYLE	PAUL DOYLE	1987 MERCEDES	679	30
57	EDUL DHONDY	SIMONE DHONDY NINA DHONDY	2001 SUBARU	95	12
40	LAURIE MASON	TED NORMAN ROB MASON	1968 VAUXHALL	111	ST
58	MACSON ALEXANDER	JOSH ALEXANDER	2006 FIAT	90	ST
59	HAMISH ALEXANDER	ERIC YOUNG	1970 FIAT	455	ST
60	NEIL CAMPBELL	KIRSTEN CAMPBELL	1970 ALFA ROMEO	435	ST
61	ALEX CAMPBELL	BELLE CAMPBELL	2004 ALFA ROMEO	396	ST
62	MARK HERTZ	MARIA CHONG	2019 MERCEDES	1151	ST
63	DON DUX	HEATHER DUX	2008 VOLVO	304	ST
64	MERZI MODY	KAINAAZ VARIAVA	2005 SUBARU	103	ST
68	ROD WINNING	HEATHER WORTH	1965 VOLVO	334	ST
69	RICHARD GIANATTI	ANDREW FRIAR	1987 PORSCHE	193	ST
72	YUHAN REPORTER	IGNACIO ALVAREZ	2018 AUDI	194	ST
73	MIN DONG	BEN JOHNSON	2014 SUBARU	193	ST
74	FRANK BIRD	JASON BIRD	1972 JENSEN	1299	ST
75	SHAUN ATKINSON	LINDSEY ATKINSON	1987 FORD	121	ST
76	STEVEN DAVIS	ROCHELLE PRATTLEY	2015 MAZDA	111	16
77	GREG FEREDAY	ALAN HERITAGE	2011 MERCEDES	224	27
78	MARIO CALABRIA	MARCO CALABRIA	2019 FORD	212	ST

# La Tour de Belle Campagne

A tour of the beautiful <sup>Aussie</sup> countryside

Friday 15 & Saturday 16 May 2020



Upper Murray Function & Conference Centre

Both nights of the event will be based at the Upper Murray Resort, which features 16 two and three bedroom Australian cottages, 4 motel style suites and a 5 room cottage with a terrific central function/conference centre. Other options are available nearby.

The Friday evening will feature a very sociable outdoor BBQ meal around an outdoor fireplace allowing everyone to mingle and get acquainted with your interstate colleagues.

The Saturday evening will feature dinner and presentation in the superb Upper Murray Function & Conference Centre before a Sunday drive home at your leisure.

The Saturday route travels around the glorious Upper Murray River with lunch at Corryong, home to the Man from Snowy River. After lunch the tour continues along great roads with incredible scenery, before finishing back at Upper Murray Resort late afternoon.

The event is being organised by the Historic Rally Club of NSW with invitations to the Classic Rally Club in NSW and Historic Rally Association in Victoria.

For more details, contact  
Steuart Snooks  
[steuart@optusnet.com.au](mailto:steuart@optusnet.com.au)  
0413 830 772



# La Tour de Belle Campagne

A tour of the beautiful <sup>Aussie</sup> countryside

Friday 15 & Saturday 16 May 2020

A grand tour of some of the best country in Australia, at the best time of year.

This two-day event has been designed foremost as a tour of the glorious countryside to and then either side of the Upper Murray River. The navigational categories will not be onerous as we don't want navigators to miss out on enjoying the superb scenery unfolding around them.

The event commences on Friday morning with start locations in both NSW and Victoria, with both routes converging on the Upper Murray Resort near Jingellic on the state border arriving at 5pm.

The event will have the usual four categories available:

- Social Tour – a non-competitive drive using a simple route chart without the challenge of navigational tasks.
- Touring Category - a competition with the simple route chart instructions that is very popular with less experienced crews. It offers the fun of real competition without the challenge of map reading.
- Apprentice Navigation - a competition for crews who like a challenge of map reading, finding the correct route using more detailed map interpretation and navigation skills with some helpful hints provided by the event organiser.
- Masters Navigation - the most challenging level of competition, designed for those crews who enjoy the older style of mapped navigational events.

## 2019 Classic Rally Club Championships

Another year has flown by and the Championship Tables have been updated. You can refer to them in this edition of Rally Directions.

Five rallies were run over 6 days with the best 4 counting for points, that's if you were in a Classic car most the time. Congratulations to the winners in each of the three competitions who were all new to the top spot on the podium.

This report is to provide a run down on the year's competition.

### **Future Stars in a Rally Car**

This competition is for our younger members (under 30 years old).

Tanaz Dhondy had a very impressive year and was well out in front to finish in first place. Runners up were Ruby Leonard (Darren Taylor's daughter) and Simone Dhondy.

### **Tour**

Andrew Taurins and Bruce Miller are the new champions, scoring 28 points which was over 5 points ahead of the rest. Runners up were Alan Cummine & Jim Deves then Greg & Karen Yates

### **Apprentices**

Jennifer and Shane Navin (the 2015 Tour Champions) had a narrow win down 48 points, followed by Donna & Scott Wilkinson on 46. Third placed navigator was Glenn Evans with Jonathon Loosi from another crew coming in as third driver.

Strong results came from two crews who competed for the whole year in modern cars and only scored for their best 2 days. If they had been in Classic cars Murray & Nikki Baker would have been on 49 and Mark Hoyle & Tanaz Dhondy could have won on 52 points.

### **Masters**

Now for the big one! Congratulations to Peter & Valerie Jakrot who won two rallies and scored 78 points out of the possible 80 points. They won Apprentices back in 2016 and this year won Masters on their third attempt.

Second and third places are mixed crews as Ross Warner missed the Tour d'Course and Jeff West navigating for John Cooper was not a club member.

Drivers – 2<sup>nd</sup> John Cooper on 75 and 3<sup>rd</sup> Andrew Inglis on 70.

Navigators – 2<sup>nd</sup> Alan Walker on 73 and 3<sup>rd</sup> Mike Batten on 72.

### **Mike Batten**

#### **Championship Point Scorer**

## 2019 CLASSIC RALLY CLUB CHAMPIONSHIP FINAL RESULTS

Masters Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day		
<b>Competitor</b>						<b>Points to date</b>	<b>Position to date</b>
Peter Jakrot	15	20		18	40	<b>78</b>	<b>1</b>
John Cooper	19	0	20	13	36	<b>75</b>	<b>2</b>
Andrew Inglis	18	14	16	12	36	<b>70</b>	<b>3</b>
Robert Panetta		15	17	20	32	<b>69</b>	<b>4</b>
Tony Wise	17	18	18	14	28	<b>67</b>	<b>5</b>
Peter Reed		18	15	15	34	<b>67</b>	<b>5</b>
Gerry Both		13	16	11	30	<b>59</b>	<b>7</b>
Lauren Walker					38m	<b>38</b>	<b>8</b>
Bob Morey			19m	17m		<b>36</b>	<b>9</b>
Alan Watson		17	18			<b>35</b>	<b>10</b>
Dominic Votano		16m		19m	30m	<b>35</b>	<b>10</b>
Graham Pettit		19		16		<b>35</b>	<b>10</b>
David Batten	20m					<b>20</b>	<b>13</b>
Peter Reed		18				<b>18</b>	<b>14</b>
Michael Olssen	16m					<b>16</b>	<b>15</b>
Jemma Jakrot			14m			<b>14</b>	<b>16</b>

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day		
<b>Competitor</b>						<b>Points to date</b>	<b>Position to date</b>
Valerie Jakrot	15	20	14m	18	40	<b>78</b>	<b>1</b>
Alan Walker	17	18	17	14	38m	<b>73</b>	<b>2</b>
Mike Batten	20m	18	15	15	34	<b>72</b>	<b>3</b>
Martin Leaver	18	14	16	12	36	<b>70</b>	<b>4</b>
Ross Warner	19	0		13	36	<b>68</b>	<b>5</b>
John Henderson		15		20	32	<b>67</b>	<b>6</b>
Carol Both		13	18	11	30	<b>61</b>	<b>7</b>
Teresa Morey			19m	17m		<b>36</b>	<b>8</b>
Pam Watson		17	18			<b>35</b>	<b>9</b>
Mike Stephenson		16m		19m		<b>35</b>	<b>9</b>
Phill Stead		19		16		<b>35</b>	<b>9</b>
Lui MacLennan					28	<b>28</b>	<b>12</b>
Harriet Jordan	16m					<b>16</b>	<b>13</b>

## 2019 CLASSIC RALLY CLUB CHAMPIONSHIP FINAL RESULTS

<b>Apprentices Drivers</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Jennifer Navin	11	11m	15m	11	22	<b>48</b>	<b>1</b>
Donna Wilkinson		15		13	18m	<b>46</b>	<b>2</b>
Jonathan Loosli	9m	13	12		2	<b>36</b>	<b>3</b>
Jon Mansell			14m	18	2m	<b>34</b>	<b>4</b>
Jim Barrett	11				22	<b>33</b>	<b>5</b>
Peter Parry	12m		10	9	2	<b>32</b>	<b>6</b>
Murray Baker	15m	9m	11m	14m	14m	<b>29</b>	<b>7</b>
Natalie Martin	14			15		<b>29</b>	<b>7</b>
Mark Hoyle	13m	14m	13m	12m	8m	<b>27</b>	<b>9</b>
Graham Thompson					26m	<b>26</b>	<b>10</b>
Peter Thompson					24	<b>24</b>	<b>11</b>
Roger Banham					20	<b>20</b>	<b>12</b>
Dennis Oste	10				6	<b>16</b>	<b>13</b>
Darren Taylor					16m	<b>16</b>	<b>13</b>
Steve Annabel		12m				<b>12</b>	<b>15</b>
Tanya Votano		10m				<b>10</b>	<b>16</b>
Ryan Shaw				10m		<b>10</b>	<b>16</b>
Richard Banks					10	<b>10</b>	<b>16</b>
David Calabria					4	<b>4</b>	<b>19</b>
Ian Packard					2	<b>2</b>	<b>20</b>
Jonathon Loosli moved from Tour after Round 1							

## 2019 CLASSIC RALLY CLUB CHAMPIONSHIP FINAL RESULTS

<b>Apprentices Navigators</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Shane Navin	11	11m	15m	11	22	<b>48</b>	<b>1</b>
Scott Wilkinson		15		13	18m	<b>46</b>	<b>2</b>
Glenn Evans	14	10m		15	2	<b>41</b>	<b>3</b>
Jeremy Loosli	9m	13	12		2	<b>36</b>	<b>4</b>
Tina Mansell			14m	18	2m	<b>34</b>	<b>5</b>
Ian Gilhorne	12m		10	9	2	<b>33</b>	<b>6</b>
Mal Sinfield					30m	<b>30</b>	<b>7</b>
Nikki Baker	15m	9m	11m	14m	14m	<b>29</b>	<b>8</b>
Tanaz Dhondy	13m	14m	13m	8m	2m	<b>27</b>	<b>9</b>
Winton Brocklebank					26m	<b>26</b>	<b>10</b>
David Booth					24	<b>24</b>	<b>11</b>
Roger Barlow					20	<b>20</b>	<b>12</b>
Ruby Leonard					16m	<b>16</b>	<b>13</b>
Jayne Annabel		12m				<b>12</b>	<b>14</b>
Lachlan Watkins	11					<b>11</b>	<b>15</b>
David Shaw				10m		<b>10</b>	<b>16</b>
Chrissie Jeffery					10	<b>10</b>	<b>16</b>
John Learson					6	<b>6</b>	<b>18</b>
Jeremy Loosli moved from Tour after Round 1							

## 2019 CLASSIC RALLY CLUB CHAMPIONSHIP FINAL RESULTS

<b>Tour Drivers</b>							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
<b>Competitor</b>							
Andrew Taurins	2	10	4	10	8	<b>28</b>	<b>1</b>
Alan Cummine		4m	8.5m		10	<b>22.5</b>	<b>2</b>
Greg Yates		9	8.5		4	<b>21.5</b>	<b>3</b>
Matthew Bryson					20	<b>20</b>	<b>4</b>
Chris McDonald	10m		1m	9m	2m	<b>19</b>	<b>5</b>
John Calabria					18	<b>18</b>	<b>6</b>
Steve Brumby			2.5		14	<b>16.5</b>	<b>7</b>
Peter McAlpine					16	<b>16</b>	<b>8</b>
Steven Davis	8m			7m		<b>15</b>	<b>9</b>
Edul Dhondy	7m	7m	5.5m	4m	2m	<b>14</b>	<b>10</b>
Kevin Payne		5	8.5			<b>13.5</b>	<b>11</b>
Tony Quist	1	8	2.5	2		<b>13.5</b>	<b>11</b>
Geoff Bott			8.5	5		<b>13.5</b>	<b>11</b>
Tony South			5.5	6		<b>11.5</b>	<b>14</b>
Brian Doyle	6				2	<b>8</b>	<b>15</b>
Sarah Priestly		6m	1m		2m	<b>7</b>	<b>16</b>
Rob Mifsud					6	<b>6</b>	<b>17</b>
Bruce Smith	3m					<b>3</b>	<b>18</b>
Peter Eastham		3m				<b>3</b>	<b>18</b>
John Croft	1				2	<b>3</b>	<b>18</b>
Collin Segelov	1					<b>1</b>	<b>21</b>
Paul Trevitt			1m			<b>1</b>	<b>21</b>
Peter Carton			1m			<b>1</b>	<b>21</b>
Jonathon Loosli moved to Apprentices after Round 1							
Drivers only competing in the Alpine Classic and placing out of the top ten are not included							

## 2019 CLASSIC RALLY CLUB CHAMPIONSHIP FINAL RESULTS

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Bruce Miller	2	10	4	10	8	<b>28</b>	<b>1</b>
Jim Deves		4m	8.5m		10	<b>22.5</b>	<b>2</b>
Karen Yates		9	8.5		4	<b>21.5</b>	<b>3</b>
Penelope Blunden					20	<b>20</b>	<b>4</b>
Roger Wood	10m		1m	9m		<b>19</b>	<b>5</b>
James Calabria					18	<b>18</b>	<b>6</b>
Heather Brumby			2.5		14	<b>16.5</b>	<b>7</b>
David Wigley	3m		8.5	5		<b>16.5</b>	<b>7</b>
Sharon McAlpine					16	<b>16</b>	<b>9</b>
Rochelle Prattley	8m			7m		<b>15</b>	<b>10</b>
Simone Dhondy	7m	7m		4m	2m	<b>14</b>	<b>11</b>
Tom Payne		5	8.5			<b>13.5</b>	<b>12</b>
Alan Ongley	1	8	2.5	2		<b>13.5</b>	<b>12</b>
Ted Norman			5.5	6		<b>11.5</b>	<b>14</b>
Peter Robinson		6m	1m		2m	<b>7</b>	<b>15</b>
Starr Mifsud					6	<b>6</b>	<b>16</b>
Shaneen Dhondy			5.5m			<b>5.5</b>	<b>17</b>
Annette Croft	1				2	<b>3</b>	<b>18</b>
Simon Robinson	1					<b>1</b>	<b>19</b>
Lindsay Trevitt			1m			<b>1</b>	<b>19</b>

Jeremy Loosli moved to Apprentices after Round 1

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

## 2019 Classic Rally Club Annual General Meeting- Secretary's Report from Tony Kanak

Once again it is pleasing to note that the past year has again been one of overall success for the Club, which in part must be due to the successful collaboration of the event directors, the Club's various office holders, the volunteers who help to make events a reality- and the enthusiasm of the active members, who took part in the point score - and the membership generally.

As in 2018, 2019 saw some new event directors step forward and some interesting events were the outcome. More please! Well done and thanks also to all the other people who volunteer their time and effort to operate controls and otherwise assist behind the scenes- without your help the Club would struggle to conduct events of such professional quality. The recent Alpine Classic, mightily organised by former President Ross Warner rounded out the event series for this year, and Ross has sadly, but understandably signalled 2019 was his last time as the custodian of the Alpine Classic Director's mantle.

Special thanks are also due to Glenn Evans and the past and more recent magazine production gurus being Bob Morey, and Chris McDonald- who as the Membership Secretary/email wrangler and Magazine Production Editor(s) for 2019 kept the essential machinery of communication and membership matters up to date.

It is also appropriate to recognise the enthusiasm of the Competition Secretary, Tony Norman. As many of you know Tony relocated to the Illawarra some time ago, but still attends the monthly meetings regularly as part of the Illawarra car-pooling arrangements. Tony has signalled he is not seeking to continue in this role, so alternate arrangements will be made to get these various tasks attended to.

Now, turning to the monthly meetings at the Denistone Sports Club, during 2019 these have been well-attended, though we are mindful that the economics of operating clubs of this type vs land values and keen -eyed property developers- likely means an indefinite tenure at this venue cannot be assured. At the moment though, no end date is in sight for this venue.

The upgraded CRC website has attracted favourable comments from many people and it is the discovery gateway for many enquiries, to find out about the Club and its activities. Mail via Australia post continues a slow decline, though we are still maintaining the PO Box address at the moment.

With respect to the financial situation the Treasurer's Report will provide more illumination, but I can report that the Club has no current issues with bad debts, or insurance claims, and is in a sound position for the next year.

The relationships with CAMS and the Council of Motor Clubs are both working well, and the CRC was again well-represented at the major CMC event in August at Sydney MotorSport Park. The issue of latitude with permissible vehicle modifications and eligibility for the HCRS also received attention during the past year, and currently the CRC's fleet of concessionally registered vehicles numbers over seventy, with some vehicles now being covered under other categories of concessional registration, other than the historic category.

Last but not least, thanks are also due to President John Cooper who has continued to give 100% to the Club.

## Classic Rally Club 2018/2019 Financial Report

### Balance Sheet

	1/7/2018	30/06/2019	Change
Bank Account	35,367.32	38,082.67	2,715.35
Term Deposit	32,270.67	32,935.62	664.95
	<b>67,637.99</b>	<b>71,018.29</b>	<b>3,380.30</b>

### Profit and Loss

	Income	Expense	Net	Total	
Membership Fees	10,625.00	0.00	10,625.00		
HV Plates	1,400.00	-131.00	1,269.00	<b>11,894.00</b>	
<b>Events</b>	59,531.93	-59,848.84		<b>-316.91</b>	
Admin		-6,861.74	-6,861.74	<b>-6,861.74</b>	
Donation SAN		-2,000.00	-2,000.00	<b>-2,000.00</b>	
				<b>2,715.35</b>	2,715.35
<b>Term deposit</b>	32,935.62	Interest	664.95	664.95	664.95
<b>Surplus/Deficit</b>					<b>3,380.30</b>

### Expenses/Admin

PO Box	-210.00
Newsletter	-98.00
Shannons Day	-240.00
Web Hosting	-90.00
DOMAIN NAME	-249.00
Fair Trading CRC	-46.00
Trophies Champs 2018	-667.00
CMC	-205.00
Insurance	<b>-582.56</b>
Xmas Party	-3,224.18
CAMS	-1,250.00
	<b>-6,861.74</b>

If we look at the AGM to AGM finances (which is basically the 2019 Competition year) then the comparable amounts are:

Net Membership and HVP Income	\$11,574
Interest	\$331
Events Income \$64,797 Expenses \$67,254	Deficit <b>-\$2,457</b>
Donations	<b>-\$3,400</b>
Admin	<b>-\$10,238</b>
Overall Deficit	<b>-\$4,190</b>

**Peter Reed Treasurer – 6/11/2019**

## Classic Rally Club

### Historic Vehicle Plates Annual Report 2019

The CRC currently has 72 cars listed on our HVP register with 1 car on the Classic (modified ) scheme and 2 cars on rally rego

The club only is responsible for the HVP scheme while CMC look after the Classic scheme and CAMS or AASA administer the Rally scheme

With the 60 day logbook scheme now a permanent arrangement we have schemes to cover most vehicle ensuring that the HVP scheme is only for 30 year vehicles as close as possible to original with only period accessories

Now that we have received advice from the RMS that the 60 day logbook scheme is permanent I will in the next few months update the club web page to reflect the schemes available for our 30 year old vehicles

Please ensure that each time you drive your vehicle on historic plates that you fill in your logbook prior to leaving your driveway Failure to do so will mean your vehicle is unregistered

Since retirement I have a new mobile number and email address and also council has changed the house numbering in the village of Wongawilli While I have updated the Club webpage I still have renewals sent to my old house number

Please ensure you have updated my contacts details in your files

Mobile 0403 037 137

Email rondcooper1275@gmai.com

Address 49 Wongawilli Rd Wongawilli NSW 2530

Remember when you send me your renewal for signing and the club stamp, a stamped self-addressed envelope enclosed would be appreciated

During January I will be sending out the club renewals for HVP vehicles on the club registrar please ensure you return that form promptly with required information and advice of payment of the required \$25 fee

The club looks forward to another great year with continued enjoyment of the many historic vehicle within our club

Regards

Ron Cooper

## COMPETITION SECRETARY REPORT FOR NOVEMBER

Since this is my last Report as the CRC Competition Secretary I would like to start by acknowledging all of those members who, over the last 10 years or so, have supported me in the role and who have always been available when we have needed Officials and Volunteers in order to run the Clubs events. It would be inappropriate to list names, only because I would hate to miss anyone out, but I believe that all entrants will be aware of the efforts of the members that I am referring to. Thank you all.

I have always believed that being 'in' a Club should also mean being 'involved' in a Club and I would encourage again all members to consider how you can help the CRC aside from just competing in the annual events. I am unaware of any current members who have expressed interest in taking over my role but once again confirm that I am more than happy to provide help and assistance to anyone who would like to give something back to the CRC. At this point I will step down from the pulpit!

There have been no further changes to the 2020 Calendar that I have been advised of except that I understand the status of The Alpine Classic is in doubt. This hasn't been confirmed to me directly but I am sure that Ross and John will have more info for us at the November meeting AGM.

The first Event of the year is now in full preparatory mode and Martin Leaver has forwarded the Event Supp Regs and Entry Form to CAMS for approval. It is hoped that this will be confirmed before Xmas so that the documents can be placed on the Club website to allow you to get your entries in. The Bucketts List Tour, as the Event is to be known, will be a 2 day rally held on Saturday 29th February/Sunday 01 March. It will start in Wyong, overnight in Tuncurry and finish in the Maitland/Morpeth area. As first-time organisers of any event, let alone a 2 day affair, Martin, Andrew Inglis and Greg and Karen Yates are being extremely brave and I hope that this is acknowledged by our club members and results in a good turnout on the weekend. I will be the Clerk of Course and we are looking for Officials to help with the Event. Accommodation will be provided in Tuncurry and, depending on where you are coming from, possibly on Friday in Wyong. Please consider if you are able to assist and contact myself or Martin if you would like to see a CRC event from an Officials viewpoint rather than from looking through the windscreen of your classic car!

I will not be listing here the full Event Calendar for 2020 but you will be able to find details elsewhere in the Magazine or on the Club website. I will still be around in the New Year and may even try my hand at competing again in Events rather than trying to screw with other members heads, although I must say I quite enjoy this!

So in signing off for the last time I wish all Club members a happy Christmas and safe New Year and remember when taking part in Events the advice I was given when running in PCNSW Supersprints - Have fun, don't crash the car and don't come last! I wish I had complied with the second item!

**TONY NORMAN - COMPETITION SECRETARY (Retired )**

26/11/19

## 2019 Provisional 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
	28-1-20	Unofficial CRC Meeting	
	7-2-20	F.F.F.F.	T.B.C.
	25-2-20	CRC Meeting	
	6-3-20	F.F.F.F.	T.B.C.
29-2-20	1-3-20	The Bucketts List Tour CC	T.A. details TBA
	24-3-20	CRC Meeting	
	3-4-20	F.F.F.F.	T.B.C.
	19-4-20	HRC Rally CC	T.B.C.
	28-4-20	C.R.C. Meeting	
	1-5-20	F.F.F.F.	T.B.C.
15-5-20	16-5-20	La Tour de Belle Campagne CC	T.B.C.
	26-5-20	C.R.C. Meeting	
	5-6-20	F.F.F.F.	T.B.C.
	23-6-20	C.R.C. Meeting	
	28-6-20	AROCA Tour D'Course CC	T.B.C.
	3-7-20	F.F.F.F.	T.B.C.
	28-7-20	C.R.C. Meeting	
	7-8-20	F.F.F.F.	T.B.C.
	25-8-20	C.R.C. Meeting	
	4-9-20	F.F.F.F.	T.B.C.
	22-9-20	C.R.C. Meeting	
	2-10-20	F.F.F.F.	T.B.C.
	27-10-20	C.R.C. Meeting	
17-10-20	18-10-20	Alpine Classic CC	details TBA
	6-11-20	F.F.F.F.	T.B.C.
	24-11-20	CRC Annual General Meeting	
		CRC Annual Presentation and Christmas Party.	

**Thanks** to John Cooper, Tony Norman, Jen Navin, Heather Dux, Dominic Votano, Ross Warner, Peter and Val Jackrot, Wayne Gerlach, Martin Leaver

## MOST OF .... ALPINE CLASSIC 2019

These and more photos can be downloaded from the Alpine Classic flickr account on the link below;

<https://www.flickr.com/photos/thealpineclassic/>

Mostly happy faces..



## Most turns to park at the finish



## Most popular Marque .... Editor's Call!



## Most popular entertainment



# Most of the Officials

