



# Rally Directions

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

May 2018

Dates to remember

May 21st - Entries close for The Dave Johnson Autumn Classic.

May 22nd - Club Meeting.

May 27th - Dave Johnson Autumn Classic.



Scenes from lunch at Rockley on the Run With No Beer



### Notices

- Time is running out to get your entry in for the Dave Johnston Autumn Classic. Details on the C.R.C. website.
- The National Touring Code 2018 has been adopted by CAMS. Further details inside.
- Discussions are being held to update the Club's website.

### Turn the page to read about;

- Various escapades on the Run With No Beer.
- Full results of the Run With No Beer.
- One teams introduction to Classic Rallying.
- C.R.C. Club Championship scores.

## Johns Jabber

Hi again everyone. The time has come once again for me to get my President's Jabber over to Bob Morey for him to put the monthly mag together. Bob is doing a great job for us and keeps us all up top date with what's happening with the Classic Rally Club every month. He is always looking for stories and especially pictures. Everybody these days has a mobile phone with a camera - if each of you took one or two photos of each rally you go on, of your car, yourself or someone else, or anything related to the Club or it's members and sent them to Bob, he would certainly be able to use some of them and have a bank of photos to draw from.

I thoroughly enjoyed reading, in last month's *Rally Directions*, Jim Barrett's article on building another rally Mini Cooper and getting back out there with his grandson Lachlan. I especially liked to see the young fellow jump up into Apprentices so soon. There's a lot to learn for young Lachlan but hopefully he will stick with it and we'll continue to see him out with his Grandad in such a beautiful Mini.

Thanks to Tony Kanak for running the April Club Meeting for me. I had all intentions of being there but had a terrible few days with my chemo treatment and was just not up to it. It's amazing with this treatment, your body and symptoms change daily, as Ross and I ran in the '*Run with No Beer*' a few days later and I was lucky enough to get through the whole day.

I drove some great country roads and even managed a few extra kilometres that we weren't even supposed to be doing. Thank you all for your support. It was a very long day for me, but it put a smile on my dial and was extremely enjoyable. Well done to the organisers Phill, Bob, Teresa, Graham, Jane and all the rest. We saw great entry numbers, a great starting location, great morning coffee, great roads, a great lunch and I was happy to cover the whole rally finishing at the Tarana Pub. I reckon I have driven past it hundreds of times on rallies but that was the first time I've ever been inside.



Ross and I have entered the '*Dave Johnson Rally*' organised by the Historic Rally Club with Mal Sinfield stepping up to run and organise the event. We need to support other clubs that put on classic rallies that are within our guidelines and form part of our club's point score. With other clubs putting on rallies, such as the Alfa, MG, TCC and HRC Clubs, this takes away the stress and immense workload our club has to carry to put together enough rallies over the year to have a Club Championship and it also helps spread the word about our classic rallies. It is a great way of meeting new people from other clubs with different interests and hopefully they will return to boost our entry numbers in future rallies. This was seen with Phill and Bob's promotion of the '*Run with No Beer*', they were able to getting a few newbies along with very good entry numbers.

The CRC have a working committee in progress at present, lead by Tony Kanak in my absence, to look into our current website. The intention is to improve it, making it more accessible, user friendly, informative and hopefully this will attract the attention of a wider audience to gain further interest in our events and activities. If you have any constructive ideas you may like to send them to Tony via his email. We will keep you posted when things are up and running.

Congratulations to all who competed in this years '*Targa Tasmania*', especially our Heather Brumby, being the youngest ever competitor to contest the event. Heather finished a very credible 4<sup>th</sup> place in the TSD category with Dad Steve.

A little bit of news on this years '*Alpine Classic Rally*' to be held at the end of the year. Ross, in my absence, has been working hard on a new route. We were asked to include Yass again by their Tourist and Council people, who we attended meetings with over Christmas break.

Unfortunately talks have stalled and we needed to move on to get things underway with the huge amount of paper work required to gain approvals etc. So, this year we will be starting and finishing in Goulburn. Saturday lunch is at Temora Aviation Museum with an overnight in Cowra. A lot more detail to come but again Ross is working flat out to put it all together for another one of his excellent events and adventures. Yes, we can take early entries if you like. Just email me, at least I can do that for him.

That's all for now. Hopefully I'll see you at this month's meeting (but I said that last month) or on the 'Dave Johnson Rally'. Please support the Historic Rally Club's first interactive Club Championship event, it should be good. Contact Mal Sinfield for info and entry but hurry up!

Cheers!

John.

### CRC April 24th 2018 Meeting Highlights



The meeting was opened at 8.00pm by Secretary Tony Kanak, in the absence of President John Cooper (unwell), and members and visitors were welcomed. The attendance book was circulated for signature.

The Secretary provided a correspondence report, and noted that the CMC National motoring Heritage Day is to take place on May 20<sup>th</sup> with various venues available, more info on CMC website. A new coffee shop at Cobbity was seeking Car Club support. The Secretary offered to research this venue and report back.

The Treasurer advised that funds were stable and that the usual higher number of financial income and expense transactions would pick up later in the year, as the sequence of events picks up. Funds were coming in due to the imminent Run with No Beer event.

HCRS: Ron Cooper advised that 69 vehicles are on the scheme via the CRC at present, with some renewals outstanding. These will be followed up.

Communications: further to the announcement last month of a plan for the upgrading of the CRC website as a priority for attention over the next few months- the hoped for proposal from the former student who conducted the review/appraisal exercise late in 2017- has still not been received. This will be followed up with the key players at the next meeting, if not before, to see if such a proposal is in fact likely to be received.

Sport Report: Tony Norman recapped briefly (no smell of burning rubber though) the 10<sup>th</sup> March event and presented the special trophy mugs to those who had podium results.

The April FFFF at Pitt Town attracted 15 entries, which was credible indeed given the short notice.

It was noted that the CAMS Touring Road Assembly documentation of January 2018 (12 pages) was now available to all, and it will soon appear on the CRC website.

It was noted that at the time of the meeting the Run With No Beer had 42 entries. (later 45 entries were actually received).

Mal Sinfield spoke to the meeting about The Autumn Classic event- to be run as per CRC event protocols, with some gravel roads, except for the tour level which would not have any gravel road surfaces. The event will cover approx. 370 km, and start at Sutton Forest. More information will be available later.

Tony Wise spoke about the AROCA Tour d' Course, to be conducted on 24/6, and advised that the start would be at the Mittagong RSL, instead of at the top of Bulli Pass - with lunch at a winery and finish at the Sutton Forest pub . Entry forms were distributed at the meeting and entries are now open, and although CAMS had not, at the time of the meeting provided approval for the Supplementary regulations, this was expected shortly.

The Most Note-Worthy Vehicle in the Car Park award was not given, again.

There was no General business and the meeting closed at 8.41pm.

Tony Kanak Secretary CRC Inc

### COMPETITION SECRETARY'S REPORT FOR MAY

What a great response from our Club members in turning out in numbers for the Run With No Beer not seen since the GFC! I'm sure both Bob Morey and Phill Stead were absolutely delighted to have their hard work organising the Event so enthusiastically supported. My congratulations to the place-getters in each category - the final full results will I am sure be found elsewhere in the Newsletter.

Now that we have completed 2 pointscore events I expect our Pointscore guru - Mike Batten - to be sharpening his pencil to give an update on how the current positions sit prior to the next Championship round.

Which brings me to the **Dave Johnson Autumn Classic**, which will be held on **SUNDAY 27th MAY**. I understand that the original closing date for entries has been extended by a day to allow last minute entries to be submitted at the next Club meeting on **Tuesday 22nd May** - this will certainly be your last chance to enter but you are encouraged to not leave it to the last minute - Organisers really need final numbers as early as possible to finalise documentation, lunches etc. Look for a flyer elsewhere in the newsletter, but as many competitors know Dave J has had a long time love affair with old maps - sometimes printed on papyrus - so you have been warned! Good luck to all entrants.

Following what I'm sure will be an interesting and challenging rally our next event, organised by AROCA, will be the **TOUR d' COURSE** on **Sunday 24th June**. With Carol Both at the helm and support from Tony Wise and other Alfa Club members I am sure this event will once again offer a great drive in the Southern Highlands together with the usual excellent lunch at the Winery - the name of which escapes me at this late hour! Entry Forms can be downloaded from the CRC website and it is always good to see the CRC members support AROCA with a good turnout plus this event is part of the CRC Championship.

Now I think it's time for me to give my single computer finger a rest and leave further updates until next month.

TONY NORMAN - COMPETITION SECRETARY.

### The Run With No Beer - Competitor (Tour) Notes and Ramblings!

#### Andrew Taurins

**Car: #33 – 2014 VW Golf GTI (dark blue)**  
**Driver: Andrew Taurins**  
**Navigator: 15yo Hollie Taurins**  
**Observer: Danielle Taurins**  
**Marginally interested: 13yo Verity Taurins**  
**Date: Sunday 29<sup>th</sup> April 2018**  
**Start: Mount Victoria, 9am**



### **Prior to Start:**

# Arrive at Victoria & Albert Guesthouse before dark the night prior. Comfortable lodgings, high ceilings noted, JFK allegedly stayed here. Zig-Zag ale (light & dark) available by request. Registration paperwork in order. Note to kids: no wi-fi, don't count on TV, some chance of flushing toilets. I told you it was colder in the mountains.

# Inform officials and car starting behind us that we are not in our listed car because something broke/ someone else stuffed up/that puddle of oil on the garage floor/it might rain/the dog ate the keys, so brought the modern car instead.

# On receipt of route instructions - check for late/tricky questions like "How many dead wombats between start and finish?" (At least four big ones, if you must know).

# At start: zero car odometer/rally odo swift app/anything else with numbers on it, pretend they will correspond to route instructions and question locations, figure out why the transmission has gone to manual sport mode and how to reset, and at least get the first turn correct for appearance's sake. Did anyone bring the phone charger?

### **Division 1: (Morning)**

**At Hartley Passage Control** - additional questions issued and explanation as to why there are three missing pubs in the questions issued at start. Much confusion as to which pub is which - allow time for walk to sign (**WTS**) and multiple turnarounds (**MTA**). Best send back seat driver (**BSD**) to investigate further. Ignore all Z boards (rest stop?)

#### **What is the Phone number for E.A Corney & Sons?**

In plain sight, written as "**Hartley 6**", not a gang of bushrangers. We had dinner at The Ivanhoe at Blackheath (counts as Pub #25?) the night before and on the wall was a sign with their old phone number "Blackheath 4" so at least we knew the answer when we saw it. We shall be known henceforth as the "Revesby 4", complete tour novices but now masters of MTA.

#### **Pub #9 Originally the Glasgow Arms now the \_ O \_ \_ Y \_ \_ O \_ \_**

Thoughtfully named pub, especially after the BSD requests navigator WTS to check spelling (**DONNYBROOK**).

#### **How many men sitting next to the dog at 1570?**

As far as letterbox signs go, this one is high class - a real work of art. Like a stick family on the back of that 4WD, only without the stick figures and without the 4WD, if you know what I mean. The dog has seven figures in company. In retrospect, were they men, were any sitting, and damn it, probably just one was next to the dog, because the dog was on the end of the sign. Are we overthinking it?

#### **How many Kangaroos at Number 27?**

There were at least six upright "marsupials". BSD initiates discussion on anatomy of bilbies, wallabies and kangaroos. Hmmm, nice metalwork too.

#### **Pub #11 Who wrote the "ODE TO KENT"?**

**Stuart Green** was a former brewery worker, and they would have needed to build a bigger pub to write the full ode on the wall. More at: <http://www.kentbreweryworkers.com/HistoryofKentBrewery.pdf> for those who tend to go off on tangents.

The ode finishes: *To all my fellow workmates, I bid you all adieu,*

*May you have success and happiness in everything you do*

*I hope with time and planning you'll achieve your dreams and goals.*

*To Management, who closed our plant, - may the devil be kind to your souls!*

*KENT BREWERY 1835 - 2005*

*The bitter end!*

# Could easily be rewritten as "Ode to Event Director" when time permits.

## Division 2: (Mid-morning after 10m comfort stop)

### **Name of property on the gate at 445?**

Multiple gates, multiple signs, so ... choose the best looking one. "Beware of the Dog" is a common property name.

### **Which family lives at 229?**

Found no letters in the **Scott family's** mailbox, so I don't know.

### **Cartoon Character at 138?**

Very stylish letterbox, but worth peanuts (**SNOOPY**). Kids lacking appreciation of dad jokes.

### **House name at 602?**

"**Little** [strategically parked Subaru in drive way obscuring sign] **Matilda**" - team effort required. Tempted to put up fake upside down P board prior.

### **Pub #16 - Built in 1856-57 is the \_A\_E'\_ \_ \_ \_S**

St Barnabas Parish Church by the railway bridge now holds mass at St Joseph's nearby if you need divine guidance (and if that doesn't work, the **FARMER'S ARMS** is another 0.5km that way-->). More MTAs.

### **Pub #18 The Former George Plains Hotel is now called?**

...someone's living room. No obvious connection to George Foreman, an unremarkable building now known as "**The Old Pub**". Sums it up really. Hope they renewed the carpets.

### **Name of the Neighbourhood Estate?**

Upside down P board prior indicating something missing. No surprise to me, was there ever really a neighbourhood estate here? Ah, the Serenity.

## Division 3: (After Lunch)

### **Pub #19 – How many horses on the awning of the Rockley Pub??**

Quite a few, including a few round the corner heading back towards the M5 control. Just hypothetically supposing we maybe turned that corner, is that a penalty?

### **Whose grave is here?**

**Hondo Grattan** - winner of two Inter-Dominion pacing Championships

*"Few harness horses had achieved that mystique status of "folk hero" before the emergence of a smallish standout pacer from mid-west NSW in the early 1970's. What made Hondo Grattan even more unique was that he was quite probably the only standardbred at that time to have had a song composed about his deeds on the racetrack. Much later his great rival Paleface Adios also had a song written about him.*

*Bred at Tarana near Bathurst and of a North American/New Zealand cross of breeding cultures, Hondo Grattan had that irresistible and mysterious combination of determination to win and not give in - elements that endeared him to the public and harness racing participants alike.*

*Hondo Grattan also had a trainer/driver who had the same game characteristics and who was noted for his cheeky larrikin style of response in nearly all circumstances. "*

More at <http://www.interdomhof.com.au/horse-hondo-grattan.asp>

# Note to self: adopt Hondo Grattan tactics in future.

### **What colours are the Jockey's shirt?**

Well, that depends on which of the three jockeys you are talking about.

At this point we started going loopy, but that was OK because Tony Norman's training run a little while back had a similar loop in it twice through the same passage control, so we had seen this before. Just a small matter of clockwise or anti-clockwise to decide.



#### Q 14: \_ O \_ \_ E \_ \_

Somewhere out there, is an unremarkable turn off onto a gravel road. At the same point (or possibly 500m prior) is a dry-stone wall entrance to **WOODEND**, or so BSD informs us later. Unremarkable turn off is a scene of chaos, with several MTAs and WTSs in progress. Nearby resident must have thought a raid was about to go down. Navigator in green Volvo showing Hondo Grattan determination WTS at least 200m back and forth.

Lots of bull dust ensues.

#### Further Observations:

# In a rally of 40+ cars, how come we only see about 20 of them after the start? Are we just slow? Did they all get lost even more than us? Happy to finish right on 4pm.

# Navigation instructions to bathrooms not included.

# Great lunch thanks to Rockley School fund raisers.

# Those supposedly old standard-looking cars get along – something's going on there.

# According to 15 yo navigator, pass of the day was owned by a silver Subaru WRX at full noise on a nice wide open curve – some good roads out there. Honourable mention to red Alfa 105.

# Some tasty Porsches out to play. Great to see a brace of Peugeot 504s too.

# 15yo navigator: "Don't bother, I'll figure out how to use the odo app on the day."

# 15yo navigator: "I'm just putting my headphones on for the next 10kays, nothing's happening, just keep driving". Driver to self: "What the #\$@X - is that in the instructions?"

#13 yo observer: Do you think they will notice if we drive off with the lolly box?

#13 yo observer: "Can I have a horse? Where's the nearest McDonalds?" Driver to self: "Are you hearing yourself right now? Do you want fries with your Hondo Grattan?"

# Suggested trick question for next time – at how many of the 24 route pubs could you actually buy a beer [and how long would that take - I can clear my schedule though perhaps a 2 day event]]?

# Uneventful trip back home with some traffic before Katoomba. Overnight rain does a better job of cleaning the car than I have time for just now.

# Family still talking to each other post-event (as much as usual anyway).



A big thank you to organisers/officials/helpers/ photographers/fellow competitors etc. for a very enjoyable weekend and commitment of their time & effort.

The Revesby 4 shall ride again.

\*Most of the above is true. No wombats were injured in the making of this report.

Andrew Taurins

To see a great YouTube video of the Run With Non Beer, produced by Geoff Bott car 34, go to [https://www.youtube.com/watch?v=MKPh\\_QrNXvg](https://www.youtube.com/watch?v=MKPh_QrNXvg)

## THE RUN WITH NO BEER.....but it was great to find the pub with beer at the end of our day!

By Jen Navin

Our second rally for this year and Shane had decided that if we were to make a mark in Apprentices this year driving the 928 Porsche was the way to go. That meant I had to step up yet again and drive the Black Beast as I was the chauffeur of the team.

So, heart in mouth, bum on the seat, hand on the gear stick, foot on the clutch and a few prayers sent up to the Almighty and I was off up to Mount Victoria for the briefing at the Victoria and Albert Hotel, our first pub for the day. No beer but pretty good coffee and fruit toast.



A great role up with forty cars and their crews all eager to find the twenty pubs with no beer that Bob and Phil had spent many hours researching, finding and plotting onto a route that covered some brilliant roads and beautiful scenery. It took a little time for me to understand the car and initially, within only the first couple of kilometres of the rally, I thought there would be no appreciation on either side of the car. I would like to thank the patience of the teams I held up when I encountered, on a narrow road just out of Mount Victoria, another driver coming in the opposite direction causing me to swerve to the left and catch a branch under the guard of the car. Shane got down on hands and knees to pull the offending branch from under the car. Eventually the Beast and I did find our mojo with the 928 very happy, clinging to the tarmac and hugging the corners of those roads, so much so it was hard to hold the car back at times.

The beautiful hills and quintessential autumn landscape that is truly Australian was as amazing as ever. But the dry weather we have been having these last few months was no where more evident as in the dry, brown and sparse pasture land. So, it was encouraging to see the cows with their young in the fields and at one stage, having to share the road with a herd that was being moved to a new paddock. It is always great to have a rally this time of the year because you get to see the wonderful autumn trees in all their glory.

We headed out to the Lithgow area, one of our stops being in Little Hartley Historic Village, a place that I have often driven past on my way to seeing clients in Lithgow. I finally drove into that village so we could count the number of chimneys on one building and then the number of posts holding the ageing veranda up of another old pub. It was a quaint little village but a ghost village at that. The proprietor of a sole operating business seemed a little overwhelmed by the sudden influx of cars and people that he walked down his driveway to ensure that it was kept clear for the real tourists.



On these rallies they not only challenge your driving and navigational skills they can also test your superior intellect. When at Yetholme, an official gave us an 'FTD' after driving a loop twice, it took his explanation of 'the fastest time driven' and not what I thought was 'Frontal Temporal Dementia' for it to make sense!

Later we were asked to plot a course around a non-perennial lake. Asked by my navigator what a non-perennial lake was I gave him an answer that was similar to what I understood a perennial plant to be.



Driving into the township The Lagoon and then driving around a plotted circuit, it sort of made sense. As you drive more of these rallies your skills at both navigation, understanding the directions and driving are continually challenged. You learn something new each time and build on your trivia thus keeping the brain active and reducing the chance of having 'FTD'!

It is with the more recent rallies that a mandatory rest stop has become more strongly enforced which is a good thing. On this rally, to actually enforce a ten-minute stop with the relinquishing of the road card to the officials was a bold and sensible move and one to be commended.

Both Shane and I enjoyed the rally. Absolutely amazed at how many old pubs are out there 'in dem der hills' but it was fun finding them. We missed picking up the three club mates who were requiring a lift because of the RBT... sorry about that but as with the morning we were running close to time so we had to cut and run. Well that is the story Shane is sticking too!

Thank you to Bob and Phil, the officials and volunteers for the huge effort and time put in so that we all had a great day of rallying.

Jen Navin Driver Porsche 928 GT.

## **National Touring Code (NTC) incorporating NSW Standing Touring Bulletins 2018**

### **EXPLANATORY NOTES**

The National Touring Code 2018 has been adopted by CAMS. The NSW Touring Code (Provisional) has been cancelled. Amending Rules for use within NSW have been adopted as NSW Standing Touring Bulletins (NSW STB) 2 & 3.

**The only change in the above has been that Touring Assemblies have been replaced, for our purposes, with Navigation Assemblies and that Divisions (lunch and end of day) can now be timed to enable a practical completion of lunch and the event..**

**"NTC incorporating NSW STBs 2018" is an unofficial document for use by competitors and officials which merges the National Touring Code with the rules from STB 2 & 3.**

The amending rules that had been created to reflect NSW styles of navigation as part of the former NSW document have been reinstated to read with the new National Touring Code. These are contained in NSW Standing Touring Bulletin 2.

There were a few changes that were made by CAMS in the creation of the National Touring Code that were not considered appropriate by a group of NSW people and amendments to revert those to as close as practical to NSW former best practice have been made as NSW Standing Touring Bulletin 3.

Mike Batten will be discussing the issues in STB 3 with CAMS during the year to try and have as many as possible changed in the National Touring Code for 2019.

The NSW Standing Touring Bulletins 2 & 3 can be found on the NSW Rally Panel website

*Lui MacLennan and Dave Johnson*

### **Classic Cars and their tyres.**

Lindsay Trevitt has sent in an interesting link; <http://classicsworld.co.uk/news/old-tyres-under-investigation/> He comments "*The active members of the CRC probably have a good appreciation of tyres, their age & quality but some members would have Concours or rarely-used vehicles and the tyres on these vehicles may only receive a passing glance.*

*This article covers some of the issues that should concern all drivers, as the issue is how old are the tyres as tread depth is not a true guide of condition."*

## **Classic Rallying by Jon Mansell.**

### ***The best way to have fun with a 30+ year old car.***

I have had a love of old cars since I was a child. Although my Dad wasn't really a car guy, he had a bit more than a slight appreciation for older machinery. I have owned several older cars along the way and actually, a 1999 model Falcon is the newest car I own.

#### **Getting the bug:**

I found the Classic Rally Club by accident while looking for something else on CAMS confusing website back in 2012. It took me a while to have a go and I started Classic Rallying back in 2013 with a friend who was game enough to navigate for me. We ran Tony Norman's event that year in the Southern Highlands and local knowledge hurt more than it helped. We eventually finished 13<sup>th</sup> in Tour in a road registered track car that wasn't really a classic.

We didn't venture back until 2014 when I purchased a late 80's Corolla. This car was a lot of fun to drive and ultra-reliable. That year we ran Tony Norman's rally again and the Tour De Course, with Christine Jones navigating for me. We finished back in the pack but it was all good fun. I decided that year I would head off to the Classic Alpine where, thanks to Lui McLennan finding me a last minute replacement navigator I teamed up with Garth Bransgrove. We had the best fun that weekend. Garth is a great guy and we were laughing at each other and at all the bad jokes we could come up with all weekend. On the Saturday we were about 24<sup>th</sup> I think at the end of the day and I must say we thought we were top 5 (As you always do). We ran an almost flawless Sunday to get back up to 17<sup>th</sup> in Tour. All in all Garth and I had a great time and it was a good year of rallying for me.

#### **Learning on the run:**

2015 saw me run one rally as Driver and Navigator for the day. Talk about juggling an open box of confetti. I then managed to team up with Glenn Evans from the Classic Rally Club. I think we did 2 rallies with a 4<sup>th</sup> place in class at our first attempt which was Mike Batten's first time organizing a rally, followed by 3<sup>rd</sup> in the Tour De Course. We made a very good team and I learnt a lot from Glenn.

Then it was off to Classic Alpine.... Remember the wonderful Saturday night accommodation in a dusty cobweb infested railway carriage, no power, no hot water and it was pretty cool that night. Christine came to Navigate again and I think that may have been her last. At the end of Day 1 we were in the top 5 I think, but it went steeply downhill after that.

Sunday definitely had its dramas. Firstly my phone died and would not turn on in the morning, so much for the nav. Apps. We switched to Christine's phone but as we didn't have a car charger that fitted her phone this too died part way through the morning division leaving us not knowing where we were or the distance into the stage. So we finished the day manually using a calculator and the speedo finishing back down in 17<sup>th</sup> again.

#### **The perfect Navigator:**

My now wife Tina reluctantly jumped into the navigator's seat for 2016. She did a much better job throughout the year than she realises and everyone in the club made her feel very welcome. At her first event, Mike Batten's I think, she was so worried about making a mistake that she overstressed during the first division. We stopped and gave her a break and some water and then continued on. We had a fun day and I think a 7<sup>th</sup> place finish. Our best result yet in a classic rally. We also ran Sophie's Run, Tour De Course and several more rallies that year all with good results.

By Alpine time, I had written the poor Corolla off in an accident (that's another story) and we were forced into our '93 N14 Pulsar for the Classic Alpine. Tina was in awe at the size of the event, the distances we travelled, more places that she hadn't been to before, the gorgeous Australian scenery and how friendly everyone was.

After a day of turn of, left at the rock that looks like a bear, straight on at the kangaroo, etc. we ended up on a football field herding invisible sheep into paddocks and out again for some BONUS points. I think we would have done better if we had gone to the pub. After this it was into the motel where we showered and were off to dinner at the Dish where we were seated with Garth Bransgrove and his dad Arthur and

Garth's son. We had a very good night with great food and company, a few red wines and lots of laughs. The CRC really does do great dinners!!

Sunday was another good day through the hills and dales with lunch at Neville the through Barry and almost out to Trunkey Creek, or was that Saturday.... after 2 days and over 1,000 kms of competition we finished a credible 11<sup>th</sup>. Our best Alpine Finish to date! By the time we got home we'd travelled over 1,600 kms for the weekend and we were exhausted.

### Stepping it up:

2017 came and we stepped up into the Apprentice category (thanks to my time driving for Glenn Evans) and we had purchased a 1984 Datsun Bluebird. We had to work together with the navigation, but Tina does pretty well at learning quickly and in our first rally at this level we came home in 5<sup>th</sup> place. We ran another in 5<sup>th</sup> and even scored a 4<sup>th</sup> throughout the year and were having fun all the way.

We then hosted a Rally. The 2017 Sheep Station Rally, so named because so many people seem to tackle these events as though they were playing for one. For Tina and I, it's all about fun and having a laugh.... usually at ourselves and the mistakes we make. Tony Norman helped us to set the rally up and as well as setting the Masters and Apprentice navigation and questions he taught us more than he realised.

It was difficult for Tony as he is used to doing everything at his own pace and with Tina and I both working long hours each week and my focus on winning two club level race championships that year, sometimes things took a few days more than Tony would have liked.

Sadly we missed the Alpine in 2017 as we were concentrating on our racing results (we won almost every time out) and the year was over all too quickly.

### Lock and Load:

With the Bluebird needing a few repairs, as all old cars do, we started 2018 in the most unusual of rally cars, a '98 Mazda Metro..... This has to be the most un-pretty rally car about, but at least we are still out there competing and not home sitting on the lounge fighting over the remote (Tina wins every time).

First rally of the year was in the lower Hunter set by Tony Norman so you know it's not just tough, it's cryptic. We stayed in a fantastic old pub at Holmesville the night before which was a great choice, friendly locals, great band and Tina and I enjoyed the evening.

The rally was a bit difficult to say the least with Tina and I both interpreting some of the navigation differently (usually Tina was correct). My morning interpretation had us back tracking for almost 20min to get back on track. We missed a couple of directions but had the majority of the morning route correct.

By the time we hit the Lunch Control, we were dazed and confused which I'm sure was Tony's desired response to his plotting. I'm sure Tony pours over maps and documents rubbing his hands together with a wicked grin and an evil laugh saying 'YES... YES that'll get 'em.....'

After lunch, the first few instructions were as cryptic as ever and with my help, we made a hash of the run to the first afternoon Via. Luckily, we interpreted the next Via correctly and we caught up to the rest of the cars by the driver reviver stop. Who invented them? Great Idea!!!!!!

The run to the end was tricky with an out of bounds that wasn't an out of bounds if you re read it 100 times and a Via point that you had to pass through twice but you couldn't visit it until it was a Via so you had to use the shortest mapped route through an out of bounds..... Confused? Yes so were we!

This was followed by a geometry lesson and a herringbone (rally speak for confusing road direction



drawing that has nothing to do with anything you drive past). We got part of it and decided to head to the next Via realizing later that the route we drove was correct... Hahaha.

Finally at the last major control of the day we were feeling good about the day but our final score was yet to come some days later. Chatting with a few other competitors, we realised that most were suffering similar torments with the instructions as we had so we thought.... top 5???

Each rally, we learn another lesson or two that we log in the memory bank so we don't forget. The final outcome of this rally was another 4<sup>th</sup> place. Although not a podium, we are proving that we are gaining some consistency and we can build on these results.

### **The Pub with No Beer:**

The next 2018 Rally was the recent Pub With No Beer event that was run through the Central Tablelands of NSW. Starting at Mt Victoria, with over 300 competitive kilometres and finishing at the pub at a little place called Tarana which thankfully had beer. Maybe Phill and Bob didn't know this.

On the night before the rally we wined, dined and stayed in Katoomba and in the morning headed off to Mt Victoria where a much needed coffee and breakfast awaited. Sign-on, pre event info, crew briefing and finally getting our hands on the maps, instructions and questions etc. we quickly realised we were already confused and should have stayed having coffee.

All too quickly it was go time and we were the 5<sup>th</sup> car to step up to M 1. Like several other cars we went about 50 metres and parked up so we could have a better look at the instructions and plot the route to the first Via Point and a quick consult with fellow competitor Shane Navin to find out what a RBT meant in rally terms..... READ the instructions I said to myself after Shane enlightened me.

We were quickly on our way and Tina was soon advising me of our first turn coming up. I looked at her and said..... We're going to win this. Turning onto a very narrow twisty country lane we soon caught up with about 8 cars all stopped while someone was looking under their car. Was that in the instructions??

We soon all headed off and the group spread out again. We came upon our first 'Z' boards in competition and although we knew how to tackle them, we didn't know we had to record them, although this too was covered in the crew briefing. (This we would find out at the end of the day). Must pay more attention in class....

About three quarters of the way through the morning section, instead of checking our route, we followed another 2 cars up an incorrect road. We soon realised the mistake which was ok, but I messed up the distance reset which Tina noticed about 10 min later. This cost us valuable time to back track to where we knew the distance and get back on track, Oh and look the questions lined up with the distances again. At the morning tea stop, we shared a Cuppa with Peter and Valerie Jakrot who had it all packed neatly in a picnic basket in the back of the Porsche. Thanks guys, we really appreciated the hospitality.

Tina and I plotted the next Via and worked out the route we would take. So we set off happy that we had caught up some of the lost time. We found and followed the Datsun 1600 of Mike Batten & Peter Reed for some of this section until they needed to stop. We were feeling good that our navigation had us on the same route that these more experienced guys had plotted. The rest of the morning went well although we did do a bit of back tracking as the roads and the maps didn't quite match. That set us back in terms of road position as well as finding actual distance measurements didn't match the instructions and then the corners weren't where the measurements on the maps were.....

Coming into lunch, I upset a local as we were both a bit wide and missed each other by the smallest of margins. He decided to turn up at the major control and tell me off. Obviously he had home town advantage, I hope he felt better after that.... Hahahahaha

The afternoon had some tricky navigation and one of the Via measurement was way out and there were no roads in that section of the forest. We took a guess and headed off finding a few cars along the way so we were confident we had it right. John Cooper and Ross Warner were on the same road so we thought we can't be too far off... Wait, didn't Ross say he was having a shocker of a day? Oooooooo Bugga!

The final run to the end was very tricky with 3 Vias that we needed to pass through along the shortest

mapped route. We had to work these out from some daft bedtime story. This was easier said than done with many cars parked up trying to work it out and some doing the cut and run to the final major control.

We plotted the route with one small mistake and we made the final control with about 25min to spare and were feeling very confident we had done well. Tina and I enjoyed a well-earned beer, chatted with other competitors and the officials. This was where we found out from Rally Director Phill Stead that we needed to record the 'Z' boards.

Our confidence dropped and on the way home, we spoke about this and how we may not get a top 3 finish. BUT, as always we had a fun day and enjoyed the challenges, scenery, and working as a team to get from the start to the finish and for us that's what it's all about. A week later after all the event scoring was done, we were sent the results.

HOLY CRAP! As Frank Barrone would say, we still won Apprentice!! The 'Z' boards were something that tripped many up and Tina and I had actually done a better job of navigating the route and recording the information needed to win than any other team. (Well we made fewer mistakes than everyone else)

A few days later the call came from Phill Stead congratulating us on our first win. It was a very nice thing for him to do and a great feeling.

We are now about just over a week away from our next rally, The Dave Johnson Classic set by Uncle Mal who keeps taunting us with photos and folk law stories about old maps that the first settlers used to get through the area.

Well we have our entry in but unfortunately we won't have the Datsun Bluebird back for this one. That said, the Mazda Metro although the world's most unlikely classic, let alone a rally car, has done a great job so far this year and should get us through another.

Cheers all Thanks for reading, see you at the Dave Johnson Alpine Classic, John Mansell.



## 2018 RUN WITH NO BEER - 29th APRIL, 2018 - FINAL RESULTS

Driver/Navigator	Vehicle	Cat	DIVISION 1 MAJOR CONTROLS	DIVISION 1 MANNED PASSAGE CONTROLS	DIVISION 1 VISUAL ROUTE CHECKS (VRC)	DIVISION 1 VRC ON INCORRECT ROUTE	DIVISION 1 Z BOARDS	DIVISION 1 QUESTIONS	DIVISION 1 TOTAL	DIVISION 2 MAJOR CONTROLS	DIVISION 2 MANNED PASSAGE CONTROLS	DIVISION 2 VISUAL ROUTE CHECKS (VRC)	DIVISION 2 VRC ON INCORRECT ROUTE	DIVISION 2 Z BOARDS	DIVISION 2 QUESTIONS	DIVISION 2 TOTAL	DIVISION 3 MAJOR CONTROLS	DIVISION 3 MANNED PASSAGE CONTROLS	DIVISION 3 VISUAL ROUTE CHECKS (VRC)	DIVISION 3 VRC ON INCORRECT ROUTE	DIVISION 3 Z BOARDS	DIVISION 3 QUESTIONS	DIVISION 3 TOTAL	RUN WITH NO BEER OVERALL TOTAL	RUN WITH NO BEER POSITION
1 Murray BAKER / Nikki BAKER	BMW 1 Series M	A	30	0	0	0	12	0	42	30	60	36	0	0	44	170	0	30	12	0	0	11	53	265	4
4 Jennifer NAVIN / Shane NAVIN	Porsche 928	A	0	0	0	0	12	11	23	30	24	15	0	22	91	0	0	36	0	0	22	58	172	2	
8 Stephen ANNABEL / Jayne ANNABEL	Jaguar X300	A	30	30	0	0	12	0	72	0	60	60	0	44	164	0	0	12	0	0	0	12	248	3	
9 Kevin PAYNE / Tom PAYNE	Alfa Romeo 1600	A	0	30	0	0	12	66	108	0	60	72	0	110	242	0	0	12	12	0	12	36	386	5	
10 Jonathan MANSELL / Bang-On MANSELL	Mazda Metro	A	0	0	0	0	24	11	35	0	30	24	0	0	54	0	0	24	0	0	0	24	113	1	
14 Mike BATTEN / Peter REED	Datsun 1600	M	0	0	0	0	0	0	0	0	60	12	0	22	94	0	0	24	0	0	0	24	118	8	
15 Natalie MARTIN / Glenn EVANS	Porsche 1911	M	0	30	0	0	12	11	53	60	0	60	0	44	164	0	30	60	0	0	55	145	362	12	
16 Alan WATSON / Pam WATSON	Toyota Celica	M	0	0	0	0	0	176	176	0	0	12	0	33	45	0	30	12	0	0	0	42	263	11	
17 Andrew INGLIS / Martin LEAVER	BMW 535i	M	0	0	15	0	0	0	15	0	24	0	0	0	24	0	30	12	0	0	0	12	81	5	
18 Tony WISE / Lui MACLENNAN	Alfa Romeo Alletta	M	0	0	0	0	12	0	12	0	12	0	0	0	12	0	0	12	0	0	0	12	36	1	
19 Peter JAKROT / Valerie JAKROT	Porsch	M	0	0	0	0	0	0	0	0	12	0	0	0	12	0	30	48	0	0	11	89	101	6	
20 Robert PANETTA / John HENDERSON	Alfa Romeo Gt Veloce	M	30	0	0	0	0	0	30	0	0	12	0	0	12	0	0	0	12	0	0	12	54	3	
21 John COOPER / Ross WARNER	Ford Escort	M	0	0	0	0	0	0	0	60	0	15	0	22	97	0	30	12	0	0	0	42	139	9	
22 Gerry BOTH / Carol BOTH	Alfa Romeo 105 Veloce	M	0	0	0	0	0	0	0	0	12	0	0	0	12	0	60	24	0	0	11	95	107	7	
23 Jann SINFIELD / Mal SINFIELD	Nissan 300 2X	M	30	0	24	0	0	66	120	30	30	48	0	55	163	0	60	48	0	0	22	130	413	13	
24 Brett MANEWELL / Belinda MANEWELL	Mazda CX9	M	0	0	0	0	0	0	0	60	30	24	0	11	125	0	30	12	0	0	11	53	178	10	
25 Michael OLSSON / Harriet JORDAN	Mazda MX 5	M	0	0	0	0	0	0	0	0	0	12	0	0	12	0	30	12	0	0	11	53	65	4	
26 Lauren WALKER / Alan WALKER	Mazda	M	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	30	42	2
5 Michael MALGO / Geoff HEMPSALL	Range Rover	T	30	0	24	0	0	99	153	0	0	0	0	6	6	6	0	0	0	0	0	0	0	159	12
7 Jon DICKSON / Ivor DAVIES	Alfa Romeo GTV	T	0	0	0	0	0	33	33	0	0	0	0	6	6	6	0	0	0	0	6	6	45	10	
28 Anthony OUIST / Alan ONGLEY	Mitsubishi Galant	T	0	0	0	0	0	6	6	0	0	0	0	6	6	6	0	0	0	0	6	6	18	5	
29 Richard NINEHAM / Henri HENDRIKSEN	Peugeot 504	T	0	0	0	0	0	176	176	0	0	0	0	0	0	0	0	0	0	0	22	22	198	13	
31 Alan CUMMINE / Jim DEVES	Peugeot 306	T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
32 Greg YATES / Karen YATES	Mercedes Benz 500SLC	T	0	0	0	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	11	4
33 Andrew TAURINS / Hollie TAURINS	Mercedes Benz W123	T	0	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	22	22	34	9	
34 Geoff BOTT / David WIGLEY	Jaguar XJ-SC	T	0	0	0	0	0	6	6	0	0	0	0	12	12	0	0	0	0	0	0	0	0	6	2
35 Ian PACKARD / Dave HAWKINS	Peugeot 504	T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	23	6	
36 Craig WALSH / Sean WALSH	BMW E46	T	0	0	0	0	0	0	0	0	0	0	0	6	6	6	0	0	12	0	11	23	29	8	
37 Graham DOLBEL / Karen DEVEREAUX	Mazda MX 5	T	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2
38 Edu DHONDY / Shanon DHONDY	Toyota Corolla	T	0	0	0	0	0	11	11	0	0	0	0	17	17	0	0	0	12	0	11	23	51	11	
40 Neil HOOD / Joy HOOD	Mercedes 300	T	0	0	0	0	0	11	11	0	0	0	0	6	6	6	0	0	0	0	11	11	28	7	

## Classic Rally Club Championship 2018

### Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
<b>Competitor</b>									
Martin Leaver	20	16						36	1
Teresa Morey	19	16						35	2
Phillip Stead	17	18						35	2
Alan Walker	16m	19m						35	2
Ross Warner	15	12						27	5
Peter Reed	14	13						27	5
Carol Both	13	14						27	5
Glenn Evans	11	9						20	8
Lui MacLennan		20						20	8
Mike Stephenson	18							18	10
Mal Sinfield	10m	8						18	10
John Henderson		18						18	10
Harriet Jordan		17m						17	13
Valerie Jakrot		15						15	14
Ted Norman	12m							12	15
Pam Watson		10						10	16

### Masters Drivers

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

## Classic Rally Club Championship 2018

### Apprentice Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
<b>Competitor</b>									
Shane Navin	13m	14						27	1
Tina Mansell	12m	15m						27	1
Nikki Baker	14m	12m						26	3
Scott Wilkinson	15							15	4
Jayne Annabel		13m						13	5
Tom Payne		11						11	6
Lindsay Trevitt	10							10	7
Lachlan Watkins	9							9	8

### Apprentice Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
<b>Competitor</b>									
Jennifer Navin	13m	14						27	1
Jon Mansell	12m	15m						27	1
Murray Baker	14m	12m						26	3
Donna Wilkinson	15							15	4
Stephen Annabel		13m						13	5
Laurie Cuningham	11m							11	6
Kevin Payne		11						11	6
Brian Doyle	10							10	8
Jim Barrett	9							9	9





## Classic Rally Club Championship 2018

### Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	2 day	2 day	2 day	Points to date	Position to date
<b>Competitor</b>									
Karen Yates	10	7						17	1
Jim Deves		10m						10	2
David Wigley		8.5						8.5	3
Karen Devereaux		8.5m						8.5	3
Alan Ongley		6						6	5
Dave Hawkins		5						5	6
Sean Walsh		3m						3	7
Hollie Taurins		2m						2	8
Henri Hendriksen		1						1	9
Shaneen Dhondy		1m						1	9

### Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7		
	Autumn Challenge	The Run with No Beer	HRC Autumn Classic	Tour d' Course	Wollondilly 250	MG Classic	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	2 day	Points to date	Position to date
<b>Competitor</b>									
Greg Yates	10	7						17	1
Alan Cummine		10m						10	2
Geoff Bott		8.5						8.5	3
Graham Dolbel		8.5m						8.5	3
Tony Quist		6						6	5
Ian Packard		5						5	6
Craig Walsh		3m						3	7
Andrew Taurins		2m						2	8
Richard Nineham		1						1	9
Edul Dhondy		1m						1	9
Jon Dickson		1						1	9

### Future Stars in a Rally Car

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

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

10/5/18

## CRC Events Calendar.

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

Date	Event - CC indicates CRC championship event	Note	Contact
22/05/18	C.R.C. meeting	Denistone Sports Club	
27/05/18	H.R.C. David Johnson Autumn Classic CC	One day rally in Southern Highlands & Southern Tablelands of N.S.W.	Mal Sinfield & David Johnson
24/06/18	AROCA Tour d' Course CC	Southern Highlands NSW	Tony Wise
26/06/18	C.R.C. meeting	Denistone Sports Club	
22/07/18	Wollondilly 250 CC	One day rally in Wollondilly Shire	Mike Batten & Peter Reed
24/07/18	C.R.C. meeting	Denistone Sports Club	
25/08/18	26/08/2018 M.G. Spring Rally CC	Two day rally in the Hunter Valley	Jim Richardson & Doug Barbour
28/08/18	C.R.C. meeting	Denistone Sports Club	
Sept. Date event T.B.C.	Possible one day C.R.C. rally or Lunch Run	Details T.B.A.	
25/09/18	C.R.C. meeting	Denistone Sports Club	
23/10/18	C.R.C. meeting	Denistone Sports Club	
3/11/18	4/11/18 Alpine Classic CC	Location T.B.A.	Ross Warner & John Cooper
December	C.R.C.Presentation & Xmas Party	Details T.B.A.	

Information, entry forms and supplementary regulations for C.R.C. events can be downloaded from [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

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

3/6/18	Des West Touring Assembly	Lower Hunter	<a href="http://historicroally.com.au/des-west-classic-2018/">http://historicroally.com.au/des-west-classic-2018/</a>
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## Tour d' Course Sunday, 24th June 2018



Come along and be in the annual **TOUR d' COURSE** hosted by the Alfa Romeo Owners' Club in conjunction with the Classic Rally Club.

You will travel through beautiful countryside covering approximately 300km of some of the best roads in the Southern Highlands. You may choose from 4 levels of navigation:

- **Masters:** challenging navigation. (CAMS Licence required)
- **Apprentices:** as for Masters but with additional help (CAMS Licence required)
- **Tour Competitive:** simple route charted instructions with competition points awarded (CAMS licence required)
- **Tour Social:** as for Tour Competitive but with NO competition points awarded (CAMS licence NOT required)

The **TOUR d' COURSE** is known for the fine food and this year will be no exception. By popular demand lunch will again be at the **Southern Highlands Winery**. Finish will be at the **Sutton Forest Pub**.

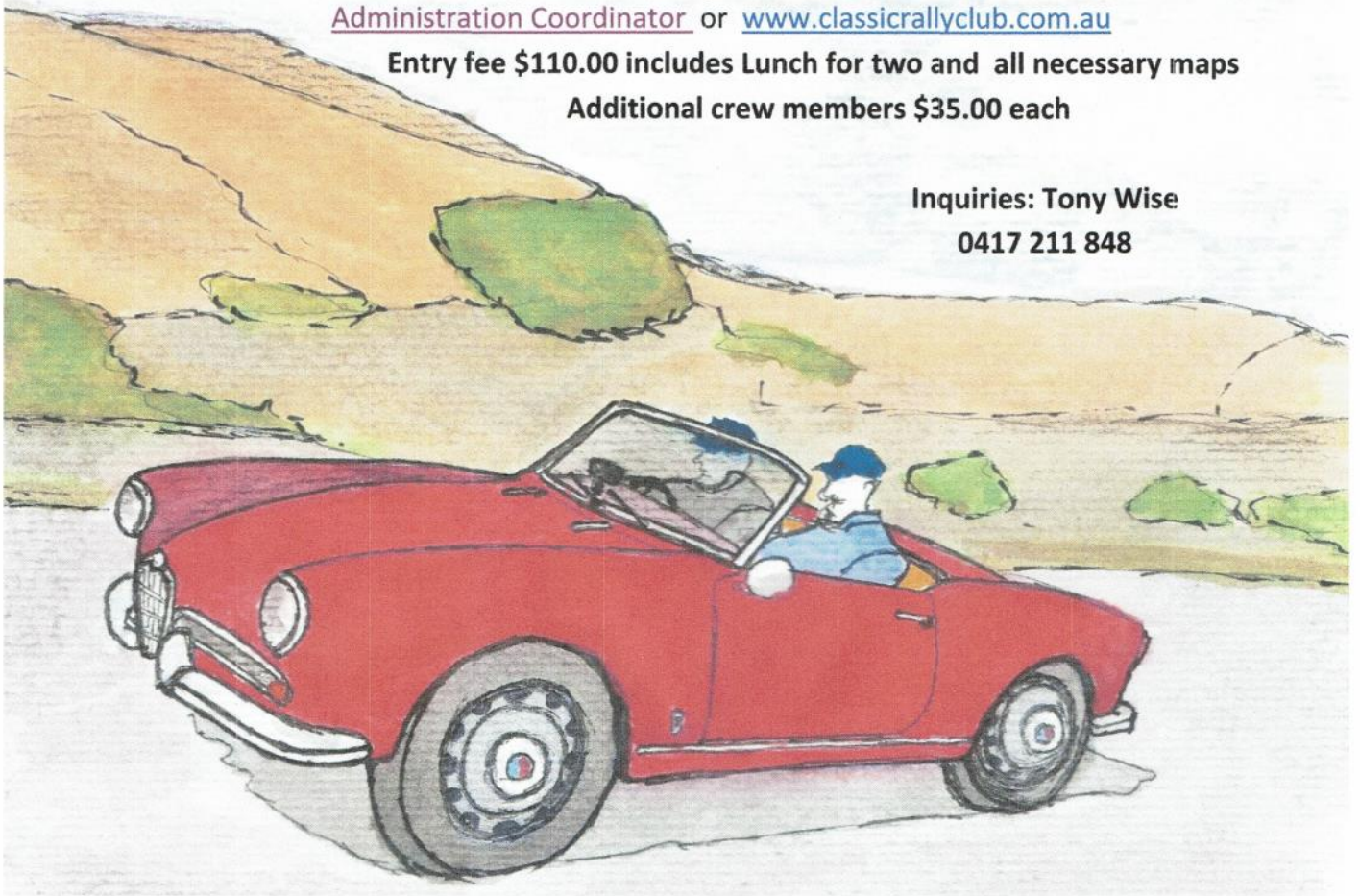
The start and sign-on will be at the **Mittagong RSL Club** corner of **Hume Hwy** and **Bessemer St**, Mittagong where there will be good coffee and light breakfast if required from 7.30, **first car away at 9.00am**

Entry Form and Supplementary Regulations are available from:

[Administration Coordinator](#) or [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

**Entry fee \$110.00 includes Lunch for two and all necessary maps**  
**Additional crew members \$35.00 each**

**Inquiries: Tony Wise**  
**0417 211 848**



# Wollondilly 250

## Sunday 22nd July 2018

### "Back to the 20s"

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

## Classic Rally Club Officers and Contacts 2018

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
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
Newsletter Editor: Bob Morey	crc.editor@classicrallyclub.com.au	0402 479 661
Competition Secretary: Tony Norman	crc.comp@classicrallyclub.com.au	(02) 9804 1439 or 0402 759 811
Championship Pointscorer: Mike Batten	crc.scorer@classicrallyclub.com.au	0400 174 579
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	(02) 4261 3018 or 0417 285 138
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	Willoughby	0419 983 247
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



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