



Rally Directions

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

April 2019 Issue #3
Dates to remember

April 23rd - Club Meeting
May 3rd - F.F.F.F. (TBC)



Lights were all the go on The Black Stump



Notices

- A Christmas in July dinner is being organised to celebrate the Club's 25th anniversary. Places are limited, details inside.
- The Club's annual Presentation and Christmas Party will be held this year on Sunday December 1st.

Turn the page to read about;

- How one crew survived the perils of the Hawkesbury Valley on the Ramble.
- The adventures of a Pug in the forests of western NSW.
- The proceeds of a Club raffle helping cancer patients.

Classic Rally Club Officers and Contacts 2019

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Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
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Johns Jabber

Hi Everyone, it seems like a long time since my last Jabber but its that time again when I need to hurry up and get this to Bob, our trusty editor for the Mag.

Bob and Jane have been away travelling and camping out and are now back ready for all your stories and photos. It's a big country but you never know when you might just happen to bump into another CRC member on the road, just like Bob and Jane who were parked in the street in Deniliquin when Paul Morton, on his travels, just happened to pull up and park right behind them with his van. A pleasant surprise for them. The CRC seems to have quite a few vans among it's members, and maybe someone might plot a caravan rally. Now that's an idea.

I am looking forward to our Clubs 2nd rally for the year, the " Hawkesbury Ramble ". That is 'Ramble' not 'Rumble'. This is a Back to the 60's event on the 14th April (no doubt it will be over by the time this goes to press and we will have heaps of stories and photos in next month's mag, won't we everyone and maybe even 1 or 2 in this edition.) Mike Batten and Peter Reed have come up with a new name and area to go rallying.

John Henderson and Lui MacLennan, our long time brother and sister members, have completed the preparation of their Volvo for the upcoming Peking to Paris Rally in June/July this year with lots of help from Jeff West and Robbie Panetta, plus a few more I am sure. The car was all tuned, sorted and packed with spares, tents, sleeping bags etc and sent on its way by boat, ready for them to pick up in China for the start of this marathon rally. Our CRC legend Gerry Crown and Club International ambassador Matt Bryson in the very successful P76 will also be on the event vying for top honours again. That P76 has more stamps in its passport then most of us. Heather Worth and daughter Jo will also be in a Volvo competing in their second P2P. We wish them all good luck, safe travels and enjoyment on their adventures and expect them all to share many written stories and photos for all to read on our Facebook Group page and in future club magazines.

Back in early March I enjoyed a week long road trip down to the Phillip Island Historic Race meeting along with quite a few other CRC members. Three up in my Ford Ranger on the way down were my brother Ron and Johnny Whitaker. Gerald Lee in his car with Jim Barrett followed us and sometimes lead. Talk about a big country, the Planes, Trains and Automobiles member Robbie Panetta was standing at the bus stop about 80k's from Phillip Island needing a lift, when he saw us go past. We decided to let him walk! This is not quite true but it makes a good story, just ask Robbie. All five of us, Robbie was elsewhere, bunked down in the exact same cabin we had 10 years ago when we were there with our Minis for the Mini's 50th year anniversary. Not much had changed with the cabin over that time, I think even the sheets might have been the same! The five of us were obviously much older and slower. Some great cooking from Ron kept us well fed.

We caught up with Robbie Panetta and Tony Wise supposedly servicing for their Alfa mates. I think they had an easy weekend. Tony Kanak and Lindsay Trevitt were servicing for the Nolan's Nolan Chev, plus our CRC legend Bob Holden was also there. During my talks with Bob he indicated that he would love to come back and do another Alpine Classic Rally later in the year. Bob did a few of our early Alpines and is still pretty good for his 86 years of age. It would be great to have him back in an Escort again.



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Doug Barber and Xanthea Boardman were also at the event set up in their garage and did fairly well racing the Porsche. Added to all these people club members Tim McGrath and Gary Johnson, with their wives, attended while traveling in their caravans. As you can see from this list there were many old acquaintances at the weekend's racing. People I know from past events plus there were many magnificent cars and great racing. What a fantastic week away.



Ron, Jimmy, Jim and I spent a great couple of days travelling home via the south coast route. Gerald continued on to Melbourne for the Grand Prix and met up with Cate and the family. We had a few stops at various Bakery's for coffee and cream cakes. We visited the Holden Car Museum, which wasn't too hard for me to handle. We also managed a call in to see CRC life Member Margaret Brown in Narooma for a morning tea cuppa , Margaret was fine and was so happy to see us all, unfortunately her husband John's cancer has caught up with him and was bed ridden. I had seen him at Christmas and sadly he had gone downhill since then. Unfortunately as I write this (Wednesday 10th April) Margaret has informed me that John passed away last night, one day before he was to be awarded his Queens Honours OAM award for his life long services to Legacy. Our thoughts are with Margaret at this sad time. Margaret was awarded her OAM, along with Don Brown, some 23 odd years ago for services to motor sport and for community works.

2019 marks the club's 25th Anniversary and we will be acknowledging this milestone on the 13th July with a combined Christmas in July Dinner and social weekend away in Bathurst. See the ad. in the mag for all the details. Places are limited so get in early to book your spot.

See you out on the rally road some time, if we can find it.

Cheers to all, John Cooper

P.S. Mark Sunday December 1st in your diary for our annual CRC Presentation and Christmas party to finish the year off.

COMPETITION SECRETARY REPORT FOR APRIL

With the highly successful running of the **HAWKESBURY RAMBLE** last weekend we have now completed 2 Championship Point events and this is where our Pointscore guru starts to earn his keep! From what I gathered from competitors, as a mere official, Mike and Peter set a fairly challenging event for Masters and Apprentices but I am sure that while everyone enjoyed their beverages and pizza at the finish location all was explained by Mike and the marked-up event maps. There is now a bit of a break before our next competitive event as follows:

AROCA TOUR D'COURSE - SUNDAY 23rd JUNE. Having recently spoken to the organisers I am informed that the Entry Form and Supp Regs can now be accessed on the AROCA and CRC websites for downloading. The planned route and instructions are now being checked for accuracy - the start will be at the Mittagong RSL Club but the finish venue is still top secret! This event will form part of the CRC Championship and you are encouraged to enter early to avoid disappointment.

SHEEP STATION RALLY - SUNDAY 4th AUGUST. Although still some 3 months away I understand that Jon Mansell is well advanced with his route planning. The Event will start at Marulan, towards Goulburn, and although I have always seen this location as only a petrol stop Jon has assured me that there is a motel there if any entrants decide to travel down on the Saturday. More details to follow as they come to hand.

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WESTERN WEEKEND WANDER - SATURDAY 7th SEPTEMBER. Advance Information. This Event is being planned as a 1 day 'one-way' rally, with the idea being to find some new roads in areas outside the Sydney basin.

Phill Stead & Bob Morey advise the following; *The start will be in Lithgow and the Event will finish in a western frontier town. It will then be at the discretion of entrants whether to overnight 'out west' and then spend a relaxed Sunday sight-seeing on the way home or heading straight home from the finish on Saturday afternoon. Accommodation at the finish town will **NOT** be included in the Entry Fee to allow entrants staying at the finish to select their own level of comfort (and cost) on Saturday night. For those choosing to stay on Saturday night a dinner, in the style of those held on two day rallies, will be held at the finish location. A two part entry fee will be used to cover these two options.*

This is a new concept for a CRC 1 day rally and it is hoped that members will get into the spirit of a rally that incorporates the option of a weekend away spent with other like-minded enthusiasts. Put this weekend in your diary now since I believe that Phill and Bob should be supported with this new approach to CRC rallying. If you are interested in running in this event please email Phillip Stead at phillstead@optusnet.com.au or text on 0412805122 with your expression of interest so plans can be made.

THE ALPINE CLASSIC - SATURDAY 19th and SUNDAY 20th OCTOBER. As always, Ross and John are well underway with the enormous task they undertake in putting together this 2 day Road Rally timed event. This year it will start in Goulburn with the overnight stop in Wagga (should that be Wagga Wagga?) and finish back in Goulburn. Ross assures me that it will be the best ever ALPINE this year! Look for a flyer elsewhere in this magazine.

On other matters not related directly to any particular Events, I have decided to step down from my Comp. Secretary role at the next AGM in November. If you feel that you would like to become more involved with the Club and are interested in putting your name forward I would be more than happy to sit down with you and go through the various tasks involved. None of these are too onerous and I have gained great satisfaction by being actively involved in what is a great Club with a tremendous group of car enthusiasts. So why not get involved? I await a flood of interested from many keen CRC members!

Stay safe on the road

TONY NORMAN - COMPETITION SECRETARY

Rouse Hill Man Attempts to Run Micro Brewery Without Beard

No sorry, wrong headline. In fact it should read:

Rally Officials Run Crew Briefing in Snake Pit

I kid you not. Although the Lynwood Country Club venue at Pitt Town was excellent, this sign caught the attention on the way in. And so to my ramble about the ... HAWKESBURY RAMBLE.

A pleasant early morning start for Bruce and I across from Padstow via the M5, M7 and a surprise 200m of unsealed road as Google maps took us by the most direct route. Well, the car was clean when we started.

I appreciated that Tony Kanak was in the car park doing safety inspections, especially as the pink slip I planned to furnish was kept by the RMS when I renewed the rego the other day. I only realised that the night before while checking all paperwork was in order. Interesting to see a 1962 Morgan park up beside us. Phil Stead was going to have some fun with his maps in that one. Interesting to hear the story about the head gasket replacement that turned into a full motor rebuild for that Morgan too, prior to this outing. We got through the briefing without envenomation and the morning run in Division 1 took us to Glenorie, Maroota and onto the first river crossing at Wiseman's Ferry. The radar gun was out early, less than 5km from the start. Not really a concern for us in the Merc 280CE. This old bus weighs a ton (and a half), has good mid-range torque but not so much low down, and a reluctant kick-down on the auto, so we tried our best but couldn't trip the radar limit. There was a speed limit clue teasing us in the route instructions too. A run across to St Albans with some reasonable gravel thrown in gave us a chance for a bio-break and to stretch the legs at the Settlers Arms.



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Dare I say it, this was another pub with no beer (well not until 11am anyway). A devious phantom P board on the wrong route beckoned a left turn towards the pub, especially since someone had also set up a shade tent selling homemade treats just beside it, and for a while the Hoods' Merc pulled up just beyond it to make it look like a "fully genuine" control. You just couldn't plan this stuff if you tried.

Another ferry back across the river, then winding roads onto Lower Portland. It got interesting between these ferries, as 20+ motorcyclists passed most of us in this section. There could still be a few of them to clean out from under the Hummer, which occupied a good three quarters of the narrow River Road. While waiting for the next ferry at Lower Portland, down came a brief but heavy shower. Enough to make the ramps down and onto the ferry very slippery for the bike riders. One came to grief. I was amused that by my count, at least eight of the eleven Tour cars were on this same ferry load. More river bank and sandstone overhangs, then into East Kurrajong for a leisurely lunch including BBQ, and you know lunch has been good when I have to leave the scones and jam behind.

We found the questions and navigation kept us on our toes the whole way through the division; no time to rest but our odo app agreed quite well on the distances and so we thought we had found everything we were looking for. As usual, Bruce and I swapped seats for the afternoon section, and on receiving the Division 2 route instructions I immediately saw this would be hectic too. We noticed a few questions and distances mixed up just to keep us honest.

Several visits back to Kurrajong, then Richmond, Freeman's Reach and Wilberforce kept us entertained. Let me tell you about Wilberforce, where the snake bit. On the way in I missed calling a left turn, and that left us fumbling around for fifteen minutes in parts untroubled by other rally cars. We eventually recovered to take a rest stop in the park, and then just one km down the road we didn't turn left into what looked for all the world like a shopping centre driveway. Another fifteen minutes later when we figured that out, and argued about which bump was the "CARE BUMP" we were confused on distance. Many cars were having the same drama as us. Later Mike Batten seemed to display a curious pleasure about that. I suggest a drone next time to film the action would make hilarious viewing. There were several close together options for the blue sign question following, pot luck about which was correct. Naturally things seem to come unstuck in the afternoon as we get tired (and when I'm navigating!).

Anti-venom administered, the final run back to Lynwood Country Club was reasonably uneventful, save for some rapid navigation sequences and comedy P boards thrown in at inconvenient times. We saw some minor casualties along the way, namely the MGB with a fan that got too friendly with the radiator, and Robbie's Alfa bottomed out leaving a decent flesh wound on the rear guard.

Thanks to Karen & Greg Yates who gave us some pointers after the last rally that really helped for this one, and especially to Peter & Mike and all other officials for a well organised, smoothly run event with enjoyable roads and good company. A long day out and a big effort, with plenty of preparation required.

Important trivia that you need to know: Pitt Town was otherwise known as "Wandin Valley" in the long-running television series "A Country Practice". We are looking forward to some more practice in the country.

Andrew Taurins, Tour, Car 21.



2019 Hawkesbury Rumble

FINAL RESULTS

Masters																
Car No	Driver	Navigator	Car	Model	Colour	Year	DIVISION 1				DIVISION 2				TOTAL	
							Controls	Questions	Radar	Total	Controls	Questions	Radar	Total	Points	Place
11	Peter Jakrot	Valerie Jakrot	Porsche	944	Beige	1986	25	0	0	25	44	0	0	44	69	1
8	Graham Pettit	Phil Stead	Morgan	Plus 4	Green	1962	25	0	0	25	103	0	0	103	128	2
10	Tony Wise	Alan Walker	Alfa Romeo	Alfetta	Red	1974	48	0	0	48	146	0	0	146	194	3
12	Alan Watson	Pam Watson	Toyota	Celica	White	1984	48	0	0	48	202	0	0	202	250	4
9	Dominic Votano	Mike Stephenson	Ford	Focus	Blue	2016	70	0	8	78	193	0	0	193	271	5
14	Rob Panetta	John Henderson	Alfa Romeo	105 GT Veloce	Red	1972	46	0	0	46	242	0	0	242	288	6
16	Andrew Inglis	Martin Leaver	BMW	535i	White	1988	119	0	0	119	174	0	0	174	293	7
13	Gerry Both	Carol Both	Alfa Romeo	105 GT Veloce	Blue	1973	139	11	0	150	165	11	0	176	326	8
15	John Cooper	Ross Warner	Ford	Escort	Blue	1971	128	22	0	150	DNF					

2019 Hawkesbury Rumble

FINAL RESULTS

Apprentices																
Car No	Driver	Navigator	Car	Model	Colour	Year	DIVISION 1				DIVISION 2				TOTAL	
							Controls	Questions	Radar	Total	Controls	Questions	Radar	Total	Points	Place
1	Donna Wilkinson	Scott Wilkinson	Volvo	P1800	Red	1970	18	11	2	31	0	11	0	87	118	1
4	Mark Hoyle	Tanaz Dhondy	Mazda	MX-5	Blue	2001	18	0	0	18	176	11	0	101	119	2
6	Jonathan Loosli	Jeremy Loosli	Mercedes	220	White	1965	9	0	0	9	147	0	0	129	138	3
2	Steve Annabel	Jayne Annabel	Jaguar	XJ6	Blue	1997	36	0	0	36	87	0	0	104	140	4
5	Jennifer Navin	Shane Navin	VW	Golf R	Blue	2019	26	0	0	26	101	0	0	147	173	5
7	Tanya Votano	Glenn Evans	Mercedes	C250	Grey	2013	35	0	0	35	129	0	0	178	213	6
3	Murray Baker	Nikki Baker	BMW	1M	White	2012	36	0	0	36	104	0	0	187	223	7

2019 Hawkesbury Ramble

FINAL RESULTS

Division 1 Masters		Division 1 Masters																QUEST							
		Car No	Total	Position	Radar	GM	A8	LUI	L4	Z5	M22	Z8	Z13	Z1	Z1	KV	A9		PC	M1F	Z14	H2	M4	Other penalties	
						22	22	25	22	60	23	25	23	25	25	25	25	30	60	23	22	60	Pts	ID	11
8	25	=1														25								25	
9	78	6	8			22							23			25								70	
10	48	=4														25				23				48	
11	25	=1					25									25								25	
12	48	=4														25				23				48	
13	150	=8				22	22					25				25				23	22			139	11
14	46	3									23									23				46	
15									23											DNF					
16	119	7				25	23						23	25						23				119	

Apprentices		Apprentices																QUEST							
		Car No	Total	Position	Radar	GM	A8	LUI	L4	Z5	M22	Z8	Z13	Z1	Z1	KV	A9		PC	M1F	Z14	H2	M4	Other penalties	
						22	22	5	22	4	60	4	0	4	5	5	5	30	60	4	22	60	Pts	ID	11
1	31	4	2					5	4				x		5					4				18	11
2	36	=6				22	5							4	5									36	
3	36	=6				22	5							4	5									36	
4	18	2					5							4	5					4				18	
5	26	3					5		4		4			4	5					4				26	
6	9	1					5							4	5									9	
7	35	5				22	5						x	4						4				35	

x = incorrect but no points deducted

2019 Hawkesbury Rumble

FINAL RESULTS

Division 2 Masters		Road Names																QUEST																	
Car No	Total	Position	Wilberforce																CONTROLS																
			M5	Z7	4V	MB	JH	MB	JH	MB	RU	4F*	XE	MF2 (M11)	DJ	TN	PC	TN	GT	CB	H7	M7	Z2	F2	Z9	E8	Z3	4C	Z6	7N	LV	IG	H9	M8	Wilberforce penalties (Max 55)
8	103	2	60	23	22	22	22	22	22	25	0	22	60	22	23	22	22	x	30	22	22	25	23	25	23	22	23	22	23	22	23	x	25	55	103
9	193	6		23					25	x	22		23		22	30								23											193
10	146	3										22	23		30							23													146
11	44	1										22	23		22																			44	
12	202	7										22	23		22																			202	
13	176	5							25		22	22	23		22					25														176	
14	242	8		23					25			23	23		23																			242	
15			DNF																																
16	174	4									22	30			22	30																		174	

* Crooked Lane IR removed x = Incorrect, refer to Wilberforce max 55 points

x = Incorrect, but no double jeopardy, only loose points once

Apprentices		Road Names																QUEST																		
Car No	Total	Position	Wilberforce																CONTROLS																	
			M5	Z7	4V	MB	JH	MB	JH	MB	RU	4F*	XE	MF2 (M11)	DJ	TN	PC	TN	GT	CB	H7	M7	Z2	F2	Z9	E8	Z3	4C	Z6	7N	LV	IG	H9	M8	Wilberforce penalties (Max 55)	ID
1	87	1	60	4	22	22	22	22	22	5	0	22	60	22	4	22	22				5		4	5	4	22	4	22	0	22	5	22	22	22	22	87
2	104	3		4							x	22		4								4														104
3	187	7		4							x	22	4	4	4	22	22				5		4													187
4	101	2		4							x	22	4	4	4	22	22				22		4													101
5	147	5		4							x	22	4	4	4	22	22				4		5	4												147
6	129	4									x	22	4	4	4	22	22				4		4													129
7	178	6									22	22	4	4	4	22	22				4		5	4												178

* Crooked Lane IR removed x = Incorrect, refer to Wilberforce max 55 points

x = Incorrect, but no double jeopardy, only loose points once

2019 Hawkesbury Ramble

FINAL RESULTS

Tour		DIVISION 1					DIVISION 2					TOTAL				
Car No	Driver	Navigator	Car	Model	Colour	Year	Controls	Questions	Radar	Total	Controls	Questions	Radar	Total	Points	Place
21	Andrew Taurins	Bruce Miller	Mercedes	280CE	Green	1980	0	0	0	0	0	0	0	0	0	1
17	Greg Yates	Karen Yates	Mercedes	500SLC	Silver Green	1980	0	0	0	0	0	2	0	2	2	2
22	Tony Quist	Alan Ongley	Mitsubishi	Galant GTO	Red	1973	0	1	0	1	0	4	0	4	5	3
19	Edul Dhondy	Simone Dhondy	Subaru	WRX	Red	2001	0	3	0	3	0	3	0	3	6	4
27	Sarah Priestley	Peter Robinson	Alfa Romeo	Guiletta	Red	2013	0	3	0	3	0	4	0	4	7	5
18	Kevin Payne	Tom Payne	Alfa Romeo	GT1600	Blue	1973	0	3	4	7	0	2	0	2	9	6
25	Alan Cummine	Jim Deves	Peugeot	306	Dark Blue	2001	0	0	11	11	0	1	0	1	12	7
26	Peter Eastham	Dan Candotti	VW	Golf R32	Grey	2007	0	4	0	4	0	17	0	17	21	8
20	Geoff Hemsall	Michael Malgo	Studebaker	Lark	Grey	1962	0	0	0	0	22	1	0	23	23	9
24	Neil Hood	Joy Hood	Mercedes	300CE24	Blue	1990	5	4	0	9	22	4	0	26	35	10
23	John Croft	Annette Croft	MG	B	Burgundy	1968	5	67	0	72	DNF					

2019 Hawkesbury Ramble

FINAL RESULTS

Social Tour		DIVISION 1					DIVISION 2					TOTAL			
Car No	Driver	Navigator	Car	Model	Colour	Year	Controls	Questions	Radar	Total	Controls	Questions	Radar	Total	Points
36	Tatiana Bonch	Gleb Bonch	Mitsubishi	Mirage	Silver	2003	0	14	0	14	0	4	0	4	18
29	Michael Brandt	Andrew Callus	BMW	M3	Blue	1996	0	0	0	0	22	2	0	24	24
28	Chris McDonald	Chris Glynn	Alfa	Giulietta QV	Black	2015	0	1	0	1	22	1	0	23	24
31	Paul Nelson	Mitchell Nelson	Hummer	H2	Black	2005	0	22	0	22	0	25	0	25	47
32	Keith Smith	Juliet Richardson	Morris	Mini	Red	1965	22	1	0	23	32	14	0	46	69
37	John Learson	Dennis Oste	Mercedes	CLK350	Black	2008	0	22	5	27	22	24	0	46	73
35	Tony Murmylo	Rafal Rogusz	BMW	650i	Black	2006	0	70	0	70	0	7	0	7	77
33	Roger Korte	Pat Korte	Porsche	944	Red	1986	22	3	0	25	49	14	0	63	88
30	Bob Fulthorpe	Katy Daly	Toyota	Soarer	Red	1995	71	140	0	211	238	184	0	422	633

2019 Hawkesbury Ramble

FINAL RESULTS

Division 1 Tours		Pitt Town - Dural Rd Post Office Rd IR - Wharf St Wollombi Rd St Albans Rd Kurrajong East PS										QUESTIONS													
Tour	Car No	Total	Position	Radar	M1	GM	LUI	KV	A9	PC	M4	Other penalties		CONTROLS				QUESTIONS							
												Pts	ID	Incorrect	Misspelt	Wrong	Box	Case or spacing	Incorrect	Misspelt	Wrong	Box	Case or spacing		
	17	0	=1		60	22	22	5	22	30	60				0	11	3	2	1				0		
	18	7	8	4											0								3	3	
	19	3	=5												0		3						3	3	
	20	0	=1												0								0	0	
	21	0	=1												0								0	0	
	22	1	4												0								1	1	
	23	72	11									5	IR	5	66								1	67	
	24	9	9					5							5								1	4	
	25	11	10	11											0								3	0	
	26	4	7												0								4	4	
	27	3	=5												0								2	1	3

Social		Pitt Town - Dural Rd Post Office Rd IR - Wharf St Wollombi Rd St Albans Rd Kurrajong East PS										QUESTIONS													
Social	Car No	Total	Position	Radar	M1	GM	LUI	KV	A9	PC	M4	Other penalties		CONTROLS				QUESTIONS							
												Pts	ID	Incorrect	Misspelt	Wrong	Box	Case or spacing	Incorrect	Misspelt	Wrong	Box	Case or spacing		
	28	1	2		60	22	22	5	22	30	60			0	11	3	2	1					1	1	
	29	0	1											0										0	0
	30	211	9			22	22	5	22					71	132	6	2							140	
	31	22	4											0	22									22	
	32				DNS																				
	33	25	6				22							22										3	
	34	23	5				22							22										1	1
	35	70	8											0	66		2	2						70	
	36	14	3											0	11	3								14	
	37	27	7	5										0	11	3								8	22

2019 Hawkesbury Ramble

FINAL RESULTS

Division 2 Tours		QUESTIONS																						
Tour	Total	Position	CONTROLS																					
			M6	4V	MB	MB	RU	DJ	TN	PC	CB	E8	4C	LV	IG	H9	M8	Other penalties	Incorrect	Misspelt	Wrong Box	Case or spacing	QUESTIONS	
Car No																	Pts	ID						
17	2	=3																		11	3	2	1	2
18	2	=3																						2
19	3	5																				2	1	3
20	23	9								22														1
21	0	1																						0
22	4	=6																						0
23																								0
24	26	10																						22
25	1	2																						0
26	17	8																						0
27	4	=6																						0

Social		Position	QUESTIONS																					
Car No	Total		CONTROLS																					
		M6	4V	MB	MB	RU	DJ	TN	PC	CB	E8	4C	LV	IG	H9	M8	Other penalties	Incorrect	Misspelt	Wrong Box	Case or spacing	QUESTIONS		
																	Pts	ID						
28	23	3																						1
29	24	4																						2
30	422	9																						184
31	25	5																						3
32																								25
33	63	8																						3
34	46	=6																						14
35	7	2																						14
36	4	1																						7
37	46	=6																						4

2019 Hawkesbury Rumble

FINAL RESULTS

Combined Tours										DIVISION 1				DIVISION 2				TOTAL
Car No	Driver	Navigator	Car	Model	Colour	Year	Controls	Questions	Radar	Total	Controls	Questions	Radar	Total	Points			
21	Andrew Taurins	Bruce Miller	Mercedes	280CE	Green	1980	0	0	0	0	0	0	0	0	0			
17	Greg Yates	Karen Yates	Mercedes	500SLC	Silver Green	1980	0	0	0	0	0	2	0	2	2			
22	Tony Quist	Alan Ongley	Mitsubishi	Galant GTO	Red	1973	0	1	0	1	0	4	0	4	5			
19	Edul Dhondy	Simone Dhondy	Subaru	WRX	Red	2001	0	3	0	3	0	3	0	3	6			
27	Sarah Priestley	Peter Robinson	Alfa Romeo	Guiletta	Red	2013	0	3	0	3	0	4	0	4	7			
18	Kevin Payne	Tom Payne	Alfa Romeo	GT1600	Blue	1973	0	3	4	7	0	2	0	2	9			
25	Alan Cummine	Jim Deves	Peugeot	306	Dark Blue	2001	0	0	11	11	0	1	0	1	12			
36	Tatiana Bonch	Gleb Bonch	Mitsubishi	Mirage	Silver	2003	0	14	0	14	0	4	0	4	18			
37	Peter Eastham	Dan Candotti	VW	Golf R32	Grey	2007	0	4	0	4	0	17	0	17	21			
20	Geoff Hempsall	Michael Malgo	Studebaker	Lark	Grey	1962	0	0	0	0	22	1	0	23	23			
29	Michael Brandt	Andrew Callus	BMW	M3	Blue	1996	0	0	0	0	22	2	0	24	24			
28	Chris McDonald	Chris Glynn	Alfa	Giulietta QV	Black	2015	0	1	0	1	22	1	0	23	24			
24	Neil Hood	Joy Hood	Mercedes	300CE24	Blue	1990	5	4	0	9	22	4	0	26	35			
31	Paul Nelson	Mitchell Nelson	Hummer	H2	Black	2005	0	22	0	22	0	25	0	25	47			
32	Keith Smith	Juliet Richardson	Morris	Mini	Red	1965	22	1	0	23	32	14	0	46	69			
37	Dennis Oste	John Learson	Mercedes	CLK350	Black	2008	0	22	5	27	22	24	0	46	73			
35	Tony Murmylo	Rafal Rogusz	BMW	650i	Black	2006	0	70	0	70	0	7	0	7	77			
33	Roger Korte	Pat Korte	Porsche	944	Red	1986	22	3	0	25	49	14	0	63	88			
30	Bob Fulthorpe	Katy Daly	Toyota	Soarer	Red	1995	71	140	0	211	238	184	0	422	633			
23	John Croft	Annette Croft	MG	B	Burgundy	1968	5	67	0	72	DNF							
33	Steve Friend	Maureen Friend	Mercedes	300SEL	Blue	1988	DNF											

Dirty Deeds on the Black Stump by Gerald Lee & Ian Reddoch.

Isn't it ironic that events the Classic Rally Club now organizes don't have two of the most defining features of the classic rallies of the '60s and '70s Dirt and Darkness?

Those of us old enough and lucky enough to have got our start in motorsport back then, can tell you that rallies (and Car Trials as they were more commonly called) were almost exclusively held from dusk to dawn on gravel roads and forestry tracks. And apart from a very few privileged stars in sponsored cars, you 'run what you brung', and you drove it to and from the event and hoped that it would still be in a fit state to drive to work on Monday!

Both of us welcome any opportunity to participate in events that provide the chance to relive real classic rallying. Such events are few and far between these days. While the ever-energetic members of the Historic Rally Association have kept the flame alive with a healthy calendar of dirt rallies in Victoria, such events were an extinct species in NSW until the irrepressible Dave Johnson and a small band of like-minded enthusiasts (many of them also CRC members) formed the Historic Rally Club of NSW & ACT a couple of years ago to rekindle interest in 'real' Classic Rallying North of the Murray.

When the format for the 2019 Black Stump Tour of the Central West was announced we knew we had to be part of it this time. For 2019 Dave Johnson and Clerk of Course, Arthur Evans, had ramped up the ambitiousness with a 3-day program on the gravel roads and forests around Parkes involving 3 separate, optional events:

The Road Runner – Closed Road Tests of short timed special stages and khanacross events in State Forests and private property.

The Barry Ferguson Classic (BFC) – a navigation event (with Masters and Elementary levels) on gravel roads and forestry tracks using maps from the '50s & '60s – a revival of the BFCs that Dave ran for the CRC several years ago ... but using predominantly dirt roads.

The Return of the Night Owl – a night navigation event resurrecting the iconic Night Owl events that Arthur Evans used to run North of Sydney.

The choice of events was entirely optional – you could choose to run in all 3 or just one or two. Each event was scored as an individual event in its own right ... tripling the degree of difficulty for the event organisers but fortuitously opening up a way we could compete.

Without a dedicated gravel rally car at our disposal, neither of us wanted to subject any of our classics to the timed closed road forestry stages of the Road Runner event. But Ian was more than happy to run his lovely 1955 Peugeot 203 in BFC and Night Owl navigation events – after all, the old girl had successfully competed in two Re-Runs of the 1953 RedEx Trial and the Rerun of the Ampol Round Australia Trial, so a 3-day event should be a doddle.

So off we went on the 700km drive from Melbourne to the start in Parkes in a pristine 65 year-old piece of French quirkiness with no sumpguard, no driving lights, standard lever-arm shocks and just a set of period correct Michelin X skinny tyres to take on the rocks and mud of the 1400km Black Stump route to compete against a field of specialized historic rally cars.

Registration that evening revealed just who and what we were up against. In terms of numbers, the field was (like the 2 previous HRC events) very disappointing. However in terms of the quality of the cars and the calibre of the crews, this was truly a Classic event.

Bob Watson, 1970 Australian Rally Champion and multiple Victorian Rally Champion was there in a replica of his 1969 Victorian Championship winning Renault 16TS. His navigator was Phil Bernadou, the director of Australia's premier classic rally event The Classic Outback trial.

Victorian Doug Fernie brought along his recently completed SAAB 96 replica of the car Simo Lampinen drove to victory in the 1000 Lakes Rally. Greg & Liz Newton had their London to Cape Town Holden Commodore. And a couple of young Tasmanian blokes (who we later found out are the current Tasmanian 2WD Rally Champions!) drove a very tidy 1998 Mitsubishi Mirage up from Tassie just to get a taste of what rallying used to be like! All in all the Victorian crews just outnumbered the NSW crews, with a crew each from Qld and Tasmania.

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From the Classic Rally Club we had a brace of Dattos for Mike Batten & Peter Reed, Rob Mifsud & Mal Sinfield and Steve Blair with Victorian ace navigator Stuart Snooks. And, of course we had El Presidente John Cooper and Ross Warner in the trusty Falcon XD.

And there were plenty of friendly Classic Rally Club faces helping run the event as officials. Lui MacLennan doing a terrific job as event scorer; Carol Both as Medical Officer; John & Helen Young and Graham Thompson & Winton Brocklebank on controls in the deepest parts of the darkest forests!

Day 1. Any hope of an easy introduction to the rally was dashed by the distances to be covered on Day 1 – 400km of BFC navigation in daylight followed by another 200km of tricky night navigation on The Night Owl.

In this rally (like other BFC's) most via points and controls were pre-plotted and marked on the official maps. Plotting the course was usually straightforward following the correct route, especially at the via points was not necessarily so.

The opening Touring section to Peak Hill gave us the first taste of using the photocopied maps that required calculation of their scale based on grid-line spacing - no scales provided. A few turns came earlier than expected for those trying to “wing it”. Then the 1st proper BFC navigation stage was the source of lots of confusion for navigators as this required the use of instructions and maps provided to them separately at the start, not the use of the instructions in the bound Road Book. This was an event with lots of paper for navigators to juggle! For those who did do this section as intended, it was the first taste of the many road re-alignments that have occurred since the 1955 official maps were surveyed.

Some great long stretches of gravel shire road on the way to Cowal State Forest W of Narromine allowed the old Pug to stretch its legs while keeping us alert to erratic behaviour of the many roos we were to encounter throughout the event.

Having elected not to do the Road Runner, we can't tell you much about what the quick guys encountered in the first of the two Closed Road Tests in the Cowal State Forest. However the crews we spoke to all commented on how narrow, tight and rough the stages were as confirmed by the collection of busted side mirrors on many of the cars! These first Closed Road Tests also gave the first indication of just how fast those two young Tassie blokes (Stephen Turner and Mitch Newton) were in their first 'blind' rally without pace notes!

After a terrific lunch catered by the local CWA (gotta love those scones!) at the Narromine Golf Clubhouse, it was back to the Cowal State Forest for another two Closed Road Tests followed by some tricky BFC navigation to the dinner break at the Peak Hill Services Club before the Night Owl start. Now you know we love our Chinese food (the only option at the Club) but Beef in Black Bean Sauce and Combination Chow Mein really does seem a bizarre meal choice before heading off into the darkness for 200kms of navigation and closed road tests on tracks in the middle of nowhere especially with the threat of rain looking to turn the dust into mud!

The Night Owl; Run as a optional leg of the Black Stump (Two Divisions, plus a BFC Navigation section in the Back Yamma State Forest as well as a 5km Road Runner closed road stage. This started in Peak Hill and finished in Parkes - a little over 200km in total length (if you didn't add 50km or so backtracking at various spots). The start was a little before nightfall, but essentially the whole Leg was conducted after dark. Photocopied maps (1955 again) were on A3 size – the larger size much appreciated by older eyes that struggle in low light.

Typical of our Night Owl nightmare was a section in the Back Yamma State Forest (near Forbes). There was a mostly unmapped 9km BFC section through the forest traversing two via points (from specific approaches) and entry to the control on an unmapped road from nowhere in pitch darkness.

By that time a less than favourable recollection of the Rallying in the “Good ‘ol Days” had well and truly set in mental and physical exhaustion. There's a great line from a novel (fictional) about the last flight of Amelia Earhart “the worst combination, a pilot who doesn't care where they are going and a navigator who doesn't care how they get there” (or words to that effect).

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It wasn't quite like that, but at 11:30 that night our enthusiasm was definitely lacking. We finally reached the end control over 5 hours after the start of the night section, which in turn was about 15 hours after we left in the morning. A long day for these old fellas!

Day 2. Again a Parkes start, half an hour later than on Day 1 (to help make up for the previous late night). About 430km in total. In spite of the frustrations of the previous night we were surprised to learn that we'd finished 5th in The Night Owl and were currently running 4th in the Barry Ferguson Classic.

Touring and BFC navigation took us through places with unlikely names like Brolgan, Bogan Gate, Nelungaloo, Gunningbland, Monomie, Yarrabandai and Ootha. We're not likely to forget Bogan Gate in a hurry - six via points and plenty of old roads, including a wander through paddocks on the outskirts of Bogan Gate, a completely new (minor) road out of Bogan Gate, and some wonderfully "period" roads beside the railway line for about 5 or 6km into control.

The Road Runner crews had a Khanacross and Closed Road Test in the Murda State Forest before heading to a nearby property 'Elswick' where the Kiacatoo and Condoblin CWA had set-up lunch in a paddock.

As we were not doing the Khanacross sections after lunch, we were the first to leave lunch – those who remained apparently had a huge storm which caused the CAMS stewards to stop the scheduled Khanacross stages.

As 1st car on the road we were the first to arrive at the East Cooksey Plains State Forest BFC navigation section where our rally almost came to a premature end! The forest section started with some very slippery tracks (well, slippery on Michelin X's) – the rain storms had hit here and lots of very close junctions with many choices of route at all points. The final turn on the route chart was very difficult to see (despite some bunting) and quite a few overshot it. We went about 200m - a little further than most (we suspect) - through some giant washaways. They were clearly visible as we drove in, nearly invisible on the way out. We dropped into one and got well and truly stranded with the bodywork hung up on the edge. Jacking and lots of hole filling with rocks and logs got us out after 40 minutes, but ominously no cars passed by – on the incorrect or correct roads!



As it turns out it was probably just that we were well in front of the field still. After extracting ourselves we found our way to control (via the intended route).

As we got back to Parkes it began to rain, and it seemed to rain for most of the night, with some very heavy downpours. A lot of mud dropped off the car overnight!

Day 3. About 380km in total with the added pressure of learning that we'd climbed to 3rd place in the BFC! A fine morning after the rain of the night before. On the road it was obvious how patchy the rain had been. Some dry areas, but some very wet paddocks and a few road dips through creeks that had a fair bit of water laying across the road.

The Road Runner competitors got to do a Closed Road test in the Blowclear State Forest followed by a number of BFC navigation sections through the Gunningbland and Curra State Forests. The route instructions for the section in the Curra State Forest told us it was "almost completely on unmapped tracks". A hard to see track about three quarters of the way through meant a number of us (ourselves, the Mifsud Stanza and Upton Datsun 1600 that we know of) almost launched ourselves over a crest and into a dam!

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Lunch was at Peak Hill Primary School, provided by the P&C. Another excellent lunch in preparation for what we fully expected to be one of Dave Johnson's diabolical 'sting in the tail' final sections.

The Road Runner entrants finished their event with 3 Closed Road Events in the South Strahorn State Forest before an easy route charted Transport stage lulled us into a false sense of security for the following BFC navigation through the Wombin State Forest. Into the forest, two VRC's at unmapped junctions (specified by a bearing and a distance from the start) and a bunch of "false" VRC's to avoid. Perhaps 4km of wandering in the forest to find these points. Lots of plotting on paper to try to retain some idea of your position on the ground.

Having successfully negotiated the forest we thought we were home and hosed all we had to do was follow unmapped roads into control in a specified direction using the shortest mapped route (of course!). Easy except that in the 65 years since the map was drawn someone had plonked a bloody great open-cut mine between the unmapped road and the mapped road we needed to find! Our hopes of a podium finish disappeared as we drove round and round as we became fully-fledged members of the Farkarwee Tribe! That's Rallying Just like in the old days.

The presentation dinner that night was a BBQ put on by the organisers in the Camper's Kitchen of the officials' caravan park. We reckon it was a noisier, funnier, happier Presentation than any we've been to in those ritzy clubs! (just ask the un-named CRC member who was still sending text messages at 1.30am).

And the winners are:

Road Runner

- 1st Stephen Turner/Mitch Newton - 1998 Mitsubishi Mirage
- 2nd Graham Wallis/Brian Ward – 1991 Peugeot 205
- 3rd Steve Blair/ Steuart Snooks – 1980 Datsun 510 With 4th Mike Batten/ Peter Reed; 6th Rob Mifsud/Mal Sinfield; 7th John Cooper/Ross Warner

Barry Ferguson Classic Navigation

- 1st Steve Blair/Steuart Snooks – 1980 Datsun 510
- 2nd Alan Upton/Mark Laidlaw – 1967 Datsun 1600
- 3rd Mike Batten/Peter Reed – 1971 Datsun P510 With 4th Gerald Lee/Ian Reddoch; 5th John Cooper/Ross Warner; 6th Rob Mifsud/Mal Sinfield

Night Owl Navigation

- 1st Alan Upton/Mark Laidlaw – 1967 Datsun 1600
- 2nd equ. Don Gibson/Laurie Garth – 1974 Peugeot 504
- 2nd equ. Graham Wallis/Brian Ward – 1991 Peugeot 205
- 2nd equ. Steve Blair/Steuart Snooks – 1980 Datsun Sunny 5th equ. Mike Batten/Peter Reed; 5th equ. Gerald Lee/Ian Reddoch; 7th John Cooper/Ross Warner; 11th Rob Mifsud/Mal Sinfield

Black Stump Rally—John Cooper

Ross and I competed in the Historic Rally Club's (HRC) Black stump Rally in and around Parkes NSW at the end of March. A strong contingent came up from Victoria to try to show us NSW crews how to navigate the old fashion way and so they did, but not by much. They again won the interstate trophy only because we were outnumbered, well that's my excuse.

This rally suits those with the appropriate car suited for dirt gravel roads travelling through forests. A cheap car with a bash plate still does this alright as the event involves mainly navigation at different levels, just like the good old days. There were long distances to travel, old style navigation, special stages in the forest - including night stages, heaps of kangaroos and great camaraderie There were crews from NSW, Vic, and Queensland and one crew drove all the way up from Hobart, Tassie in their Mitsubishi Mirage. These guys were very quick in the forest stages. The roads were gravel in good condition and not rough on the cars. Only the dust and mud was, yes we almost broke the drought.

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The CRC was well represented by both competitors and officials. Ross and I were in the XD falcon, Rob Mifsud and Mal Sinfield were in a Datsun Stanza plus Greg and Liz Newton bought their P2P Commodore. Also competing were Peter Reed and Mike Batten in Mike's Datsun510. Gerald Lee ran with long time friend Ian Reddoch who is no stranger to the CRC but now lives in Melbourne. They were in Ian's beautiful 1955 Peugeot 203. Steve Blair partnered with VIC Steuart Snooks in Steve's recently finished Datsun Sunny. This is a well prepared and quick rally car and they deserve congratulations for winning the long daytime navigational section of the event.

This was a very enjoyable dirty long weekend with disappointing entry numbers, especially with the CRC being outnumbered by interstate crews. Given the large amount of effort and work that goes into the planning, organizing and running of an event like this we hope that it continues next year with more entrants turning up to compete.

The CRC also were well represented with officials including CRC rally Legends Dave Johnson and Barry Ferguson, all night point scorer Lui, John and Helen Young with Steve and Jayne Annabel out in the Forests.

There were a whole lot more people involved but I'm not sure if they are CRC members. Sorry if I missed someone. A big thank you to Dave Johnson and Arthur Evans for their large work load to put this rally on and to all the officials involved. I hope to see you again next year.

John Cooper

SITTING ON THE FENCE... by Jen Navin.

Shane had just returned from Targa North West. He and Glenn had podiumed, coming third in their class. His race suit smelt of soured champagne but it was a most desired and wanted smell to have on a race suit. Even so, it was washed the next day. Memories are best kept to the trophy on the shelf.

It was only days before the first Classic Car Rally of the year, The Escarpment Escape, a Tony Norman Special. The event was to run around the beautiful south around Wollongong, Berry and Robertson finishing up at the Shell Harbour Club. We had decided earlier that because time was too short between Targa N.W. and some work commitments we would volunteer for an official duty and have a little rest from the rigours of rallying by 'sitting on the fence' for a bit to see what it was like on the flip side of a car rally. How hard could that be? We packed for possible rain as this was the forecast making sure we had lollies, a thermos of coffee, chairs and a table for us and plenty of reading matter. On previous rallies I had taken careful note of what Officials had in the way of creature comforts, so I made sure we were well prepared. We were looking forward to this experience of wearing the orange safety vest and marking the route cards with a great little stamp that said 'Well Done'. These two words that can have a double meaning in the Apprentice and Master divisions. There was a good roll up at the start, with a few newbies, so after the briefing we got under way to our first set up position of the day. This was 70 kilometres into the rally. Our Passage Control was not meant to be found. Tony had set us up as a WD (wrong direction) control. So, we spent the morning drinking coffee and reading the paper, not expecting any Apprentices or Masters to visit us. We were wrong ... we had 2 visits, both from Apprentices. The sweep then came at the allotted time, packed up the P board, had some lollies and went. So we packed up and headed into lunch. Morning over. That was easy!

Lunch was where I 'sat on the fence' and just listened to the conversations about how the morning rallying had unfolded. I realised it was the first time that I could remember of coming into lunch after a morning of a rally and not being a bit p***** off or frustrated with my driving, the navigation or both. I was relaxed and tension free. It was lovely and it only twigged with some of the others that we weren't competing when Shane and I weren't commiserating or sharing comments on the morning's run. 'Ah; you are officiating...wise move!' We know!

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The afternoon Passage Control was a real one so we expected the entourage to come through to get a stamp 'Well Done' and eat some of the lollies that Shane was making his way through. We set ourselves up with table and chairs, with the witch's hats placed to direct the cars onto a grassy verge under the trees. We were placed in a very nice street of Burrawang, a lovely spot and as we waited we watched the locals, mainly Mercedes, Audi, BMW & Volvo drivers driving along the road that Saturday afternoon to the pub at the end of the street. Eventually one of them stopped and asked us what all the 'P' boards that they had been following meant.

Shane briefly enlightened them on the mysteries of the Classic Car Rally Club. No, they didn't want to join the rally. A beer at the pub was a better offer!

It wasn't long after that the fun started ...for us anyway. We had cars coming through on the right track and receiving our 'Well Done' stamp for that very reason. They were on the right route and doing well. lollies handed out, the road card stamped and they were on their way, smiles on their faces.

The real fun was with the Apprentices and Masters who approached the passage control in the wrong direction and sat 200 metres away from the T junction, near the pub, contemplating how to avoid the unavoidable wrong direction sting. The cars sat, just like a beast contemplating the best move and timing for the attack.

Decisions made they passed through the control. One car, not to be out done, 'WDed' twice, another passed us and chose not to respond to our waves. Another couple had the mantra 'we win as a team and loose as a navigator' and then there was the team that checked in ok and moments later returned to hand in their card and withdraw as they had miscalculated their fuel and had to cut and run. After looking at their card we commiserated with them because they were certainly on the mark.

As I listened to Shane handing out words of encouragement and reassurance to calm some frustrated teams, I understood that the role of an Official in a rally was much more than marking the route card. An Official represents a visual and personal presence of the Rally Organisers. A person who can help you get back on route and adapt your thinking and game plan to continue in the rally. They bring you back to reality, remembering that a rally is for fun and you are not in it for sheep stations. The lollies are always appreciated too.

So, it is with a greater understanding and appreciation of the role of the Rally Co-ordinator, only gained by 'sitting on the fence' that I sign this article off with the ubiquitous thank yous to Tony Norman for organising the event. It is a huge task and if it wasn't for these people, who take on the mantle of running a rally, we wouldn't have these fun times.

Driving great roads through beautiful country side in our special cars that sometimes the police follow. On this occasion the said car wed was pulled over to check that the historic registration of this vehicle was indeed complying with the regulations on the charming roads of the south on a Saturday afternoon.

JENNIFER NAVIN
Driver of black Porsche 928



Bob & Jane visit 10 places they have never heard of - by Bob Morey.

Twenty five years ago we thought we would like to do some touring around this great country of ours. Being regular ABC TV News viewers, we decided to record the names of 10 places that we had never heard of that featured on a weather report for N.S.W and then visit these places. At that time the nightly weather report always mentioned a place that had either a high or low temperature or rainfall reading. In fact they were all accredited Bureau of Meteorology weather stations. The list is shown here. By coincidence the ten places we had recorded were spread in roughly a diagonal line from the north east of N.S.W. to near the South West corner.

So, we had our list but jobs, life and grandkids etc. prevented us from doing any more other than talk about the dream of visiting them until March this year. By this time we had acquired a suitable vehicle and a camper trailer.

Remarkably of the ten locations we recorded in the mid 1990's eight are still actively recording and transmitting data to B.O.M. If we had made our trip when we first talked about it planning the route would have been much harder. Modern technology like Google Maps & Google Earth, a G.P.S. App on a phone combined with the information available on the B.O.M. web site, meant we could locate each one of our locations to within a few metres.

Weather Station	Location
Mallanganee	West of Casino
Granite Heights	South of Inverell
Krui Plains	North of Moree
Mungindi	West North West of Moree
Angledool	West of Moree
Kenebri	East of Coonamble
Tooraweenah	West South West of Coonabarabran
Wakool	West of Deniliquin
Burtundy	North of Mildura
Balowra	North West of Condobolin



Most of the weather stations were on private property and we could only stop at the front gate and take photos etc. In one case though we got lucky as the actual transmitting station was near the front fence of the property and visible from the road. The property owner was working around the house so were able to talk to him about how the system operates. Nowadays the data is now sent through to B.O.M. automatically using a satellite, though a monthly record is also kept and sent by phone. Previously the records were kept manually. For all of this B.O.M. pay \$150 a year!

Travelling widely across N.S.W. and seeing the seriousness of the situation facing people on the land is scary. The current drought is having an affect everywhere. Hardly any of the rivers or creeks we crossed had water in them and for kilometre after kilometre we passed barren paddocks and it wasn't uncommon to come across cattle or sheep on the "long paddock".

The trip was an amazing experience and we met some great characters and saw incredible sights. A highlight was attending a community fundraising BBQ at Tooraweenah. Every Saturday evening the pub close their kitchen and local organisations take turns preparing the BBQ in the Beer Garden. We guessed there were over one hundred at the BBQ in a village where the only businesses still operating are the pub and a combined Hardware/Post Office.

Seeing the Sculptures in the Scrub in the Pilliga Forest was another stand out experience. These are five artworks, created in conjunction with the local indigenous community, that are spread along a 1 km walk through the bush. They are all formed using a different technique with plaques explaining the artist's concepts and methods.

Finally visiting the ten locations that we recorded long ago and had previously been just names on a page to us that was very satisfying.



Bob Morey

5/04/2019

Mr John Cooper
President
Classic Rally Club
PO Box 2044
North Parramatta NSW 1750
Email: westco5@bigpond.net.au

Dear John

It was lovely to meet you, Wendy and Peter today. Our enormous thanks to you and members of the Classic Rally Club for your generosity.

Your donation will directly support the Poon Ward at The San. The ward has been seeking funding to purchase new chemotherapy trolleys that will improve the way staff dispense medication to patients. With your help we can now make this happen.

I look forward to keeping you updated on the impact of your gift.

Once again, thank you for your support.

Yours sincerely,



Karen Gair
Managing Director

&<-----

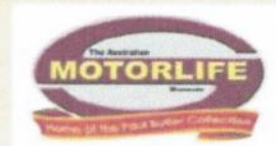
 San FOUNDATION

ARN 73 479 353 649



National Motoring Heritage Day

A Tribute to Australia's Motoring Heritage



Shake off those dust covers, polish the chrome and bring out your cars, to join in the National Motoring Heritage Day 2019 celebrations. There are plenty of great destinations for your clubs to visit, or just turn up on your own.

Come join in the fun.

Local Events:

Australian Motorlife Museum
Berry Showground
Campbelltown Steam & Machinery Museum
Museum of Fire Penrith
Wentworth Falls Lake
East Kurrajong School of Arts
Sydney Harbour National Park
Village Green Toukley
Fagan Park Galston



Sunday, 19th May 2019

NATIONAL MOTORING HERITAGE DAY
Sunday 19th May 2019
Berry Showground, Berry
7.00 am - 3.30 pm
Theme - Salute To European Vehicles
Displays of Vintage, Historic & Classic Vehicles
of all Ages & Margins Welcome

The poster features a red background with a circular logo at the top left. Below the text, there are several classic cars, including a yellow one in the foreground and a green one behind it.

"Oil, Steam & Kerosene" Family Fun Day
18th & 19th May 2019
9.00am to 3.30pm
Adults \$12 • Concession \$6
• Children under 12 years \$6
• Family of 5 only \$28

CAMPBELLTOWN STEAM AND MACHINERY MUSEUM

Steam Machinery Vintage Oil Engines
Blacksmithing Military Vehicles
Historic Cars Ploughing
Model Railway Rides
Free BBQ Facilities and much more

86 Menangle Road
MENANGLE PARK NSW
Email: csmm.info@gmail.com
Phone: 0417 215 513
See our website:
www.csmm.com.au

Don't forget our October Open days 19th & 20th October 2019

The poster includes a map of the Campbelltown area and a photograph of a steam engine.



Tour d' Course Sunday, 23rd June 2019



*Owners' Club
of Australia*
New South Wales

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.

Lunch will be at the [Kangaroo Valley Golf & Community Resort](#)

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**

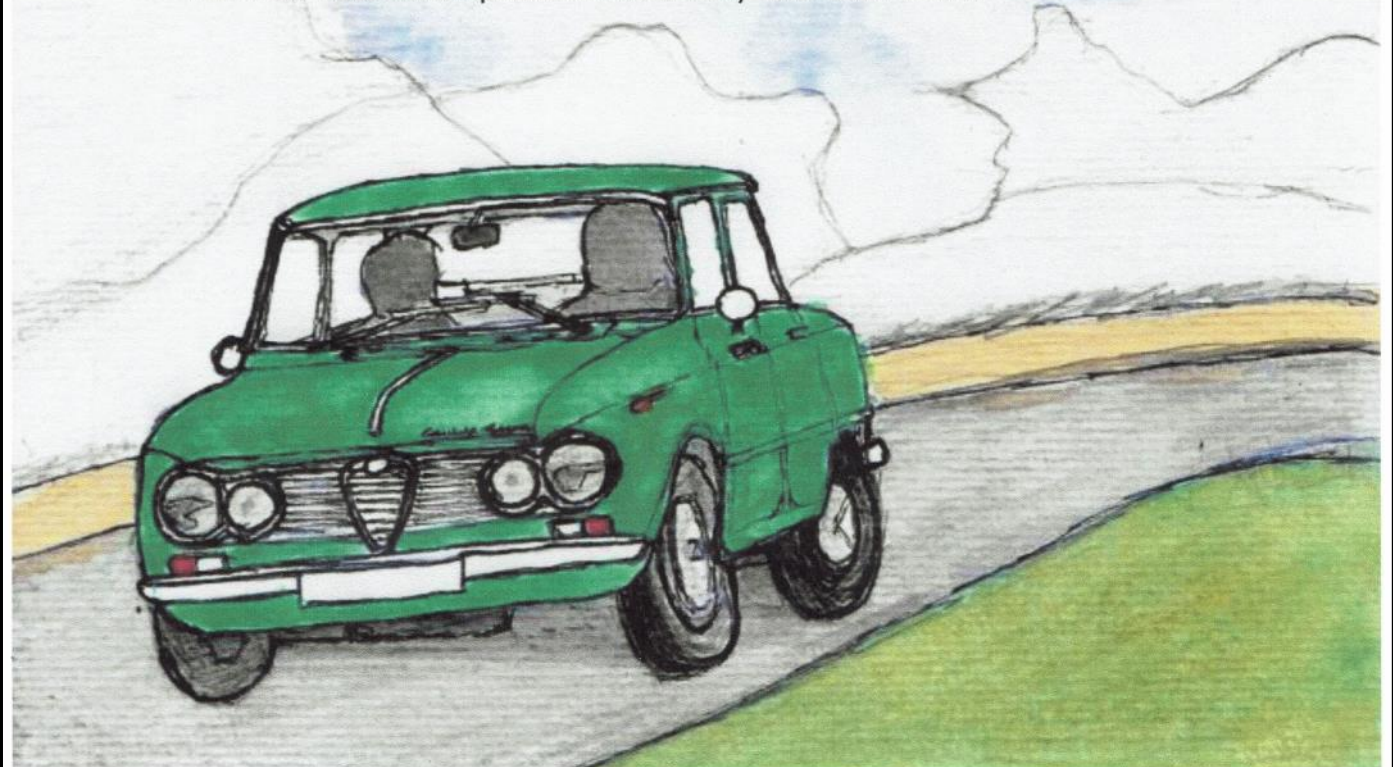
Entry Form and Supplementary Regulations are available from:

www.alfaclubnsw.org.au or www.classicrallyclub.com.au

Entry fee \$115.00 includes Lunch for two and all necessary maps

Additional crew members \$35.00 each

For more information please contact: Tony Wise 0417 21148



Join us in celebrating **25 years** of the **Classic Rally Club** - we're going back to the olden days for **CHRISTMAS IN JULY** at **ABERCROMBIE HOUSE BATHURST.**



\$ 65 per person.

Saturday 13th July

Limited to 75 people so get in quick.

email John at westco5@bigpond.net.au to make a reservation.

More details of this weekend available when you register.

Includes a three course Yulefest roast dinner, harvest cheese platters, bread and dampers, entree of home-made pumpkin soup with cream and parsley, roast turkey and smoked ham, roasted vegies with garnishes, handmade pavlovas with fresh berries and whipped cream, Christmas pudding, leaf tea and plunger coffee.

Optional morning teas, Bathurst Motor Museum visit and track drive with group photos in pit lane (not included in cost).

Overnight accomodation not included in cost



**Ohhh No!
Is Ross getting ideas for next year's Alpine?????**

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

Tour - Competition without much mapping.

Apprentices - Mapping but not too difficult.

Masters - Challenging mapping!

thealpineclassic.com.au

classicroallyclub.com.au

[facebook.com/thealpine classic](https://www.facebook.com/thealpineclassic)

alpineclassic@hotmail.com

Call Ross - 0409 810 553



the ALPINE CLASSIC



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

Classic Rally Club Championship 2019

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Phill Stead	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
David Batten	20m						20	1
John Cooper	19						19	2
Andrew Inglis	18						18	3
Tony Wise	17						17	4
Michael Olssen	16m						16	5
Peter Jakrot	15						15	6

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Phill Stead	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Mike Batten	20m						20	1
Ross Warner	19						19	2
Martin Leaver	18						18	3
Alan Walker	17						17	4
Harriet Jordan	16m						16	5
Valerie Jakrot	15						15	6

Classic Rally Club Championship 2019

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Phill Stead	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Murray Baker	15m						15	1
Natalie Martin	14						14	2
Mark Hoyle	13m						13	3
Peter Parry	12m						12	4
Jim Barrett	11						11	5
Jennifer Navin	11						11	5
Dennis Oste	10						10	7

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6			
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Phill Stead	Alpine Classic	0		
	1 day	1 day	1 day	1 day	1 day	2 day	1 day	Points to date	Position to date
Competitor									
Nikki Baker	15m						0	15	1
Glenn Evans	14						0	14	2
Tanaz Dhondy	13m						0	13	3
Ian Gilmore	12m						0	12	4
Lachlan Watkins	11						0	11	5
Shane Navin	11						0	11	5

Future Stars in a Rally Car

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Phill Stead	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Position to date	Position to date
Competitor								
Tanaz Dhondy	13m						13	1
Lachlan Watkins	11						11	2
Simone Dhondy	7m						7	3

Classic Rally Club Championship 2019

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Phill Stead	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Chris McDonald	10m						10	1
Jonathon Loosli	9m						9	2
Steven Davis	8m						8	3
Edul Dhondy	7m						7	4
Brian Doyle	6						6	5
Bruce Smith	3m						3	6
Andrew Taurins	2						2	7
John Croft	1						1	8
Anthony Quist	1						1	8
Collin Segelov	1						1	8

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Phill Stead	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Roger Wood	10m						10	1
Jeremy Loosli	9m						9	2
Rochelle Prattley	8m						8	3
Simone Dhondy	7m						7	4
David Wigley	3m						3	5
Bruce Miller	2						2	6
Annette Croft	1						1	7
Alan Ongley	1						1	7
Simon Robinson	1						1	7

15/4/19

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 championship event	Note	Contact
23-4-19	CRC Meeting		
3-5-19	F.F.F.F.	T.B.C.	
28-5-19	CRC Meeting		
7-6-19	F.F.F.F.	T.B.C.	
23-6-19	AROCA Tour d'Course CC	A one day N.A. (Navigational Assembly i.e.T.A.) in NSW Southern Highlands	Supp Regs & Entry Form at www.classicrallyclub.com.au Tony Wise 0417 211 848
25-6-19	CRC Meeting		
5-7-19	F.F.F.F.	T.B.C.	
23-7-19	CRC Meeting		
2-8-19	F.F.F.F.	T.B.C.	
4-8-19	Sheep Station Rally CC	details T.B.C.	
27-8-19	CRC Meeting		
6-9-19	F.F.F.F.	T.B.C.	
7-9-19	Western Weekend Wander CC	A one day N.A. west of Sydney with optional dinner	Expressions of interest to Phill Stead phillstead@optusnet.com.au or text on 0412805122
24-9-19	CRC Meeting		
4-10-19	F.F.F.F.	T.B.C.	
19-10-19	20-10-19 Alpine Classic CC	R.R. (Road Rally i.e. TRE) details T.B.C.	Ross Warner & John Cooper
22-10-19	C.R.C. Meeting		
1-11-19	F.F.F.F.	T.B.C.	
24-11-19	Possible Club event	T.B.C.	
26-11-19	CRC Annual General Meeting		
1-12-19	CRC Annual Presentation & Christmas Party		

Thanks to John Cooper, Tony Norman, Xanthea Boardman, Andrew Taurins, Gerald Lee, Ian Reddoch Jen Navin, Shane Navin, and Mike Batten .