



Rally Directions

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

May 2019 Issue#4
Dates to remember

- May 28th - Club Meeting
- June 7th - F.F.F.F. (TBC)
- June 17th - Entries close for AROCA Tour d' Course
- June 23rd - AROCA Tour d' Course



Notices

- A 'Christmas in July' function celebrating the Classic Rally Club's 25 years has been organised for Saturday July 13th. Full details inside.

Turn the page to read about:

- The Director's take on the Hawkesbury Ramble plus how the Masters category was won.
- How our CRC crews fared on Targa Tasmania.
- The Sheep Station Rally and the Western Weekend Wander.

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Johns Jabber

Hi Everyone, I hope you are all well and getting over your Easter and ANZAC break. The month of May will be a little quiet on the rally front as our next event is not until the end of June. This is The Tour d' Course rally, hosted by the Alfa Romeo Club and is being run down south with lunch in Kangaroo Valley on Sunday 23rd June. Entries are now open and relevant documents are on our web page.

Don't forget our May General meeting on Tuesday 28th where we would love to see you for a meal, catch up and chat. This meeting will see the presentation of trophies for the placegetters in the recent Hawkesbury Ramble.

The Club conducted the Hawkesbury Ramble on the 14th April. Mike Batten was Rally Director and he was ably assisted by Event Secretary Peter Reed. The event featured another great start and finish location. They tell me lunch was pretty special as well,. We have a detailed report from the Master's category winners, Valerie & Peter Jakrot in this copy of our magazine. I very was disappointed to DNF on this event so I can't comment on what the entrants encountered in the afternoon. We found the morning's Master's instructions were tricky and difficult at first but Ross worked it out in the end and we drove some great roads down to Wisemans Ferry and St Albans. Here we struck our first problem with my Escort. The bottom bolt holding the brake calliper on fell out , resulting in the front brakes not working correctly. Many thanks to Peter and Valerie Jakrot for stopping for us and insisting they stay and help. At that stage they were prepared to forgo their rally to stay with us. Great Sportsmanship. Not being able to find the bolt on the road or another in my tool box, I remembered we have a CRC member who lives in St Albans. With no phone service Ross and Peter took off to the pub to make inquires and were given an approximate location of his house. After the third place they tried they found the correct house but no-one was home. A neighbour came to investigate and after hearing their explanation said the shed is always unlocked so they had a look through and returned with a bolt good enough to get us back on the road. Many thanks to Ken Parsons for the lend of the bolt, I'll return it to you one day.

That was the easy part to fix, we headed back towards the ferry on the rally route to find the sweep car and a control and we were now back in front of the Sweep and back in the rally. That is until I drove off the ferry's ramp up the steep slope and broke something in the rear end, either an axle or diff and failed to proceed.



So we were out with a DNF but how good was it that the Jakrots were given a derived time into lunch for helping us out and then went on to win the event in Masters outright. Congratulations to them and many thanks for their help. Ross had excelled himself with his plotting and navigation involving reading the old maps and finding the Z boards up until our disaster. Well done and thanks to all the competitors, organizers, and officials for another great CRC rally.

Congratulations and well done to all those CRCer's who as competitors, officials, media and service crew were at Targa Tasmania recently. A special mention is due to Heather Brumby, with her 3rd place in category she became the youngest competitor to ever stand on the Targa Tasmania podium, well done.

Ross Warner and I will be conducting the Alpine Classic rally again this year,2019. This rally is 21 years old, and we are off to Wagga Wagga. Ross, has the majority of the event arranged already. We are both o/s in May, Ross a bit longer than me, so early organization was required to get approvals underway and lock in some venues for meals, accommodation etc.

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Don't forget to email me your intention to attend our Club's 25th anniversary and Christmas in July dinner in Bathurst. For a weekend social trip don't miss out on booking your spot. See the ad. in this magazine. We are working on accommodation venues and more details are to follow shortly.

Speaking of Christmas, note in your dairies that our Club Presentation and Christmas party is on the 1st December at the usual Castlereagh Hall.

Soon underway will be the 2019 Peking to Paris Motor Challenge. With 8500 miles in 36 days the event starts on 2nd June then travels through China, Mongolia, Russia, Kazakhstan, Finland, Estonia, Latvia, Poland, Germany, Belgium and France. It is a true test of endurance for both car and crew.

Good Luck to all those CRC crews entered; the experienced Gerry Crown and Matt Bryson in the Leyland P76 looking for more outright honours. John Henderson and sister Lui, first timers at this event, in the Volvo also looking to be front runners. Heather and Jo Worth also in a Volvo for their second attempt at this marathon, and past members and known to us from previous Alpine and Clarence Classic rallies are John and Marian Crichton in their light blue MGB. To follow Lui and Hendo, like their Facebook page; [John and Lui do P2P 2019](#), or log onto the Endurance Rally Association page for daily scores and updates. Hopefully they will have time and internet coverage to post heaps of photos and stories. Just to make the rest of us very envious back home.

Cheers for now, John

COMPETITION SECRETARY REPORT FOR MAY.

After a longer than usual gap in the Club's Competition calendar we are now only about 4 weeks away from the next Event.

SUNDAY 23rd JUNE - AROCA TOUR D'COURSE. All of the necessary information regarding this Event can be found on the CRC website, including Entry Form, and you are encouraged to get your entries in since places are filling up fast. The final closing date is **Monday 17th June** but you may be disappointed if you leave it too late. The Event will start at the Mittagong RSL and finish at the Sutton Forest Hotel. Lunch, I am assured, will be of the quality we have come to expect during previous years.

SUNDAY 4th AUGUST - SHEEP STATION RALLY. This will be Jon & Tina Mansell's 2nd running of this Event and I understand that their plans are now well advanced. It is planned to get the Supp Regs and Entry Form into CAMS for approval by the end of the month and this should allow the signed-off documents to be available on the Clubs website after the running of the previous Event as shown above.

There will then be a 5 week break before the next rally shown below.

SATURDAY 7th SEPTEMBER - WESTERN WEEKEND WANDER. This Event will be the first attempt by Bob Morey and Phill Stead to put together a combined competition Event with a social element. As such it will be good to see Club members embrace the concept and support the organisers - it's always good to support new and different endeavours.

You can find an Event Flyer elsewhere in the Magazine which I believe will have much more information on this 'One day - One way' rally.

SATURDAY 19th/SUNDAY 20th OCTOBER - ALPINE CLASSIC.

I am sure most of the Clubs active rally entrants will have already got this weekend clearly marked on your calendars/iphones. Further details will be available in later editions of Rally Directions but you can be assured that the planning for this CAMS approved Road Rally are already well advanced based on Ross and John C's previous outings!

That covers the Competition Events for the remainder of the year but you should look for info elsewhere in the magazine for details of the Club's Social event to Bathurst in Mid-July. And so to other matters.

CAMS L2NS COMPETITION LICENCES-NAVIGATION ASSEMBLIES. As many sharp-eyed members may have noted the 2019 Edition of the CAMS National Touring Code for Navigation Assemblies only requires the driver to hold a CAMS Non Speed licence - Clause 1.1 (e) refers to this change. The CRC Committee have determined that, to remain consistent with rallies held over many years, the Supplementary Regulations for future CRC sponsored Events will also require the nominated Navigator on the Entry Form to hold a similar level CAMS licence. Since CRC rallies form part of the Club's Championship, and both nominated Drivers and Navigators are eligible for competition points, both should be in possession of the advised minimum level of CAMS licence. All competitors are reminded to check the currency of your CAMS licence prior to Event dates to avoid disappointment at Event Registration, should they be out-of-date!

I trust you are all keen to get started again after the longer than usual break.

TONY NORMAN - COMPETITION SECRETARY.

Hawkesbury Ramble 'Ramble'

by Valerie & Peter Jakrot.

A rally starting close to home was a nice present, especially as the Director lives in the Southern Highlands and had far to travel in receiving and setting the rally.

We left the country club and followed the route instructions to the letter, but I had not followed the map closely and spent a few minutes playing "where the bl... he.. are we?" We were not the only ones and we spotted Masters crews at the side of the road with their heads bent over the maps. A blue car came from behind, turned right, took off at speed, only to return a minute later and head back in the direction we had come from. I then worked out I knew where we were and told Peter to turn left.

We enjoyed the country roads on the way to Wisemans Ferry and apparently in error, driving past LUI's board in Post Office Rd. Turns out this road had a break in it, so will need to check again with my magnifier. We found the tricky bits which involved avoiding out-of-bounds and the Z board a km or so before the ferry crossing. It didn't take long to cross and I put the time on the ferry to good use as plotting time. Once over the river we turned left, found the M board and looked for our plotted route. Spotting a Z board, the instructions making a mapped road next to the river now made sense.

We were impressed seeing Phil Stead in an open vehicle, keeping his paperwork from blowing away (maybe he got some pointers off Thommo?).

We headed north and were on the look-out for the detour to cross Wright's creek. Having crossed a creek, suddenly all these cars were hanging u-turns, but as our mantra is not to follow we decided to turn right into Wright's creek road, which sounded like a good idea at the time. Dominic and Mike were close-by and we found the Bakers at the top of the road where it became private property. We turned around and made our way back, went over the creek and found the Z which made that creek crossing legal. A flash of blue went past.

Val took us to St Albans, having spotted the 'come in sucker' P board and contrary to all other Masters crews, took us on a scenic drive along Wollombi Rd which after a number of k's took us to St Albans Commons and this was the most idyllic drive we have done for a long time. Therefore I was very saddened when Val informed me that we had gone on the wrong Road and had to turn back. Apparently she had mixed up her roamers and thus measured the wrong intersection at which to turn right.



Returning to St Albans we couldn't miss, at the side of the road, Ross Warner sitting on a stone wall and John Cooper with his head under the car and a wheel at the side of the road. Valerie stayed with John while Ross and I tried the local pub for directions to the property of a Jaguar driving former CRC member who lives in the area. We were told to go past a cemetery and hang left at the second driveway. The only cemetery we could recall was way off so maybe these country folk think of distances differently to us. We ultimately managed to find the correct property, and a correct bolt! With well over an hour having passed, we were all tempted to call it a day and console each other at the local, and very inviting, drinking hole. However both crews agreed to drive straight to lunch in the hope of getting instructions for the afternoon and continuing. All looked good and a long drive via the Webbs Creek Ferry was uneventful, except just as we disembarked the ferry, the Escort failed to proceed. Luckily, two official cars (Paul/Garth and the Mifsuds) were there and towed them into a nearby car park. They would wait for a tow truck and we were told to bugger off. On our way to lunch, we looked for the road on the left at a hair-pin bend and were rewarded with a Z. Another ferry crossing and we were enjoying a classic rallying day. At lunch we saw a few crews were still there, heads down plotting. Luckily there was food left and we truly enjoyed our lunch.

After lunch we headed around the heights of Kurrajong, past the Christian centre and then back along Bells Line Of Road.

Val worried that we had this bit wrong and was in the process of convincing Peter to go back and turn right at Chris Hallam's place when we could see the Sweep car pulling up, so we had to continue on our way, much to Val's protests.

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We drove through Kurrajong and had worked out that Grose Vale Road satisfied the instructions to pass the "o" in Bowen Mountain Road. Those roads were literally in our backyard. We had to do some plotting on the fly as sweep was on our heels. Coming into North Richmond we turned right onto Crooked Lane. The route continued onto Kurmond Road and we missed the alignment at the dog's leg, despite having talked about it. Congrats to Hendo for finding this one! We continued on to the next M board at Wires Lane and stopped to plot some more, joining Wise/Walker and the Watsons.

We were pleased to work out the area of navigational significance in Wilberforce without error. Pete jumped a fence to check out the war memorial and only noticed the gate on his way out! I remember that I read the instructions differently to Peter, but he let me have the final say which turned out to be correct. We noticed cars going in all directions and at one point it felt like we were watching a Benny Hill show when Tanya and Glenn went straight through an intersection and a few minutes later straight through another one!

After that we crossed the (soon to be) old bridge in Windsor and headed back to Pitt Town Bottoms. It was lovely driving around the old roads in this area and we were rewarded with a Z when I said this road doesn't align. This was the first rally where I felt good about Z boards. Its taken a few years!

One of the Z's was found in Old Stock Route Rd. A man on a ride-on mower was giving us all the evil eye as he wasn't used to traffic there! Then we turned off the main Rd to avoid the OOB and on Airstrip Rd got the P board, as did one Apprentice crew (Dhondy and Hoyle) and made it to Eldon Rd.

The Finish at the now familiar FFFF venue of Lynwood Country Club was a pleasure, with pizza and great camaraderie, culminating in a few crews staying for dinner.

We really enjoyed the day and were pleasantly surprised to find that we had done so well. It was our first Masters win.

Peter & Valerie Jakrot

Car 11, Pastel Beige Porsche 944

2019 Hawkesbury Ramble – Director's Cut

We waved goodbye to the Wollondilly Shire which we had used for the last four years and on Sunday 14th April the Hawkesbury Ramble saw a change of scenery. Division 1 started at the Lynwood Country Club and used seldom seen roads running through Wisemans Ferry, St Albans and Lower Portland. The views were spectacular as the roads hugged the Hawkesbury River in many places. Three ferry crossings gave Navigators a chance to have a rest or maybe catch up on their plotting.

Lunch was hosted at the Kurrajong East Public School. They had a hard act to follow after the great catering at Thirlmere but we were not disappointed. The food and friendly service was second to none.

Thanks for the feedback from Crews which has in general been very positive.

We are happy to announce that Valerie and Peter Jakrot achieved their first win at the Masters level. They did very well to only lose 69 points finishing well ahead of Stead/Pettitt down 123. They also went out of their way to act as Good Samaritans when they helped our President when his Ford Escort broke down (was that two times?)

In the Apprentice Category Scott and Donna Wilkinson on 118 Points beat Tanaz Dhondy and Mark Hoyle by the narrowest of margins (they were on 119 points).

In the first three Wollondilly Rallies the winning Tour Crews lost around 20 points. Last year we must have made it too easy OR the level of competition is improving and the Braithwaites won down only 2 Points. Would this ever be beaten? We didn't have to wait long - Bruce Miller and Andrew Taurins clean sheeted – that means lost NO POINTS – well done. Karen and Greg Yates were close behind down only 2 Points.

Masters and Apprentices had the challenge of following the "Mapped Roads" using the old 1950/60 Army Survey maps. We tested the navigators using 10 "Z" Boards on the correct mapped route. Five of them were on the side of the road so Crews who were observant didn't have to turn around. The other 5 were within 200 metres of the last road junction with either a straight road or one bend to negotiate when re-joining the route. We believe this is a safe practice in Navigation Assemblies where drivers are using roads open to the public.

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In the 5 years we have run a CRC rally there would be over 50 Z Boards placed for clever Navigators to find. Interestingly there was only one (back in 2017) that wasn't found by any Masters or Apprentice Crew.

A big thank you to the officials: Tony Norman, Starr and Rob Mifsud, Garth Taylor, Paul Morton, Lui MacLennan, Matt Gorrick, Wendy Maher, Tony Kanak and Gerald Lee.

We were very impressed with the job of Sweep carried out by the Mifsuds. They were on time and recovered every single one of the 45 boards scattered around the course.

Lui and Matt provided a special service by doing the scoring on the day.

They had the Division 1 preliminary scores displayed at the Lynwood Country Club finish. Those who stayed for a meal received the good news when Division 2 was worked out by 7pm. Sitting together were 1st Masters and Apprentices and 2nd Tour.

The presentation will be at the CRC May club meeting. Peter will do the honours as Mike will be away on holidays.

A big thank you to the 37 crews who entered, thanks for your support. This was a smaller field than in the past. Our record number of entries was 48 in 2016, but don't worry we still made a profit of around \$700.

Mike Batten and Peter Reed.

How Team Navin/Evans fared on Targa Tas. 2019 by Jen Navin

The Targa Tasmania team of Navin and Evans was back on track for Targa Tasmania 2019 with a mint green 1979 Mazda RX7. A totally different beast to the 1985 Porsche 944 Turbo that competed in the Targa North Tasmania 2019 and previous Targa Tasmania events, the Mazda was proving to be a bit of fun.

After spending a frantic three weeks working on the car in both Canberra and back home in Glenbrook. Shane was relieved that the Mazda passed scrutineering and was safely in the Silverdome in Launceston ready for the first stage of the Targa on the Monday to George Town. This frantic activity was necessary because Shane's Porsche was stolen prior to the event and could not be recovered.

It was with relief that the team completed the first day successfully. They were having fun and enjoying the roads, the people and the atmosphere. But the next day catastrophe struck. The car crashed and they were out of the race. After viewing the race cam footage very closely and after inspecting the car it was found that there was a mechanical fault with the car and driver/navigational error was not at fault. Shane and Glenn were unhurt, the safety gear had done its job perfectly. The car was soon back on the trailer ready for its return to Canberra where it would be fully assessed and decisions would be made as to the next plan for Targa Barrier Reef in three months' time. You cannot keep a great team down!

Shane and Glenn then spent the next four days of the Targa driving around with the service crew seeing how the other side of the team works.



They came home with a new understanding and appreciation as to the workings of the service crew. They also discovered heaps of new back roads in Tasmania, Shane was heard to say '...and I thought I knew them all!'

Understanding and appreciation are great values to have but hindsight a richer source of experience to learn from.

With hindsight Shane realised that three weeks was not nearly enough time to prepare a car for such an event as the Targa Tasmania, an event that travels 2000 kilometres across the state with more than forty competitive stages on closed roads. Nor was it enough time to prepare a driver to drive a car that is essentially a totally different beast to the Porsche; not as forgiving in its handling and harder to drive.

If you believe that Targa Tasmania is just a lazy Sunday afternoon drive, think again.

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It is a very fickle and difficult race to compete in. One may have driven the stages of the Targa many, many times over the years. The preparation may seem solid with a strong recce behind you but like the car, the roads and conditions can be inconsistent and not constant so the driver and navigator both need to be vigilant at all times. Competing in Targa Tasmania is a challenge and it is hard.

So, although Team Navin/Evans were out of the Targa Tasmania race on day two they are not out of the competition. They will be there for Targa Barrier Reef, in what vehicle we don't know. But they will be there with just as much enthusiasm as ever and a greater awareness and appreciation of the spirit of the Targa. Targa is their blood and they love it.

Jen Navin

Many Hands Motorsport at Targa Tasmania 2019. **The last day with Heather and Steve Brumby**

So, going into the last day we had established a buffer of 11 points between us and the fourth placed Lotus of Rob Bryden and Ian Noble. We'd been swapping third and fourth with them over the course of the previous five days.

We were running in the TSD category and it can be heartbreaking. Competing to complete stages at a designated average speed is very challenging. One tenth of a kilometre per hour over or under that designated speed will cost you a point and on most stages that's about the length of your bonnet. It's easy to lose points.

On day three we had our best day of Targa rallying ever. Just four points over the course of six stages. We were just four tenths of a kilometre per hour out over 65.79 kilometres. The shorter the stage the harder it is to get right and that was a day of mostly short stages. It was day three that set us up for where we were at the start of day six.

It tires you out; both driver and navigator spend most of the days in deep concentration. Not much else enters into your consciousness except crossing the line at the right time. That takes a combination of skills. Firstly, you need to get the car into a position to be there at the end. A lot of the time that means driving as hard as you can early in the stage. From the get-go you try to create a buffer so that the finesse can take place at the end. Secondly the navigator does the magic, calls the corners and then gets the car into the right place to finish at the right time. There is an art to that and as I have discovered we all do it slightly differently.

Our 11-point buffer was going to be hard to defend. It's easy to lose that in one stage. You have a bad one and they have a good one and it's all gone.

We'd had a look at our previous last day efforts and, generally, we'd had a good day. Ahead were 65.46 competitive kilometres over six stages. Mostly short stages. Easy to lose points on short stages. Our focus was to get on the podium. That was our goal going into the rally so we needed to hang on.

Tinderbox is the first stage of the last day; "a short stage (7.60 km) that requires plenty of concentration with no time to catch your breath as the majority of the stage is spent going either right or left".

The stage was dry and our required average speed was 76 kph, requiring a time of 6.00 minutes exactly. We did everything right and thought we had it in the bag coming towards the finish but slowing too much around the two kilometres to go mark found us well short of the finish line.

Results can be viewed almost instantaneously during the transport to the next stage. We knew we'd done badly and were disappointed. We averaged 74.9 and dropped 11 points! The results also showed Rob and Ian had dropped six so our buffer was reduced to six points! Time to pull our socks up!



Approaching the Peverata stage there was a godsend. The heavens opened. Our front engine, front wheel drive V6 1999 Alfa Romeo GTV revels in the wet.

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Pelverata climbs up over a hill with some tight hairpins when you fly down the other side. Required average speed in the wet was 75 kmph; 8 minutes and 17 seconds to complete the 10.36 kms. It was slippery. Despite two days of rain over on the west coast this was the first time I'd had the car seriously sideways all week. It was heart in mouth stuff with so much at stake. In this case the finish snuck up on us and we went over about five seconds early dropping seven points. We weren't doing ourselves any favours but the conditions were trying and the Lotus team had dropped six points themselves. Four stages to go; five-point buffer.

The rain continued as we headed for the challenging Gardeners Bay stage. Another up and over stage. 80 kmph was required and we managed 79.7; three points. Our rivals dropped four so it was back to six points.

The Oyster Cove stage was next; again, quite wet and slippery and again an up and over and down stage requiring 80 kph in the wet. It was hard work but we managed with three penalty points.

The Lotus crew had dropped just one point so the deficit was down to four and while this seems to be pretty galvanising the scorers had stopped posting the totals; just the results from each stage so, being pretty busy we really didn't realise how close it was. Just two stages to go – four points the difference.

Cygnets is a slightly longer stage that includes two hill climbs and a run along the water in between; very technical in places. Approaching the stage, the weather cleared out and it was deemed dry. We'd need to do it at 90 kmph and I vaguely realised that meant going pretty flat out through the entire stage. We needed to complete the 14.94 kms in 9.58 minutes. The stage would suit the Lotus well. So, we went hard right to the finish. There was no finesse – just brute speed as we crossed at an average speed of 89.8 losing the same two points as the Lotus crew.

So, it remained four points. One stage to go. Remembering that we weren't seeing the totals at this time but knew it was close we had no choice but to do the best we could in any case so we chatted about carefully applying all the good things we had been doing all week. We were both nervous.

Longley is the final stage of Targa Tasmania. Tight and twisty and, as the heavens had opened up again, very slippery. 11.56 kms long we had 9 minutes and 15 seconds to complete the stage at an average of 75 kms per hour. Four point buffer.

History now shows we managed to complete the stage in 9 minutes and 15.5 seconds at an average speed 75 kmph. If ever there was a time to clean a stage this was it. The buffer didn't matter. We'd done it. How about that for navigation nerves of steel.

At just 15 years of age she pulled it out of the hat right at the right time. Zero point stage! Ultimately the lads in the Lotus dropped two points so the difference in the end was six.

It then becomes a bit of a whirlwind; pulled aside with the other podium finishers on our return to Hobart, interviewed by the voice of world rally, Colin Clark who was gobsmacked when he learnt Heather's age, and then it starts to sink in, both that you're going up on the podium and that Heather is the youngest ever person to stand on the Targa Tasmania podium. There are more interviews and then you are up there holding up your trophy. Then there is a wait and a beer before you go back up there with all the place getters from all the categories for the champagne spray.



Poor Heather got drowned. Such a wonderful thing to share with my daughter. Such an amazing effort by her.

But our feet are now back on earth (it took a little time!) and we are looking toward Targa Great Barrier Reef at Cairns in late August.

Steve Brumby

TOUR d'COURSE—Carol Both

The Tour d'Course is being held on the 23rd June. I know as you read this late in May that you have all put your entries in for this event and we thank you.

We will be starting at Mittagong RSL. If you wish to have breakfast there remember that the service is very slow. The finish will be (hopefully) at the Sutton Forest Hotel. We haven't asked them yet and the pub has changed hands recently.

This is the last time that Tony and I will be organising the Tour d' Course. Over the last 8 years of organising this event we have made enough money to take an overseas trip..... maybe to Fort Dennison or Goat Island. Hopefully someone else will take it over.

Because this is a rally for the Alfa Club I've always been very aware that there must be good roads, great scenery and a very nice sit down lunch to meet their requirements. Also the navigators need a challenge and the drivers need to have a bit of fun as well.

When Gerry and I first started with CRC the rallies were mostly run on the lines of the way I organise them. Let me tell you there were some very nasty directors during that time. Robert Smith and Wiggles did the MG rally, Gary and Wendy Maher the Jaguar. Jeff West was a master of precision when setting his rallies. This came from a background of calibrating instruments in planes for the RAAF. There were others, but they all had more tricks than a box of monkeys.

I have chosen my route and done the part I like best, going out and looking at said roads and trying out various others to see if they can be incorporated into the rally.



Mmm perhaps not.



This road looks better, at least it is sealed.

I'm proud to say that I have found a road in the Southern Highlands that even Gary Maher had not been on. He has now, as he and Wendy are the course checkers.

Then there are the Questions. It's very hard to find any amusing ones but I do look for them and occasionally find one that raises a smile.



Now here is a good question. Count the gnomes!

Questions and VRCs are the only way to try and separate the Tour competitors. This is why directors are insisting on correct spelling from the Tour. You have to be careful to spell Yarriambic Ck at Warracknabeal correctly. No, you won't find this creek or town in the rally, or if you do, I hope that you have packed your PJs and toothbrush as you'll be a long way from home.

So now get your entries in. Come and celebrate the last of the old style rallies or come and celebrate the fact that you will never have to do another one like this again.

Carol Both

P.S. there are no Z boards.



Tour d' Course Sunday, 23rd June 2019



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)



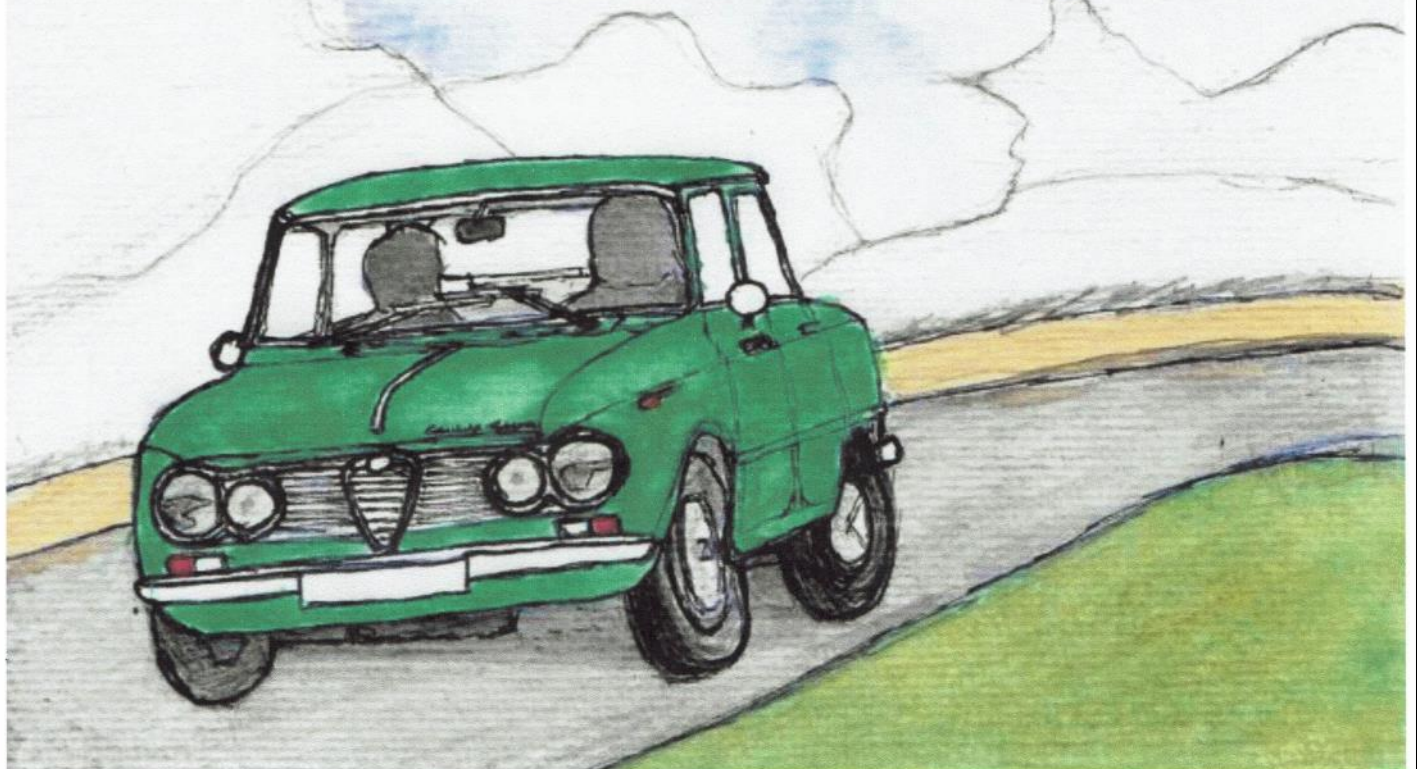
The **TOUR d' COURSE** is known for the fine food and this year will be no exception. Lunch will be at the [Kangaroo Valley Golf & Community Resort](#) Finish will be at the **Sutton Forest Pub**.

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**

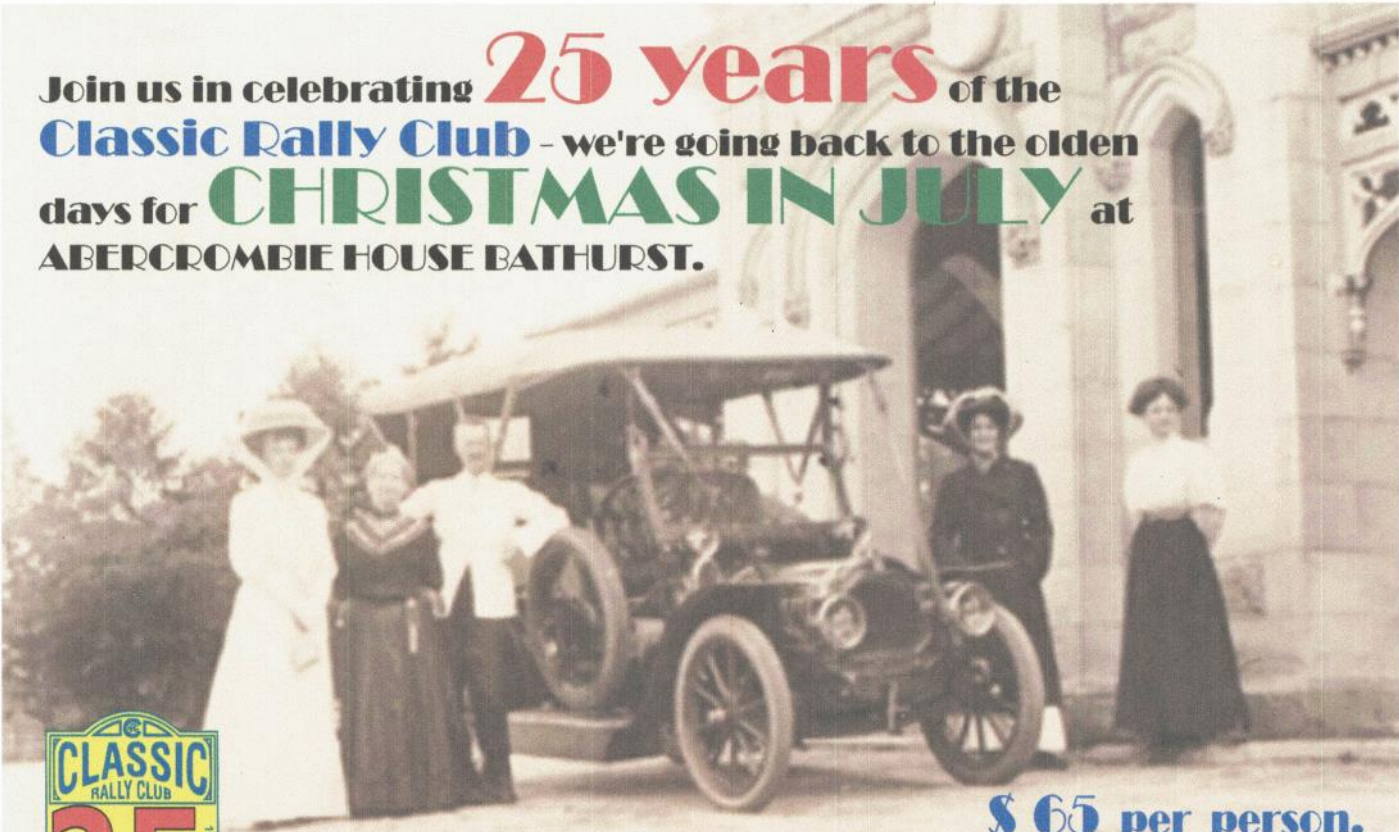
Entry Form and Supplementary Regulations are available from:
www.alfaclubnsw.org.au or www.classicrallyclub.com.au

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



Parts of Targa Tasmania only the teams see.

Sheep Station Rally

A run round my backyard Event

Back to the 80's - Again

This is a one-day event covering approximately 285km of the Southern Tablelands and surrounds. We have some great roads to run on including some new sections.

- ✚ A round of the 2019 C.R.C. Championship
- ✚ Start - Pheasant Wood Circuit, Marulan. Breakfast, coffee and tea available
- ✚ Lunch - A secret location in the Southern Tablelands with food
- ✚ Driver Reviver - There will be a luxury break in the afternoon with tea, coffee and cakes etc available.
- ✚ Finish - A secret location in the Southern Tablelands

There are 4 Categories to choose from:

- ✚ Masters - Challenging Navigation (CAMS Licence required)
- ✚ Apprentices - Slightly less challenging (CAMS Licence required)
- ✚ Tour Competitive - Simple route charted instructions (CAMS Licence required)
- ✚ Social Run - A non-competitive category with no CAMS licence required



Early Bird – Saturday Evening:

- ✚ Early sign on Saturday Afternoon is available
- ✚ Discounted Accommodation close by to the circuit is available

Masters and Apprentices Navigation:

- ✚ Navigation is straight forward with some tricks
- ✚ We are using 1980's maps so accurate map reading will be rewarded
- ✚ The plotting will be relatively straight forward
- ✚ Questions can be answered on the go

Tour and Social Run:

- ✚ Route Instructions supplied
- ✚ Fair yet challenging questions
- ✚ The answers to questions will be found in safe locations

This is the second Sheep Station Rally and the first with navigation set by Jon & Tina Mansell. It will be a fun drive through the Southern Tablelands with a few surprises along the way to keep you on your toes.

Start and Sign on will be at Pheasant Wood Circuit, Prairie Oak Road Marulan from 7am for Breakfast, Tea and Coffee.

First car away at 8.45am

Entry fee \$115.00 includes lunch for Driver and Navigator plus all Maps and/or Route instructions

Additional crew members \$20.00

Enquiries to: Jon & Tina Mansell

rally@drivetekmotorsport.com

0467 632 755 or (02) 4869 2209 – Work Hours

Western Weekend Wander



Enjoy a rally with a difference in the Central West of N.S.W.

SATURDAY SEPTEMBER 7TH 2019.

Starting in Lithgow and finishing in Wellington, in the Central West, this event is a typical CRC one day rally which will include the usual CRC features but after the day's rallying you will have a choice.

You can either stay in Wellington on Saturday night where we have organised an evening meal at the Hermitage Hill Country Retreat or you can return home.

If staying in Wellington overnight you will need to arrange your own accommodation. The following page has a list giving accommodation options in Wellington. On Sunday morning we suggest you could meander home taking in some of the highlights of the Central West.

The following page suggests some ideas if you plan to do this.

The function at Hermitage Hill Country Retreat will be similar to those held on our two day events.

The entry fees will be as follows:

Rally entry for a crew of two - \$130.00

(Includes light breakfast at start and lunch)

Entry for extra crew member - \$ 15.00

Dinner per adult - \$ 50.00

Dinner per child - \$ 25.00

The Supp Regs and the Entry Form will be available when approved by C.A.M.S



For further information contact Phillip Stead
at phillstead@optusnet.com.au
or text on 0412 805 122

Western Weekend Wander

Wellington Accommodation

(In order of Rally Director's personal preference from observation)

To book ring the accommodation and mention Classic Rally Club – First In, First Served Basis.

Book now to avoid disappointment.

1. Hermitage Hill Country Retreat – Rally Headquarters, Finish and Dinner Venue.

135 Maxwell St, Wellington NSW 2820

P: 02 6845 4469 - Wayne or Julie

W: www.hermitagehill.com.au

6 x Double Rooms with shared bathroom - \$110

1 x Queen Bed with shared bathroom - \$120

1 x King Bed or Twin Room with shared bathroom - \$130

1 x King + Queen Bed Room with ensuite - \$205

2 x Luxury King Bed Suites with spa ensuite - \$260

2. Bridge Motel – Note: Breakfast served in breakfast room

5 Lee St, Wellington NSW 2820

P: 02 6845 2555 – Geoff or Anne Clark

W: www.wellingtonbridgemotel.com.au

6 x Twin Rooms (Double + Single) - \$125

5 x Queen Rooms - \$125

2 x Family Rooms (2 Separate Rooms - Queen + 2 Singles) - \$160

1 x 3 Bedroom Flat (2 Queens + 2 Singles + 2 Bathrooms) - \$240

3. Motel Mandalay

32 Lee St, Wellington NSW 2820

P: 02 6845 1011 – Adele Forrest

Single Room - \$95

Queen/Twin Room - \$100

Family Room - \$125 - \$150

4. Cow and Calf Hotel – Recently fully renovated pub rooms with shared bathrooms

135 Lee St, Wellington NSW 2820

P: 02 6845 2710

W: www.cowandcalf.com.au

20 x fully refurbished modern non-ensuited rooms

Single Room - \$75

Double Room - \$85

Queen/Twin Room - \$90

Family Room - \$150

5. Wellington Motor Inn – Basic Old Style Motel

37 Maxwell St, Wellington NSW 2820

P: 02 6845 1177 – David

Single - \$100

Double - \$110

6. Garden Court Motor Inn – Basic Old Style Motel

7 Lee St, Wellington NSW 2820

P: 02 6845 2288

Queen - \$100

Twin - \$110

THINGS TO DO ON SUNDAY – DIFFERENT IDEAS FOR YOUR MEANDER HOME SUNDAY

- Sleep in and enjoy a relaxed breakfast!
- Explore the Wellington Caves and Phosphate Mine.
- Visit the gold rush town of Gulgong (the town on the ten dollar note) and the Gulgong Pioneer Museum.
- Taste some of the fine wines around Mudgee then head home via the winding Bylong Valley Way, Golden Highway or Castlereagh Highway visiting Rylestone along the way.
- Drive back to Orange on the Burrendong Way visiting the Burrendong Botanic Gardens and Arboretum.
- Or why not stay an extra night and visit Dubbo Zoo which is only 50km up the road.

We hope you will enjoy the weekend and the concept of the Western Weekend Wander.

Bob & Phill

**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/thealpineclassic
alpineclassic@hotmail.com
Call Ross - 0409 810 553**



the ALPINE CLASSIC



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

20/5/19

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
28-5-19	CRC Meeting		
7-6-19	F.F.F.F.	T.B.C.	
23-6-19	AROCA Tour d'Course CC		
25-6-19	CRC Meeting		
5-7-19	F.F.F.F.	T.B.C.	
13-7-19	CRC 25th Anniversary function—Christmas in July	Abercrombie House, Bathurst	John Cooper westco5@bigpond.net.au
23-7-19	CRC Meeting		
2-8-19	F.F.F.F.	T.B.C.	
4-8-19	Sheep Station Rally CC	T.A. details TBA	
27-8-19	CRC Meeting		
6-9-19	F.F.F.F.	T.B.C.	
7-9-19	Western Weekend Wander CC	T.A. Central Western NSW	Phill Stead phillstead@optusnet.com.au or text 0412 805 122
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 TBA	Ross Warner & John Cooper
22-10-19	C.R.C. Meeting		
1-11-19	F.F.F.F.	T.B.C.	
24-11-19	Possible Club event	TBA	
26-11-19	CRC Annual General Meeting		
1-12-19	CRC Annual Presentation and Christmas Party.	Castlereagh Hall, Castlereagh. Full details TBA	

Niki Lauda 1949 - 2019

Niki Lauda died recently. He was a racer through and through and Formula One World Champion a number of times. Niki also achieved much out of the cockpit as well, in business and race team administration. Judging from biographies and media reports he was single minded and uncompromising, qualities he surely needed to overcome horrific injuries suffered in a race crash.

Bob Morey



Thanks to John Cooper, Tony Norman, Peter & Valerie Jakrot, Mike Batten, Peter Reed, Shane & Jen Navin, Steve Brumby, Carol Both.