



Rally Directions

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

July 2019 Issue#6
Dates to remember

- 23rd July - Club Meeting.
- 29th July - Entries close for Sheep Station Rally.
- 2nd August - F.F.F.F. (TBC)
- 4th August - Sheep Station Rally.



It wasn't all desert tracks and potholed bitumen on the 2019 Peking to Paris Rally

Notices

- It is time for someone else to take over as Editor of our Club magazine. See John's Jabber for details.

Turn the page to read about;

- The Club's 25th Anniversary weekend.
- The Tour d' Course.
- The second half of the Peking to Paris Endurance Rally.

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Johns Jabber



Welcome everyone, to the July Rally Directions, brought to you by our Editor Bob Morey. Well our Editor that is up until October this year when Bob and Jane head off once again on another adventure travelling this vast great land of ours. Bob has more than done his fair share of publishing Rally Directions and he feels he will not be able to meet the monthly commitment whilst on the road and may not even have sufficient internet coverage.

So, we are now looking for someone with computer skills, time, and enthusiasm to take over later in the year, or even sooner if you like. Hopefully before Bob sets off on his journey into the wide blue, green, brown yonder so Bob can pass on the Club's laptop, programs, his knowledge and a few free lessons.

The good thing now is with the Club mag being fully electronic there is no dealing with printers or postage. I'm seeking some new blood, or maybe an ex editor who may now be retired and looking for something to do in their spare time, who may bring new ideas, format etc. Use your unleashed skills on us. I'm all ears, (maybe nose and mouth too). I have my fingers crossed ready to beat off all the applications coming my way, either from yourself volunteering, or someone you would like to nominate or suggest. Bring it on! I will find time to personally interview all the nominations by phone or in person, cull them out and appoint the most successful new Editor welcoming them aboard.

Don't forget our magazine is only as good as the content you members send in accompanied by all your photos, so don't be slack, we like to read your stories instead of my drivel each month.

On another note re requiring new positions. Tony Norman has put in his resignation as Competition Secretary, a position he has held for a long time, dating back to 2010 when he took over from Peter and Sharyn McAlpine. He feels he also needs to step aside and it's time to move on for personal and family reasons. So we are now looking for nominations for this position to be filled at the November AGM. It's never too early to get in now so Tony can pass on his knowledge of what is expected and what the position requires. Basically Tony will already have next years programme of CRC events locked in. This is the main part of the job working twelve months in to schedule our calendar. In saying that we are always open to new and old rally directors to run an event, even social events, because without our members volunteering and committing to put back in to our activities we won't have events to play in and eventually no Club. Maybe that's a bit drastic but we do need you on board. Again my ear is always available to bash with your constructive ideas and nominations.

Most of you would be aware of and possibly followed the entrant's adventures in the recent Peking to Paris Rally. Our congratulations go to our ex President Lui McLennan who navigated her brother John Henderson to sixth outright in their first attempt at this gruelling, long and very tough rally. Congratulations also to our Club's Rally Legend Gerry Crown. What can you say, 87 years young and a hip replacement two months before the event. He sets fastest time on numerous stages up against fully prepared rally Porsches, Datsuns and a Ferrari. With talent and skill he steers the Leyland P76 to his third outright win. Navigated by Matt Bryson again, who not only builds the car but maintains it along the way to keep it very competitive. Matt was bestowed the title of the Classic Rally Club's International Rally Ambassador some years back and true to form he saved his CRC rally shirt to wear across the finish line for all the official celebration photos.

Another CRC crew in the event, Heather & Jo Worth battled back from an early brush with a wall to complete the event in fine style. Well done all you lot and much congratulations again from me and all the CRC members.

(Continued on page 4)

With the number of our rallies down this year, especially two day events, I thought it would be good to have a social two day outing away and incorporate our Club's 25th Anniversary plus have some fun with a midyear Christmas in July theme. Numbers were a lot lower than I expected and booked for. When I first started to put this event together, at the beginning of the year, I thought I would have a reserve list of people wanting to come along with the numbers being limited to 76 seats. However I assume that some members took the opportunity to get away and fit some travelling in between the long gap between rallies, or just had other commitments that clashed with our planned date. A big thank you to everyone who did support the weekend, and what a great bunch of people we had. Thanks to Peter Reed who stepped up to take over most of the admin side of things which helped me greatly. Thanks also to Steve Brumby for organizing morning tea at the Bathurst Motor Museum and Jen Navin for donating a raffle to raise some more charity money.

The weekend started with a drive up to Bathurst with some of us meeting up at Lithgow McDonalds for a morning tea or coffee. Never again after the long wait for we had for service. After this we had a great drive over back roads to the O'Connell Pub for lunch, a huge feed. Then it was on to the accommodation overnight stop where most stayed at Ridges overlooking Mt Panorama race track.

After settling in we were off to Abercrombie House for our evening gathering. Wow what a unique old and huge place. Our host, Christopher Morgan, made us all welcome and gave us a great insight into the property's history while we sipped on our welcome drinks and nibbles. This was followed by an extensive tour of the building taking in all the contents, staircases and stunning architecture. Next we were off to the ball room for a Christmas feast complete with Christmas tree, carol singers and all the trimmings. What a great meal. After the meal we had a few speeches to celebrate the Clubs 25th year since formation. The Club is still going strong, maybe a few of us are a little older and slower after those 25 years, but that does not seem to inhibit the goodwill, the camaraderie plus the rally spirit or the longevity of the CRC. It is an honour and pleasure for me to be a foundation member from the start.



Back in 1994 our founder Geoff Bott, now a life member, called us all to a meeting to discuss the formation of a Classic Rally Club. I still have some documentation of that meeting including the attendance sign on sheets. Of those present that night at the 25th dinner, Geoff, myself, Tony Kanak, Kathleen Primsohl and Jim Barrett were at that initial meeting.

After the Christmas pudding the night was topped off with a Christmas hamper raffle donated by Jen Navin. This was won by Geoff Bott and raised \$355 which we donated straight back to Christopher to go towards the restoration fund of the building. He was truly surprised and much appreciative.

Sunday morning saw us at the Bathurst Motor Museum with a welcome speech by the curator Brad in the private function room complete with morning tea, cakes and biscuits. We then had a roam around the vast collection of cars, bikes and machinery. Lots to look at and plenty to talk about.

What a great weekend away. I know I had a fantastic time and judging by all those present making positive and thankful comments, it's something we should do more of.

Well that's my blooming lot for now, see you at the July Club meeting or The Sheep Station rally.

John Cooper. President

COMPETITION SECRETARY REPORT FOR JULY

With the successful running of the **AROCA Tour d'Course** at the end of last month we are now 3 down and 3 to go for rallies that form part of the CRC Competition Calendar. The above mentioned event was, I believe, enjoyed by the competitors despite some inclement weather. This weather however was not so popular with some of the Control Officials, myself included! The precipitation was something beyond even Carol Both's control. I can only thank her and the other AROCA members who have been involved in this annual rally for many past years and for allowing CRC members to enjoy the company of other classic car enthusiasts and not forgetting the splendid lunches! Hey Carol, still time to change your mind about 2020.

And so to the remaining Events for this year.

SUNDAY 4th AUGUST - THE SHEEP STATION RALLY

The Event Flyer, Supp Regs and Entry Form can now be found on the CRC website and I understand that entries are already rolling in. Note that the closing date for entries is the 29th JULY and you are, as usual, encouraged to get entries in early to help the Event Director with finalising numbers of Instructions to be printed and lunch numbers etc. Jon Mansell has advised that the start Venue is located off Jerrara Road, which can be accessed off the Hume Hwy at the Marulan South exit. Hope to see a good turnout for Jon's 2nd rally.

SATURDAY 7th SEPTEMBER - WESTERN WEEKEND

WANDER. As for the above Event the official documents are also on the website. It is hoped, maybe even expected, that our Club members will embrace the new concept being put together by Phill Stead and Bob Morey.

I am planning to be there as an Official so not sure if you will be pleased to see me or not! Please keep a check on any further updates and ensure that you have the closing date for entries and Event date in your iphone or on your calendar. I will be using the latter option!

SATURDAY 19th/ SUNDAY 20th OCTOBER - ALPINE

CLASSIC. As most members are aware this is the feature Event in the CRC year. It is a 2 day Road Rally, as defined by CAMS, and I believe it is now the only timed road event in NSW. So certainly worth the cost of entry and as always it will include great roads that are not part of our usual areas around Sydney. Details can be found elsewhere in this magazine.

2020 AND BEYOND. As advised previously I will not be standing for Competition Secretary at this year's AGM. To assist the person who takes over this role, I hope, I have already put together a preliminary Event Schedule for next year. No particular Directors have yet been allocated to the potential Event dates so it is premature to publish any further info until I have responses from the Directors themselves. It should be noted that the demise of the Tour d'Course leaves a gap in our Competition Calendar and it is hoped that members can be encouraged to maybe consider joining the Club's ranks as organisers/Directors in the coming year. You will not be abandoned and support from all our current Directors will be available.

That's all for now folks - hope you get out and enjoy The Sheep Station Rally.

TONY NORMAN - COMPETITION SECRETARY

2019 Tour d' Course - Jeff West

For various reasons I haven't done any CRC championship events for several years except for the 2017 Alpine. A call from John Cooper changed that as he asked me if I wanted to do the Tour d Course with him. I said yes as Carol Both's event is usually OK to do as she realizes that she is there to entertain her customers (us) and send us home happy at the end of the day, not to dishearten and demoralize and thoroughly confuse the crews, as has been the tendency of some directors recently.

So a check of my old navigation equipment was in order. Most was still OK although a few batteries needed changing. So Saturday afternoon I headed down towards Sydney dropping into Gary and Wendy Maher's for a cuppa along the way and then to John and Wendy Cooper's.

After a superb evening meal and a rest John and I woke up the neighbourhood at 6am the next morning as the Mustang was started. We arrived at Mittagong, did the documentation, caught up with old friends and prepared to leave.

I had it in my head that we would be going over Mt Gibraltar so that's where I took us so we missed the passage control manned by Garth Taylor and Paul Morton. (I told them later that we avoided them so two old pensioners wouldn't be overworked but I don't think I convinced them). This error put our distance for the first question out but we did manage to find the answer a few kms down the road so we reset and continued. Finding the "out of bounds" locations and marking the unmapped roads took a while but once we had done that everything seemed to fit. After a bit of a drive on the Tourist Road we headed down Macquarie Pass towards Wollongong.

At Albion Park a few wiggles along unmapped roads saw us drive across to and then down the highway for a short distance before turning onto Swamp Road then Saddleback Mtn. Road. The view from the top of the range above Kiama is always spectacular and today was no different.

The next few instructions were proving difficult to solve - Cross a powerline five times and then into a circular herringbone. I got the powerlines OK but couldn't solve the herringbone. John and I sat trying to work it out but to no avail. We decided to cut and run but drive the 5 powerlines route as it was in the direction to lunch anyway. On the way I managed to solve the herringbone so after a quick check of distance versus time before lunch closed, we decided we should be able to make it on time.

The circular herringbone; the key to solving this was the bridge and the railway crossing being only two roads apart. There were plenty of railway crossing but not many bridges so I had to find bridges. I could see one at Gerroa and another at Nowra but neither of those worked. Because of the overcast day and a slightly blurry map it took a long time to find the one just south of Berry. Once I found that I could work out the herringbone.

A spirited drive by John along Berry Mountain Road saw us at lunch with 6 minutes to spare. I took advantage of lunch and the car not moving to plot as much of the afternoon as I could. I managed to plot 75% of the afternoon before we left Kangaroo Valley. The afternoon flowed pretty well using a couple of roads we have never used before. There were a couple of tricky VRCs in Berrima and Moss Vale which we managed to find. The route from Moss Vale to the finish was quite clever having us use roads that were familiar but in ways unfamiliar.

The mood at the finish was upbeat which I said at the start was Carol's aim and which should be the goal of all directors.

Thank you to John for inviting me along, I thoroughly enjoyed the weekend.



Jeff West

AROCA Tour d'Course - Master's Driver Report by John Cooper

I was chasing up past and present members of the Classic Rally Club to increase the numbers for the Club's 25th Anniversary weekend away in Bathurst, and seeing Jeff West lived in Bathurst I thought he would be a certain starter to come to the dinner and catch up with the CRC crowd. So I phoned Jeff to see if he was interested, but unfortunately the dates clashed as he has planned to be on his "claim" that week catching up with some of his

family as well as fossicking for gems and hoping to strike it rich. By the way Jeff is now President of the Bathurst Lapidary Club which takes up some of his time away from rallying and he is also involved on the committee of The Bathurst Light Car Club. I suppose a lot of our hobbies evolve over the years as we get older.

Anyway after a long chat about things I invited him to come down to navigate for me and get back in to a rally, no pressure, for the Alfa rally.



I didn't have my usual off sider as Ross was away overseas getting his winter suntan and growing a beard, (probably trying to look more like Westie)

Jeff agreed and stayed over at my place on the Saturday night and we set off early Sunday morning in Wendy's Mustang, down to Mittagong RSL for the start.

Upon receiving our instructions and finding lots to consider Jeff plotted away and confidently said just turn up here and go over Mt Gibraltar which I did. It turns out we were to take the next right turn to pick up a hidden passage control (well it was hidden from us), manned by Garth Taylor and Paul Morton They incidentally didn't have any lollies or chocolates to hand out as we found out at their afternoon passage control, which was found quite easily. The Alfa club budget must be tighter 😊

Jeff admitted he was a bit rusty having not done any navigation for a few years when we stopped at where the first question should have been and could not find it. It was obvious we had done something wrong right from the start. We both agreed we weren't going back that far and both took the view we weren't there to win just have a good time. So we drove off only to find the next two questions, reset the Brantz and get on with the morning's rally.

Everything then started to fall into place except the difficulty in finding the circular herringbone route, which we both had spent much time on. We agreed to cut and run to lunch at Kangaroo Valley Golf Club.

Not long after taking off for Berry Jeff said he had found the correct route so we had a quick stop and discussed if we had enough time to do it.

My response was I paid my money to drive the route so lets do it by picking up the pace slightly. We got into lunch with only minutes to spare.

I enjoyed a great feed at lunch, whilst Jeff being a little annoyed with himself for missing the morning's passage control, decided to miss lunch except for a couple of pieces of garlic bread, and sat in the car with the afternoon's instructions to get on top of the plotting of the route. We then took off with some confidence that we knew which roads to take seeing Jeff had plotted almost to the finish. A tricky bit through Moss Vale, which not many others got unbeknown to us at the time, moved us up from fourth place at lunch to first place in Masters. At the finish Jeff enjoyed a large bowl of chips seeing he missed his lunch, satisfied we had a reasonable afternoon and enjoyed the days rallying, still under the impression we only could manage fourth, as the afternoon scores were not posted.

Jeff stayed over at my place again and Wendy fed us both up with another dinner. We were both up early Monday morning for Jeff to head back to Bathurst and I had an early start for work. It was not until the following Tuesday Club meeting that Carol posted the final scores up on the glass window and the winning team of Cooper/West was at the top, and fellow members more eager than me to see the results were coming over to congratulate me whilst I was enjoying my Chinese dinner. I texted Jeff to congratulate him on his fine effort. He has still got it. The win was mainly down to Jeff's navigational skills and my thanks to Jeff for the victory.

I think poor old Ross Warner is feeling a little rejected and now under pressure to perform well, but I can't wait to team up with him on the next rallies.

Thanks to Tony Wise and the Alfa Romeo Club for putting on the event and including it in our Championship point score, and a big thank you to Carol Both, Gerry and all the other officials who worked to carry this off.

John Cooper

The Tour d' Course 2019

By Jen Navin - Driver Blue VW Golf R

In our green and white Shannon's 'Share the Passion' bag that we received at the briefing for this rally, was lots of information including maps and an A4 sheet of paper on which was printed; 'Lost or In Trouble.' On this piece of paper were four names with phone numbers along with Tim McGrath named as the Sweep Car. It is always handy to be aware of the Sweep Car. I always check that we have this vital information just to be sure to be sure. Because you just never know on a rally where you might end up; in a ditch, with a dead car on some little back road somewhere but you don't know where because you are lost and/or in trouble or you may even be in the position of winning your division.

But this was the Tour d' Course 2019, plotted by Carol Both. It was to be Carol's last hurrah so Shane and I wanted to do Carol proud in her last rally. The first time we won the Apprentice Division was in one of Carol's Tour d' Course rallies (2014) and it was Carol who had encouraged us to persevere with the Apprentice division when we were struggling thereafter.

So, we arrived on a freezing morning in Mittagong to a great breakfast at the RSL and a big turnout of cars and crews. Even Westie had emerged from retirement and had braved the cold to navigate for our fearless leader. From the maps we could see that we would again be driving the roads of the beautiful Southern Highlands. As was said, we have driven these roads to death over the years but each time the countryside presents itself differently and the roads always have their challenges. It is always a good day's run out in the Southern Highlands any time of the year but particularly special in the cooler months.

With a respectable 153.80 kms to travel in Division and one and four hours in which to do it I felt happy. I was ecstatic when we learnt that there were no 'Z' boards and that the radar gun was with us but its batteries were allegedly flat. I said to Shane that this was going to be a good rally, "we've got this".

Shane plotted the course and seemed to be on top of it. We had few stops on the side of the road and even fewer U turns were made so it seemed we had got it.

Coming to the first Manned Passage Control within kilometres of the start threw us a bit but with the route card stamped with a nice little picture and not the infamous WD I breathed a sigh of relief, a good start so far.

We kept plodding on, finding the questions, seeing the sheep in those amazing green fields behind those quintessential dry - stone walls redolent of the English Cotswolds and dodging the kangaroos - typically Australian. Thank goodness for those kangaroo whistles that have saved us so many times before as two big monsters came out of nowhere and veered off to the left at the last minute as I hit the brakes. We calmed down and all was well and calm in the little world of the blue VW Golf until we came to the herringbone. It was a circular herringbone too. We didn't panic and we did try ... a little bit... and sort of muddled through, but as it turned out, we missed a couple of VRCs.

We got into lunch at the Kangaroo Valley Golf course at a respectable time with both of us happy and there was still food on the table with the dessert that was to die for. That lemon cheese tart was something else.

Division Two was an even more respectable 136.67 kms with the final passage control at our familiar and friendly Sutton Forrest Hotel. But this stage was more challenging than the first. Satisfied by a great lunch the first challenge was for the driver to stay awake. It soon became apparent that Carol had upped the degree of difficulty in Division Two and this posed the second challenge. From the passenger seat I began to hear the groans of frustration only a few kilometres into the drive. I kept my eyes open and mouth shut and just did what I was asked making sure I tried to find the VCRs and pulling over to the side of the road for plotting.

There seemed to be some discrepancy with the kilometres on the Monit in relation to the questions and Vias. At the start of the afternoon the four hours allocated for the afternoon run seemed quite generous considering there were less kilometres to travel. But as the afternoon wore on and time was passing, we were having more difficulty corresponding the distances with the questions and the mapping was causing us grief.

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We found the right dirt roads out the back of Berrima and I always chuckle when we find the LUI VCR. But after that we just could not get the kms and the questions to line up. So back we went to the last correct via point near Berrima and tracked/plotted again. What was frustrating was that we had all the questions up to that point but the bulk of the remaining question distances were skewed to the last 30 klms. We knew we were on the correct roads as we found most of the VCRs. By this time it was dark and we decided diplomacy was in order so we cut and ran knowing that what had been a great day had ended with 'we are not playing for sheep stations so let's go and enjoy a drink with some friends'.

Arriving at Sutton Forrest and driving into the familiar car park I handed the road card to Carol and saw the preliminary results from the morning run. We were first in the Apprentice Division, a very pleasing result but one that I didn't believe we would be holding onto.

This much I said to Gerry Both as I handed the road card in with the spaces for at least half the questions sadly blank other than a few guesses.

Other participants were also bemoaning how difficult the afternoon was. I went to the bar to get some much-needed drinks with these heartening words from Gerry ringing in my ears - we were not the only ones to find the afternoon tricky so on that basis we still may go OK. That was the last time I thought of the rally and the results until...

Wednesday when the results were posted. We had come first in Apprentice! I was astonished and immediately texted Shane. "Always knew we would!" was the assured reply.

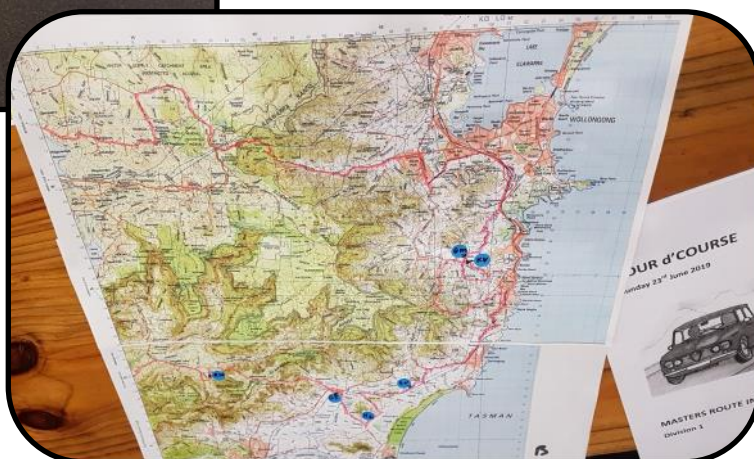
I was just happy that we had done Carol proud, winning her last Tour d' Course Rally, Apprentice Division. So thank you Carol for all your rallies over the years, even when times were tough you were still supporting the Club. To all the officials, thank you for your hard work behind the scenes and we hope that the tradition of the Tour d' Course continues for many more years to come.

Oh yes; it was great to see that Westie hadn't lost his Master's touch in navigation coming first with John in the Masters. Well done Westie!

Jen Navin



Geoff Bott's E Type with some Alfas and Wiggle's hat! Plus Martin and Andrew's maps.



After an extended lunch break we decided we had better leave and book into our accommodation at Rydges Mount Panorama where Greg decided to spoil me with an upgraded room which was lovely. The room was spacious and had a great views of the race track. Those who didn't stay at Rydges were at Bathurst Heritage Motor Inn.

On Saturday evening we all met at Abercrombie House on the outskirts of Bathurst and were greeted with delicious mulled wine and nibbles. Shortly after arriving a highlight of the evening was a very informative talk about Abercrombie House by current owner and long standing resident, Christopher Morgan. Abercrombie House is a heritage mansion and was built in the 1870's by the Stewart Family, taking 8 years to build. The Morgan family purchased the property in 1968 and it has been a family home since. They have spent the last 50 years restoring, maintaining and sharing the house with the community.

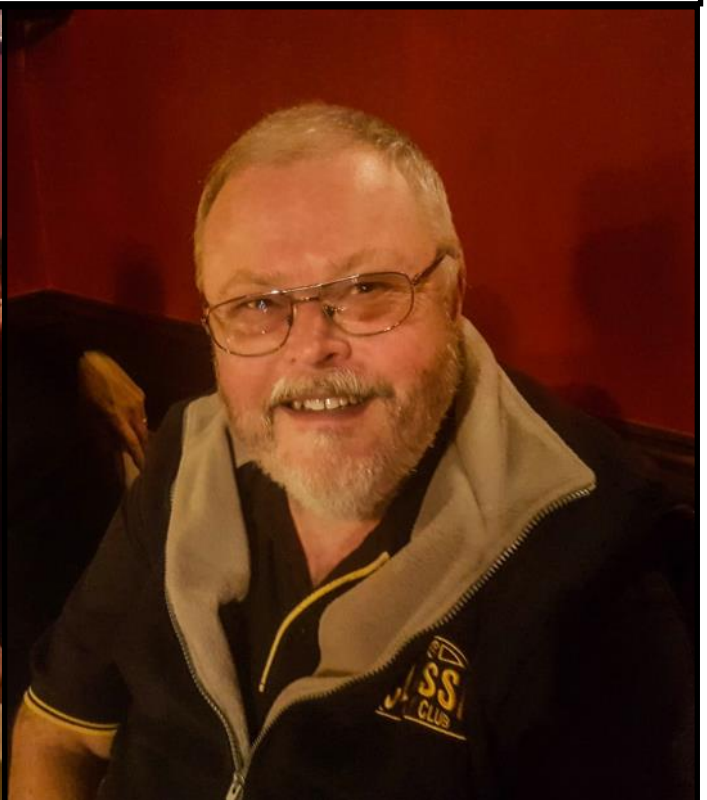
The talk and tour was followed by a superb candle lit, three course, Christmas dinner in the ballroom complete with entertainment. We were serenaded with Christmas carols while we ate and chatted.

The Navins donated a hamper as a raffle prize. This was won by foundation CRC member Geoff Bott. The money that was raised from this raffle was donated to Abercrombie House for its ongoing restorations.

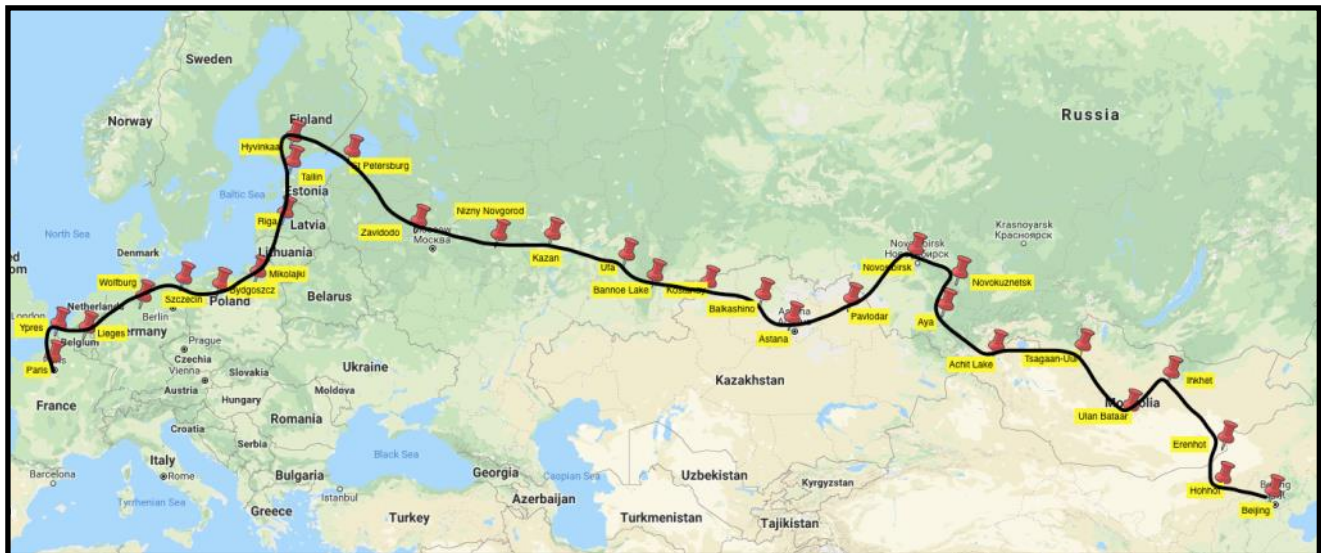
On Sunday morning we all met for morning tea and a tour of the Motor Racing Museum organised by Steve Brumby. At one point, we had most of the women congregated in the warmth of the tea room, chatting, while the guys wandered around the museum talking cars. It was wonderful to have time to get to know some of the other women better.

After everyone left to go their own way, we had the obligatory drive around the Mount Panorama circuit, stopping to enjoy the view from the top. Before heading home we visited the Winterfest festival in town in Bathurst although didn't stay too long as it was still very cold. This trip was a great weekend, something which Greg and I and other Club members think the Club should do more often. Thanks to John Cooper, Peter Reed, Steve Brumby and all those who contributed to a wonderful weekend.

Karen Yates



Peking to Paris with 3 CRC crews - Day 19 to the Finish by Bob Morey.



Continuing my account of the fortunes of our CRC crews in the Peking to Paris 2019 endurance rally from the halfway point.

At that time Gerry Crown & Matt Bryson in the P76 were leading the event, John Henderson & Lui MacLennan in their Volvo 144DL were in equal fourth and the Team Xena crew of Heather & Jo Worth were battling their way up through the field after some early issues with Chinese walls and errant cooling fans in their Volvo 122S.

Day 19: Kostanay, Kazakhstan to Bannoe Lake, Russia. Hendo *"The best border crossing ever. Nice, non-English speaking guards at both sides with their own wonderful, incomprehensible bureaucracy. We were through in an hour. Hallelujah! Maybe Lui winking at the guard helped.....We're at a lake 'resort' here. Think Benny Hill at the seaside and you're not wide of the mark."* Gerry & Matt *"The Bannoe Lake Resort is a popular holiday spot for the locals but many crews had no time to enjoy the good times. Even Gerry and Matt have had their fair share of problems after today. Matt reports that for the first time they have broken the exhaust, not a super huge problem as he got it welded up at the end of the day. Matt also said he is experiencing shock absorber fade which gives you an idea how hard they are working the big MCA shocks."*

Day 20: Bannoe Lake to Ufa. Hendo *"The day started with a short drive to a local circuit for a test. The track layout was a bit like Lakeside, I'm told. Now, I don't circuit race and it showed. I mucked up 2 corners completely and still did....ok. I misread the finish where we're supposed to stop astride a line. I saw the exit arrows and read them as the line. The result was we stopped astride the line - sideways. The marshals wet themselves!"*

Day 21: Rest Day - Ufa. Gerry & Matt *"It's not all drama and competition though as some found out in the evening. Whilst some were either working late on their cars or tucking themselves in for an early night, Matt and a few others hit the town and whilst at one of the nightclubs Matt found himself caught up in a "Perfect Match" game. Despite the language barrier Matt was declared the winner, much to his surprise. He won a romantic cruise on the Volga, free show tickets and some alcoholic beverages. Sadly as he was about to leave the next morning for more rallying he had to decline the prizes."*

Day 22: Ufa to Kazan. Team Xena *"A good but long day from Ufa to Kazan. We blitzed the 2 gravel stages and did a sedate time on the Kazan Ring. Car going well. Jo changed the top arm bushes last night. Staying in a bizarre hotel - cross between a hotel, a downmarket casino and a shopping mall."*

Day 23: Kazan to Nizhny Novgorod. Hendo *"A full transport day....We talked over dinner about the event, navigation and especially car prep. I can't thank Jeff West enough for all his work and support and help building Sven. The car is running well and is as strong as an ox. Without that we'd be nowhere."*

Day 24: Nizhny Novgorod to Zavidovo. Gerry & Matt *"There was to be two more special tests today at the Nami Vehicle Test Facility but they had to be cancelled at the last minute due to "Government Activity". Rumour has it that they were testing some Russian cars that might have a hope of beating Gerry and Matt in the Leyland P76....Gerry and Matt now lead by 2 minutes 28 seconds."*

Day 25: Zavidovo to St Petersburg. Team Xena *"With 10,000 kms done everyone is very tired and even the most even tempered of us have had tannies. Xena is purring along now and needs minimal spa treatment tomorrow. We are now in 34th place in the Classics."*



Day 26: Rest day St Petersburg. Team Xena *"Today was a rest day in St. Petersburg. We decided to drop Xena into the garage and head to the Hermitage. You could spend a week looking at the art. We took a long lunch of caviar, vodka and Russian Champagne. Cheers Russia, we are off to Finland tomorrow."*

Day 27: St Petersburg to Helsinki, Finland. Hendo *"Finland is such a contrast to Russia. We felt immediately at home. Small paddocks, neat farmhouses and signs not in Cyrillic. The route took us around some really nice back areas. Great roads and regular rally fans taking snaps along the way."* Gerry & Matt *"Very boring now we are in Finland - we liked the excitement of not know which car was going to jump out next, the general higher speed of everything, the crazy trucks and bad roads. Very sterile here and 80kmh speed limit was putting us to sleep."*

Day 28: Helsinki to Tallinn, Estonia.



Hendo *"We're currently on the ferry, Megastar, soon to leave for Tallinn. Given the crowds everywhere in Finland cheering us on, the ferry name seems appropriate! Finland is rally mad."*

Gerry and Matt had the opportunity to meet with some world rally royalty. Finnish Champion rally driver, known throughout his country as Mr Rally, Simo Lampinen.



Day 29: Tallinn to Riga, Latvia. Hendo *"Tyres; Listening around, the winner of the 'How many tyres can you use on P2P?' competition seems to be an Australian crew in a Peugeot. As of yesterday, 29 tyres. And yesterday was their first tyre-damage free day."* Team Xena *"Today we set out from Tallin. A special stage on a tarmac and gravel circuit near Tallin and another tarmac one close to Riga. Xena going well. Reasonable times and still in 34th place."*

Day 30: Riga to Mikolajki, Poland. Gerry & Matt *"You certainly know you are in the European Union when travelling here now. Border crossings are now just a road sign letting you know that you have changed countries, much like crossing state borders in Australia or the U.S. Today gave everyone the opportunity to have three meals in three different countries, breakfast in Latvia, lunch in Lithuania and dinner in Poland."*

Day 31: Mikolajki to Bydgoszcz. Gerry and Matt lead with a gap of 2 minutes 48 seconds. Team Xena *"We are now in Poland. Today we drove through some beautiful countryside.... we are doing very well in the European cup - coming 11th. Paris now seems very close - we arrive in 5 days"*

Day 32: Bydgoszcz to Szczecin. Hendo “A couple of hundred kms took us to an interesting test at Broczyno on an old airstrip and surrounds. The test was actually four tests, run without a break between them. A mixture of tarmac, heavy dirt, grass: this had everything. We'd pretty much nailed it when things went slightly pear shaped in the third test. A right that should have been a left called for some emergency work to recover. Then a bear right was overshot: total result was we were 4 secs late to the 3rd control. In the parlance of this event, 4 secs translates to the next minute which translates to a 10 sec penalty. Bigger and damnation. I made up the time for the final control. Altogether an exhilarating test.”

Day 33: Szczecin to Wolfsburg, Germany. Team Xena “The day started with a street test around the main square. Alas round the second bend the lower ball joint popped out and we ground to a halt. Luckily Jo had a secondhand spare in the car and with help from Bob, one of the ERA mechanics, managed to fix it temporarily. So we took it very slowly for the rest of the day. Still managed to make the TCs within time and are still hanging on to 34th place. New ball joint fitted yesterday evening as well as a special treat for Xena - a new bumper. Only 2 more sleeps to Paris”



Day 34: Wolfsburg to Liege, Belgium. Hendo “Tonight we're in Liège. Good hotel and voted best dinner of the trip. Amongst other good things, paella and also ice cream. Sven is feeling strong and all my fingers and toes are crossed hoping the tired clutch survives the next two days. Yesterday was hard work for Lui. 35 pages of tulip instructions for about 350kms. It works out at about one instruction each kilometre. Busy.”

Day 35: Liege to Ypres. Gerry & Matt “This the second last day with no more competition stages has traditionally become the end of the rally and the unofficial end of rally party was set to play out tonight. Gerry and Matt are declared the provisional winners.” Team Xena “Rally done and dusted. Think we are still in 34th place. Only the drive into Paris left to do - we are exhausted but exhilarated.”

Day 36: Ypres to Paris, France. Hendo “Nothing to say about the drive. Just get me to Paris! In Paris it was a shocker: in the high 30s, standstill traffic, fuel boiling in the carbs, engine getting hot. But we made it to Place Vendôme and handed the keys over to the transport company.”



Gerry Crown & Matt Bryson P76 - 1st Overall



**John Henderson & Lui MacLennan
Volvo 144DL - 6th overall & 3rd in class**



**Heather & Jo Worth
Volvo 122S - 34th overall & 13th in class**

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

MC N.S.W Affiliated

C.A.M.S. Affiliated

C.S.C.A. Foundation Member



Established 1958

Incorporated in NSW

Patron: C.P.H. Morgan

MORGAN OWNERS' CLUB OF AUSTRALIA

2 July 2019

Morgan Owners' Club Supersprint Brabham Circuit, Sydney Motorsport Park Saturday 17 AUGUST 2019

Dear Competitor,

You are invited to enter the Morgan Super Sprint 2019.

Entry is via CAMS Event Entry which is accessed via the member portal on the homepage of the CAMS website www.cams.com.au. If you are new to CAMS Event Entry and need guidance please speak with your CSCA club delegate. If you are not a member of a CSCA club and need help, please call me.

Entries will be accepted as per Supp Regs Item 11. Please provide ALL information to confirm your vehicle class and lap times to help place you in the appropriate running group. If you do not have a time for the Brabham Circuit, please provide lap times for other Sydney Motor Sport Park circuits or Wakefield Park.

You will receive an email confirming your entry, your competition number, vehicle class, run group and any last minute information in the week prior to the event.

It is compulsory for all CAMS driver licence holders to be a member of a CAMS affiliated club. Club membership card + CAMS licence will be checked at documentation prior to scrutineering (refer supp regs Item 12).

As per previous Morgan Super Sprints, the garages at SMSP are not available on the day. Carports are on a first come basis.

We are looking forward to another great day at SMSP. Hope to see you there.

Regards,

Choy-Lin Williams
Event Secretary

Heart of the Hunter

Touring Assembly

Saturday 17th of August

Australian Historic Rally Group

Simple Route Chart Navigation

Mileages listed in Klm's & Miles

A "Must Do" event for ALL car enthusiasts.

ALL Tar Sealed Roads

Come and enjoy some of the best roads the Hunter Valley has to offer.

Start : Southern end Freemans Water Hole Shell Service Station.

Drivers briefing 9.15am first car 9.30am

Finish : Potters Brewery, Nulkaba .Wine Country drive.

ENTRY FEE : \$ 70.00 (lunch included for 2 people)

Cheques payable to : A.H.R.G. Online payment available.

Send entries to Karen Piggott

Event Secretary

2A/50 Northcott Drive

KOTARA. 2289.

ALL C.A.M.S affiliated clubs invited

Unregistered vehicle permits WILL BE accepted.

Historic Registered vehicles encouraged to compete.

Entries and sup regs www.historicrally.com.au or ph 02 49570880

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.

Over the page we list 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 a snack at the start plus 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](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	Western Weekend Wander	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Tony Wise	17	18	18				53	1
Andrew Inglis	18	14	16				48	2
John Cooper	19	0	20				39	3
Peter Jakrot	15	20					35	4
Alan Watson		17	18				35	4
Peter Reed		18	15				33	6
Robert Panetta		15	17				32	7
Gerry Both		13	16				29	8
David Batten	20m						20	9
Graham Pettit		19					19	10
Bob Morey			19				19	10
Peter Reed		18					18	12
Michael Olssen	16m						16	13
Dominic Votano		16m					16	13
Jemma Jakrot			14m				14	15

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Western Weekend Wander	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Mike Batten	20m	18	15				53	1
Alan Walker	17	18	17				52	2
Valerie Jakrot	15	20	14m				49	3
Martin Leaver	18	14	16				48	4
Pam Watson		17	18				35	5
Carol Both		13	18				31	6
Ross Warner	19	0					19	7
Phill Stead		19					19	7
Teresa Morey			19				19	7
Harriet Jordan	16m						16	10
Mike Stephenson		16m					16	10
John Henderson		15					15	12

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	Western Weekend Wander	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Jennifer Navin	11	11m	15m				37	1
Jonathan Loosli	9m	13	12				34	2
Mark Hoyle	13m	14m	13m				27	3
Murray Baker	15m	9m	11m				26	4
Peter Parry	12m		10				22	5
Donna Wilkinson		15					15	6
Natalie Martin	14						14	7
Jon Mansell			14m				14	7
Steve Annabel		12m					12	9
Jim Barrett	11						11	10
Dennis Oste	10						10	11
Tanya Votano		10m					10	11
Jonathon Loosli moved from Tour after Round 1								

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Western Weekend Wander	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Shane Navin	11	11m	15m				37	1
Jeremy Loosli	9m	13	12				34	2
Tanaz Dhondy	13m	14m	13m				27	3
Nikki Baker	15m	9m	11m				26	4
Glenn Evans	14	10m					24	5
Ian Gilhome	12m		10				22	6
Scott Wilkinson		15					15	7
Tina Mansell			14m				14	8
Jayne Annabel		12m					12	9
Lachlan Watkins	11						11	10
Jeremy Loosli moved from Tour after Round 1								

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	Western Weekend Wander	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Greg Yates		9	8.5				17.5	1
Andrew Taurins	2	10	4.0				16	2
Edul Dhondy	7m	7m	5.5m				14	3
Kevin Payne		5	8.5				13.5	4
Alan Cummine		4m	8.5m				12.5	5
Tony Quist	1	8	2.5				11.5	6
Chris McDonald	10m		1m				11	7
Geoff Bott			8.5				8.5	8
Steven Davis	8m						8	9
Sarah Priestly		6m	1m				7	10
Brian Doyle	6						6	11
Tony South			5.5				5.5	12
Bruce Smith	3m						3	13
Peter Eastham		3m					3	13
Steve Brumby			2.5				2.5	15
John Croft	1						1	16
Collin Segelov	1						1	16
Paul Trevitt			1m				1	16
Peter Carton			1m				1	16
Jonathon Loosli moved to Apprentices after Round 1								

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	Western Weekend Wander	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Tanaz Dhondy	13m	14m	13m				27	1
Simone Dhondy	7m	7m					14	2
Tom Payne		5	8.5				13.5	3
Lachlan Watkins	11						11	4
Shaneen Dhondy			5.5m				5.5	5

Classic Rally Club Championship 2019

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Western Weekend Wander	Alpine Classic		
	1 day	1 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor								
Karen Yates		9	8.5				17.5	1
Bruce Miller	2	10	4.0				16	2
Simone Dhondy	7m	7m					14	3
Tom Payne		5	8.5				13.5	4
Jim Deves		4m	8.5m				12.5	5
Alan Ongley	1	8	2.5				11.5	6
David Wigley	3m		8.5				11.5	6
Roger Wood	10m		1m				11	8
Rochelle Prattley	8m						8	9
Peter Robinson		6m	1m				7	10
Ted Norman			5.5				5.5	11
Shaneen Dhondy			5.5m				5.5	11
Heather Brumby			2.5				2.5	13
Annette Croft	1						1	14
Simon Robinson	1						1	14
Lindsay Trevitt			1m				1	14
Jeremy Loosli moved to Apprentices after Round 1								

17/7/19

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
23-7-19	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	

The Alpine Classic does the Great Wall of China and has a Magnum!



From the Bathurst Motor Museum.



Mike Batten with an Honour Board bearing his name.



A few historic Bathurst cars.

Thanks to John Cooper, Tony Norman, Geoff Bott, Jeff West, Jen Navin, Gerry Crown, Matt Bryson, Steve Maher, John Henderson, Lui MacLennan, Heather & Jo Worth, Karen Yates, Paul Morton, Mike Batten and Andrew Inglis.