

Rally Directions

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

August 2019 Issue#07

Dates to remember

- 27th August - Club Meeting.
- 1st September - Entries for Western Weekend Wander close.
- 6th September - F.F.F.F. Club Lithgow at Western Weekend Wander early registration.
- 7th September - Western Weekend Wander.



A couple of scenes from the start of the Sheep Station Rally



Notices

- Entries for the Western Weekend Wander close in two weeks. Get yours in now!
- Alpine Classic entries are filling fast. Don't miss out, details inside.
- We have a new Editor for Rally Directions. Chris McDonald, long time member, and Alfa enthusiast takes over with next month's issue.

Turn the page to read about;

- The Sheep Station Rally from the Rally Director and some entrants plus event results.
- Next year's provisional Competition Calendar.
- Updated Club Championship results.

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Johns Jabber

Hi again everyone, we are back in rally mode with the recent running of the Sheep Station Rally and coming up is the Western Wander.

My apologies in advance for not being at the August General meeting as Wendy and I will be in Borneo with the Orangutans, and unfortunately I will be missing the Western Wander weekend (what a bummer). Ross and I will be off to compete in the Sunraysia Safari Rally in Wentworth. This is a four day dirt/desert rally with over 1200 competitive kilometres. The event includes off road type buggies, motorbikes, quads etc. I think of it as a mini Dakar. Our XD Falcon is entered with my brother Ron and Tim McGrath heading up our Service crew. We will be camping out in the Wentworth Showgrounds. Rob and Starr Mifsud are also entered in their Datsun Stanza. This year's event is opened to Production Rally Cars (PRC) the category which our cars are log booked for. Wish us luck, we might need it. I've been very busy preparing the XD and all the gear needed to take away before I head off overseas to the jungle.

Thankfully after last month's notification of expressions of interest in the position of Rally Directions Editor I was inundated with enquires. After finding time to sort through the applications plus evaluating and interviewing candidates, I am pleased to announce the appointment of Chris McDonald to this position.

Chris brings with him vast experience in this field and will take over from the September edition. This will allow Bob and Jane to start planning their outback trips and hitting the road in between our rallies. We would expect them back for the Alpine Classic. Many thanks to Bob for his long standing service to the Club and the Editor's position.

Many thanks to Chris for your well credentialed application and impressive interview, the CRC Committee, myself and all the members welcome you aboard and thank you for putting your hand up. I look forward to your first magazine.

Not only do we have a new Editor but also a roving reporter has been appointed. Lois Lane aka Jen Navin will be out there reporting on all things CRC; rallying in general, gossip plus interesting tit bits, members profiles, what's in your shed and your rally cars etc.

You can expect a tap on your shoulder from her asking you to spill your guts on something or anything for the magazine. You can also get in before she hunts you down and send your stories to her in advance.

Another job I've just finished was cleaning the dirt and dust out of the Mustang after the Sheep Station rally, and washing it for the Shannon's CMC display day. I think we travelled more dirt roads than any other CRC rally I can remember for a while but haven't heard one complaint about them. Not even from Tony Wise who usually is not a fan.

Everyone seemed to agree that the roads used made for a great drive and put us in some new areas, with the unsealed roads connecting us up to some great sealed roads. I certainly enjoyed the drive.

Well done to Jonathon and Tina Mansell they have certainly stepped up. They learned heaps over the eighteen months since their first rally and put on a very enjoyable day's rallying. I'm sure they have learnt even more from this one and their event will be even better next year. The event featured another fantastic start location, good entrant numbers and one of the strongest Masters and Apprentices field of experienced navigators/crews for a while. This meant very strong competition. Congratulations to Hendo & Robbie for clean sheeting the event.

A lot of these good navigators were beaten by Jonathon in the very first few kilometres having passed an out of bounds gate. The rally featured good instructions with a few new layouts, and an excellent lunch.

Some quick on the run thinking was needed to reorganise the lunch venue after a very late change. The team pulled this off very well. We also had a great finish with pizza at the Taralga pub.

When speaking with Jonathon and congratulating him I learnt he is keen to listen to a few of the more experienced Rally Directors to learn a little more and is very excited to announce he and Tina will be back for another go next year. My thanks also to Tony Norman for his input and assistance to Jon. Thanks to all the officials, the owners and staff of the Pheasant Wood Circuit Marulan, the Dalton School P&C and the Taralga Pub. Trophies will be awarded at the September meeting.

(Continued on page 4)

This year's ALPINE CLASSIC is again shaping up to be a bottler. Entries are now open and in the first week we were at 25% capacity with paid up entries and still they come. We are limited to 80 cars. Don't miss out on this one. Get your entry in early or you may miss out and end up on a reserve list.

Check out the Alpine Classic web page and Facebook page for up to date news. Just a reminder as I said previously I'm not at the August meeting. I need all the Championship Trophies and Shields returned, including the Alpine Cups by the September meeting. Being away also means I will be missing out on Lui and Hendo talk about their success in the recent Peking to Paris rally. Get you questions ready as Hendo says its easier to answer questions than to tell us the story. I'm sorry to miss this one.

Our Rally Club close associates The Historic Rally Club of NSW & ACT recently held their electronic AGM and elections. After forming the club nearly four years ago Dave Johnson has stepped aside as the President and our Mike Batten was elected to take over. Mike has advised me that he and Peter will not be running a rally for the CRC next year.

There are plans that the HRC will be holding another reunion at Penrith Paceway on Saturday Nov 23. This will feature the Rally Legend Awards presentations and the 40th Anniversary of the Repco Trial.

They are also in the planning stages of both a one-day navigation rally for next year as well as a combined two-day rally with the HRA from Victoria. We will have more news on these as details become clearer along with what the CRC has planned for next year.

Well that's it for me this month as my two typing fingers are starting to cramp up.

I'm off to the jungle, just don't call me George, and hopefully I will come back without malaria. I've got my tablets.

Cheers for now
John Cooper, President.



This will be my last CRC mag. as Editor. When I took on this role in 2011 I had been competing in CRC events for five years and realised this was a great club. I saw editing the Club's magazine as a good way of staying in contact with Club activities as I live in Canberra and am only able to get to monthly meetings occasionally. This indeed proved to be the case and I have made many friends in that time.

Over those years lots of people have helped me to produce the mag. by sending items or letting me use their photos. Many times I have asked members if they can send an item for the mag., sometimes at short notice. Rarely have I had a refusal.

The Club committee have always given me complete freedom regarding content in the mag and the layout I use. Particular thanks are due to a few people. Club Presidents Ross Warner & John Cooper always sent in their reports without having to be reminded. Likewise Tony Norman his reports on the Club's competition activities. In the early days John Southgate provided many great photos of the Club's rallies. My navigator Teresa was a great help with the software used to produce the mag.

The greatest help though has come from my wife Jane. She has been my proof reader and punctuation guru. Without her eagle eye checking every edition of the mag. extra spaces between words would have slipped through often and many commas and apostrophes would have been in the wrong places.

I am confident the mag. will be in good hands with Chris McDonald taking over. He has been an active Club member for many years. Please support him as you have me. I will enjoy being a contributor in future.

Bob Morey

COMPETITION SECRETARY REPORT FOR AUGUST

I trust that our competition members have enjoyed the rally season so far and we now have only 2 remaining Events after the successful running of the Sheep Station Rally put together by Jon and Tina Mansell. A big thanks to them for putting their hands up and giving something back to the Club. Jon and Tina will be at the Club meeting on Tuesday with maps of the Event and will no doubt be able to answer any navigation queries. Trophies will be held over until the Sept meeting when the Club President will be back from overseas. Our next Event is the **Western Weekend Wander on Sept 7th**. This event is being put together by Bob and Jane Morey, Phill & Lynne Stead and Graham & Sandy Pettit. The closing date for entries is fast approaching so please, if you plan on competing, help the organisers by getting your paperwork in to them asap so final numbers can be confirmed for the catering etc. I seem to have to be making this point on a monthly basis!

After this our final Championship Event is the Alpine Classic to be held on the weekend of 19/20 October. All the details you need to know can be found in the Event Flyer in the magazine. Although still some 8 weeks away I am sure Ross is already processing the entries currently received. Don't miss out!

And so to the upcoming new year and the preliminary rally plans for 2020. It is good to be able to advise that the first 3 Events are now in the early planning stage and listed below are the current PROPOSED dates - note the word PROPOSED in capitals letters. So here goes:

EVENT 1 - SAT 29 FEB/SUN 01 MARCH - No confirmed Event name yet but this will be a 2 day rally in the Hunter Valley region. The organisers for this one are Martin Leaver and Greg & Karen Yates. A big vote of thanks to them for stepping up to run an Event. The more Event Directors we have the better for the future of the CRC.

EVENT 2 - SUN 05 APRIL - Again I have no Event name to share with you but Mal Sinfield will be the Event Director and it will be organised and run by the Historic Rally Club in the Southern Highlands. Format will be based on traditional CRC requirements regarding unsealed roads.

EVENT 3 - FRI 15/SAT 16 MAY - A planned 2 day Event being put together by Steuart Snooks, one of our Victorian friends and fellow rally enthusiast.

Again the organising body will be the HRC. An outline of the Event follows but please keep in mind that these are early days and many issues are still to be discussed and formalised. Steuart will organise the Friday Divisions for his Victorian members with a finish at a location on the VIC-NSW border. The Friday Divisions for NSW based CRC members will be put together in collaboration between the HRC and CRC officials and will finish at the same location as the Victorian crews. After an overnight stop the Saturday Divisions will be in Steuart's hands and will finish back at the Friday night venue. It is hoped that a formal dinner, together with prizegivings, can be arranged for the Saturday evening together with overnight accommodation. This will allow crews to head home at a leisurely pace on Sunday to their respective homes in VIC or NSW. It is planned at this stage to have no unsealed roads in the Tour category and only very limited use of such roads in Masters and Apprentices. I will provide further updates as details become more formalised.

EVENT 4 - SUN 28 JUNE - This is the traditional last weekend in June date for the **AROCA Tour d'Course** and it is understood that Alan Walker will be taking over the organising and running of this Event. Note however the final date will be set by AROCA and will be confirmed or updated at a later time.

EVENT 5 - SUN 02 or SUN 09 AUGUST - These dates are only listed as preferred dates to maintain a reasonable gap between events but cannot be confirmed at this time.

EVENT 6 - SUN 13 or SUN 20 SEPT - Again these are only preferred dates to provide a gap between EVENT 5 and EVENT 7 - The ALPINE CLASSIC.

EVENT 7 - WEEKEND 24/25 OCTOBER or 31OCT/01 NOV. The final choice of dates for this Event will be in the hands of the organisers and since this years Alpine is still 8 weeks away I am not game to ask Ross about plans for 2020!!

All of the dates will be provided to the CAMS NSW Rally Panel by the 7th Sept as per their request but similar provisos will be indicated, especially since we are looking at dates 14 months down the road.

I am quite pleased with the above offering as a single digit typist - hope you find it of interest. Stay safe on the road

TONY NORMAN COMP. SECRETARY.

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
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 Tourist's Sheep Station Rally Report (and some irrelevant rambling) by Andrew Taurins.

For Bruce and I just another 6am departure from Padstow in the Mercedes 280CE, in search of paddocks down south. We didn't see much passing rally traffic until we stopped at BP Marulan for a fuel top up, where the forecourt was dominated by red Alfas and a silver Volvo 240. I must admit to a slightly unhealthy fondness for these, having learnt to drive on a nimble 144 and later being passed down a not-so-nimble butter box yellow 240 which served well for several years. An exciting machine no, but solid and easy to run.

Mates also had V8 conversions over the years, including a current 262C in the not so subtle gold with obligatory "prancing moose" sticker. This might be off-topic, but the creator of that sticker was sent a cease and desist letter by Volvo – more on this important issue at:

<https://www.hemmings.com/blog/2018/04/10/prancing-moose-creator-sent-cess-and-desist-letter-by-volvo/>



It is important to point out that my long serving esky cooler still sports one of these stickers.



And who could forget those "Bloody Volvo Driver" ads (...with accompanying black and white sticker) <http://theinspirationroom.com/daily/2004/volvo/> or the "Give it some jandal and Yeah" sticker. My thesis on Volvo stickers is nearly ready for submission.

Now, where were we – umm BP Marulan. A quick top up and down the road to Pheasant Wood Circuit, where I believe I'd choose the 144 over a 240 if lap work were involved. Now I haven't done too many rallies, but what a great starting location for this type of event. One of the track staff shot a great video of all the cars leaving the circuit and the M1 control.

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They had it edited and up before the rally finished – check it out in the club’s Facebook group page – I keep watching it! Did you like the way they organised a few sheep grazing near the entrance, right on cue?

We primed ourselves for our first ever use of tulip instructions at some point in the rally, as hinted by the supp regs; lo and behold, on first sight every single instruction used tulips! However, our Tour instructions were very clear, spaciouly laid out and in living colour with cute little road signs and all (oooh luxury I say). In both the morning and afternoon divisions, no tricky out-of-order questions or distances, but a twist with some questions having no stated distance. Very kind of the Mansells to ensure that these questions were still listed in distance order (though it took some patience to confirm that).

As always, something in there to catch the unwary, after the afternoon “Drover Reviver” stop the first instruction was to “Zero at M5” but the question sheet was laid out very much to look like a continuation of the distances from the prior section and we reckon that caught out one or two cars later looking for something in the middle of nowhere. There was an abundance of VRC boards too, which generally helped to confirm the correct route, but some were located so that if you weren’t paying close attention you might miss them, and then there was also the “come in sucker” manned passage control at Crookwell that coincided with the real tulip (no distances) loop where careful concentration was important. A little cunning to take us off the provided map too for part of the tulip section, but after we did an extra loop the loop figuring things out, all worked out OK. Fortunately remembered to note the Z board, as per the supp regs, just another thing to keep us on our toes. One or two question signs were well camouflaged by overhanging tree branches too, I might add.

We also enjoyed the fact that our “Rally Odo” phone app distances were more accurate than normal throughout; aren’t those mechanically driven ones old fashioned?

Faced with 20 questions each for morning and afternoon divisions, the ones that generated the most discussion amongst us were “What are on the gate posts at property 2313/2315?” – gargoyles, Cerberus, hellhounds, demon dogs, mythical creatures etc.

Then there was the “Letter box at 343” which on close inspection looked more like a bull than a cow, and the final dual “Distance to Roslyn” questions without given distances where the first possible sign was approached from the left side but on turning became the right (so not the correct answer), while the next two signs were the required answers. A couple of questions during the day required somebody to get out of the car and read closely or the correct answer would be missed, so we had to work for it.

A minor glitch in the route instructions, and the late change in lunch venue all seemed to work out smoothly like they were almost planned – quick thinking on the organiser’s part to avoid any issues there. And I tell you the lunch was good too, once again. Didn’t we have some nice country roads to drive around, places I’m not too familiar with, even the dirt was good in most places, if a little dusty. A pleasant finish at the Taralga Hotel as well.

The Merc behaved itself, at least until Campbelltown on the way home, when an annoying vibration became more annoying. Something touching or slightly binding from the rear brakes or handbrake mechanism requires further investigation. Fine again once things have cooled down – old cars eh, who needs em? What works in our favour with the Merc is good all round vision and 500kms + out of a tank on tour means we can do a day rally and make it home without a refill. It is mildly comfortable and easy to drive, and the heater works.

Very pleased to see the final results; I was feeling quietly confident of a decent outcome but as Bruce says we think that every time, however you just don’t know until you know – it doesn’t take much to end up down the order. Our modus operandi is to swap seats at lunchtime, so the outcome is truly a combined effort, and this helps both of us learn navigation skills faster.

One last thing to mention, the day before the rally Bruce rings and says there’s this light green Merc 280E (4 door) parked up on the street in Padstow, and its owned by the family of someone in Bruce’s wife’s book club, on full rego but not being used – are you interested? I shouldn’t be, but I am, since it’s also a W123 model like mine, lowish kays, body looks solid, but in desperate need of TLC.



So then I'm away from home the following week for work, return on Saturday, and by Sunday arvo I've stumbled across another light green W123 Merc 280, this time a coupe just like mine in Picnic Point, sitting on the verge unregistered and needing plenty of love too. I'm interested but shouldn't be! All this happening in my neighbouring suburbs; I feel like maybe I could be a trend setter.

Anyway, enough rambling. Thanks again to the Mansells and all the other folk behind the scenes for another great day, and remember if you have to cut and run, just follow Tony Norman; he seems to pop up at all the right spots even before we get there.

Andrew Taurins, Tour, Car 21.

Sheep Station Rally by John Henderson.

What a fun event. Not too hard but not too easy: more fun than a lot of rallies I've done in the last couple of years that have been plain hard work. And a selection of great old and new roads. Plus maybe I learned the secret of doing rallies: jet lag! I'd flown in a couple of days earlier: Robbie didn't think I'd want to do the event but we said 'what the hell' and handed over our entry at the start at Pheasant Wood Circuit.

A great place to start, albeit a long way from home. If I get serious about learning to drive on tight street circuits, Pheasant Wood would be a good place to do it. And we finished at the wonderful Taralga Hotel. Also a long way from home, but a great place to finish.

The event got us off on the wrong foot. Jon's idea of having question distances start from via points threw us. It's not a hard concept, I know. But we looked for the first question at the right distance from the start, not from Via 1. By a lovely coincidence, there was a bridge there, just as the question wanted. But it wasn't named... We backtracked and revisited pretty much everything and then, while talking to Dom and Mike, there was a lightbulb moment – for Mike. We listened and realised the error of our ways.

We headed for V1 and after that everything started to flow well, although I'm not sure which really was the shorter way just south of there. An out of bounds gate then told us which way to go and we came to V2, picking up the odd question and board on the way to the Gunning map.

Collector was next, passing 2 churches twice on the way and then visiting Joyce and Glenn. Soon after that I realised that having questions at distances after vias had fooled us again. We also managed to confuse via and question numbers, probably because they were next to each other. I don't know if that was deliberate, but it misled us very effectively. Anyway we managed to get the question we'd overshot and were on our merry way to V4.

It took me a while to find Mount Fitton to locate V4, but we got it eventually. It was near Breadalbane (can you pronounce it correctly?) which has some nasty realignments, but not today. After that we took the track just south of the Hume: it was obviously shorter and a bridge question confirmed it. Then an oldie but a goodie: 'Proceed to the last XR on...herringbone'. No fooling us, Jon. After that a little trickery saw us in Dalton for lunch.

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We didn't know the lunch venue had been changed, so we came in from the north and turned right to do some mucking around in town...and came across an M board! Damn, what have I done wrong? We retraced, rethought and replotted then gave up and passed the M board where Jon explained lunch had been moved. So not my mistake at all. And a splendid lunch it was.

Lunch over and back to the maps. Getting out of Dalton was a little confusing because of the lunch venue changing, but all was ok. We had to pass 'Ruins' which I hate because there are so many ruins. We then headed to Gunning for a driver-reviver, hardly needed so soon after lunch, but a welcome break. On the way we did a herringbone which might have been a trap. The herringbone was around Gunning and we had a town map of Gunning... I did it from the 100 000 map because that seemed to get us to Endeavour Park, our driver-reviver spot. We didn't get a penalty, so it must have been right.

After reviving, we headed north east to cross Wattle and Kialla creeks. These are big maps and very small creeks, so a bit of a challenge for tired eyes. Fortunately I found a town (village? spot?) called Kialla and the minute creek wasn't far away.

We then left the 100 000 Gunning map for the more familiar 250 000 scale map, a section of the Goulburn map, and arrived at Crookwell. A series of tulips (all in order to make it easier for the navigator) took us through the town.

The day was nearly over so we headed east to our finish at Taralga. We had to cross 5 creeks in Taralga. It's always a challenge finding the shortest route. I've no idea if we found the shortest route because some obliging local had removed all Jon and Tina's carefully placed VRCs. Maybe that was lucky.

The pub at Taralga is a lovely old stone place. They serve good beer and wine – always a good thing – and on this particular day came up with pizza and scones with jam and cream. A good way to finish an enjoyable event.



This was Jon and Tina's first rally and they are to be congratulated. Great new roads to keep the drivers happy and the navigation wasn't impossibly difficult. A fun day out.

Hendo and Robbie

You have to be lucky some time!
How Glenn & Natalie won in Apprentices on the Sheep Station Rally.

The final results of the Sheep Station Rally are out. Since the publication of the provisional results, there has been movement all round the station in the Apprentice category but the only unchanged scores are ours and Team Baker's, preserving our lucky one point lead. They now have been joined on 52 points by the Wilkinsons. I can no longer avoid paying the price of our win: confessing to you all that my ineptitude was outweighed by a lot of reminders from Natalie and sheer, dumb luck.

I have long marvelled at the recall of minute detail revealed in the accounts of past winners in Masters and Apprentices, and the insight and attention to detail which they command during the event.

As anyone who has tried to discuss with me any detail of an event has realised, I can remember only my most obvious foul-ups. Everything else is automatically dumped from my memory as soon as we've passed it - as you will read.

We arrived at the Pheasant Wood Circuit, near Marulan, in good time for registration. What a great start venue! There was plenty of room for everyone to get inside, out of the cold, with coffee and food available. Best of all, there were plenty of large tables available to enable all the navigators to spread out their two full-sized 1:100,000 scale maps side by side! Map wrangling skills would have been sorely tested had there been a lot of map changeovers, but Jon considerably chose not to torture us.

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After the briefing, I collected the route instructions and we retreated to the car. We have adopted the practice of me reading the instructions aloud to Natalie, with the only permitted activity during the reading being the highlighting of instructions relating to out of bounds and things like "enter Via from W". This seems to be an improvement on my usual practice of skimming through the instructions and starting to plot, to comply with the exhortations from officials to start. This usually entails me forgetting the out of bounds and other instructions at the top of the sheet and missing many of the qualifying instructions.

After "zero trip at M1", the instructions were to pass a Cemetery and then pass a go-kart track then take the Goulburn exit." There was a suspiciously easy-to-find cemetery to the north of M1, to the east of where the road joined the Hume Highway. Unfortunately, there was another road to the south-east between the road from M1 and the cemetery. The supp regs explicitly stated "When instructed to pass a defined mapped feature you must use the closest mapped road to the described feature." Using the road to the SE would have taken us off the map, so we appeared to be being directed NE along the Hume to Marulan, then up to Brayton and back to the Hume to pass the go-kart track before using the Goulburn exit. I couldn't find any gates to block this route. There were no distances on the Vias to help me out.

I was only vaguely aware that the cars were marshalled for a photo before proceeding to the start control via the circuit. We had pulled over just after passing through the start control.

All the other Masters and Apprentices had departed while I was agonising over taking this long route instead of going straight down the Hume to start on the next page and a half of instructions. In the end, I decided to head down the Hume because it was less time consuming. I explained my reasoning to Natalie and we headed off. More indecision ensued when two Tour or Social cars ahead of us turned left at the M board. I stopped again to recheck the map but could find no reason to go that way, so we headed north toward the Hume.

We would soon know whether the punt was correct: the first question was at 9.93 km. (An automatic memory dump had occurred.) The letters in the clue suggested that we would be passing a bridge. Misery: there was no bridge, and nothing like a property number at the distance for the next question. We would waste too much time turning back, so I resigned myself to another poor result.

We entered Goulburn, passed through Via 1. Now we had to "pass through Substation without crossing a railway line and then head S before crossing 2 named Creeks." We turned left just before a railway line and headed south toward the sub-station. As we reached the crossroad immediately north of our mapped point, we met Shane and Jen Navin coming the other way. We pulled over to confer. "There's nothing down there, just a lookout," Shane told us. "Did you find the first two questions?" I asked. Shane replied that they hadn't. Shane retreated to the 928. I said to Natalie that I was sure that we had to go down the road that Shane and Jen had come from; there must be a Z board down there if it didn't go anywhere.

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I resumed my hitherto unsuccessful search for a second named creek crossing after the substation. Natalie decided to try to guess the answers to the questions (and correctly got "Trucks Turning", the answer to Question 3).

"Didn't you say that we passed Via 1 back there?"
"Yes."

"The first question isn't until AFTER Via 1!" Feeling like a dunce, I said to Natalie: "You'd better go and tell Shane!"

We seemed to have to choose between two alternative routes to reach Via 2. The most direct would take us over the Mulwaree River (not a named creek) and Saltpetre Creek, just before Via 2, but no other named creeks. It has been said since that the problematic gate was difficult to spot because it was under power lines. Perhaps I missed the fact that there was a road under the power line which crossed Gundry Creek on the shortest mapped route; whatever the reason, I didn't see that named crossing. I decided that my named crossings had to be Gundry Creek, to the east of the airport, and Saltpetre Creek on Saltpetre Lane. From there, I would turn north, then take the road to the west to approach Via 2 from the south. From there, I intended to go west and south, to avoid opposing rally traffic, before making my crossing of the Bombala-Goulburn Railway. "Did you check for gates?" Natalie asked. I was pretty sure that my route didn't go past any. I searched the map again. Having erroneously decided to take the correct route south, I had no trouble spotting the gate. "There is a gate, but it's not on our route," I informed Natalie.

We then headed down the narrow road to the mapped sub-station. We crawled along, carefully looking for the board that Shane and Jen must have missed. (They had long since gone back down that road and disappeared.) "What do you think this sub-station will look like?" asked Natalie. I was struck by a rare flash of enlightenment. "It's on the other side of this hill; we won't see it going south. It's actually a power station. Remember: we visited it incorrectly last year on the Dave Johnson Autumn Classic when all those compass bearings went wrong!"

Things seemed to be going well. The two questions were answered at the correct distances. There was no sign, however, of the mapped road west leading to Via 2. We went back to look for a board but didn't find it.

We eventually took what turned out to be the correct route to Via 2 but had paid the price in time, especially as we had to wait for traffic both times we turned around.

As far as I am aware, we correctly executed Jon's instructions until we left Via 5 at Gunning, having found a pleasing sequence of three Z boards after passing the Spring Valley Cemetery after Via 2. I had spent some time figuring out where the herringbone in Gunning ended (and thank Jon for complying with the NRC in that the herringbone indicated that we had to use it from the right to the left). Although we hadn't suffered my usual time-wasting disasters, time had got tight on us. We found the passage control in Collector, where poor Glen Innes told us that we were the last car and were so late that he'd have to skip lunch to get to his Division 2 control. We missed the bridge clearance question but couldn't afford the time to figure out what I'd done wrong. We got Question 6 but the only car in grass we passed was white with no rego plate, so we couldn't answer Question 7 either. We passed through the out of bounds in GS0055 to make sure that we reached the lunch control without incurring a 60 point penalty for being late.

We found that the lunch venue had had to be changed at late notice, saving us from potential missed boards in Dalton. We were told that there would be a delay while Jon reworked the instructions. I took this as a green light to do justice to the excellent lunch. Although I plotted while I ate, we were the last to leave lunch.

We seemed to make steady progress from lunch to the driver reviver via Jerrawa and a herringbone in Gunning itself. Natalie brought me a cup of tea which I thought was too hot to drink before we had to leave. My optimism was misplaced; somehow Wattle and Kialla Creeks eluded my search until the tea cooled. Finally, they were found, and we proceeded to Crookwell by an embarrassingly uncomplicated route, given my difficulty in finding the creeks. On to the Crookwell Town Map to drive a sequence of tulips, then onto Map 3, the 1:250,000 Goulburn District Map, for a short excursion to the east before returning to Crookwell.

I went back to the Crookwell Town Map to take a mapped road directly west to the Redground Road. Doubt hit me.

(Continued on page 12)

The instructions told us which of the official maps to use; there was nothing in the instructions or supp regs about map precedence, so I realised that we hadn't used an official mapped road. I apologised to Natalie and said that we should go back to use the road on Map 3. Of course, there was no board there to find but we'd wasted several minutes.

Once we were heading east to Laggan, I started to puzzle over the required five creek crossings in Taralga. I was caught out when we stopped at a T junction and Natalie asked for instructions. I had been expecting to pass through a crossroad in Laggan. There was a sign to Taralga up the road to our right. We drove up to it. Sure enough, that intersection was a crossroad.



Natalie assured me that we hadn't passed a road off to the right as we approached Laggan. "We'll have to go back to look for a Z board," I told her. "How far is it to the end? I don't think we have time," Natalie replied. "Besides, Jon told us that there are no Z boards in the afternoon." I refrained from reminding Natalie about being misled by directors in the past, as time indeed had got away on me.

As we approached Taralga, I reluctantly accepted that we would run the risk of incurring a late penalty if we made the required five creek crossings. I contemplated shortening the anti-clockwise loop, hoping to jag at least one VRC. Natalie asked whether that would overcome a 60 point penalty. I dismissed any creek crossings. "We have to pass through the "ar" in the "Taralga" on Cooper Street," I informed her. "There must be a board there. We can fit that in." Of course, there was no board. "Um, you'd better drop me off at M6 before you park," I advised her (even though I thought that I had two minutes to spare). That was a fortunate precaution, as Tony Norman's watch was ahead of mine, and he recorded me handing in our road card at 4:59pm.

"Don't worry about not seeing a VRC," Tony advised me. "There was only one in town, which you should have passed twice. It appears that someone has nicked it." I held my tongue. You have to get lucky some time!

Thanks to Jon and Tina and all the officials for a great day. Thanks especially to Natalie for her patience!

Glenn Evans

More of the Sheep Station start.



2019 Sheep Station Rally Results

MASTERS												
Crew	Q	VRC	WD into M2	OOB	Div 1	Q	VRC	OOB	Div 2	Total		
1 Cooper/Warner	0	0		30	30	0	33		33	63		8th
2 Reed/Batten	0	0		30	30	0	22		22	52		6th
3 Inglis/Leaver	10	11		30	51	0	22		22	73		9th
4 Morey/Morey	0	0		30	30	0	11		11	41		4th
5 Jakrot/Jakrot	0	0			0	0	22		22	22		3rd
6 Wise/Walker	20	0		30	50	0	11		11	61		7th
7 Votano/Stephenson	10	0			10	0	0		0	10	M	2nd
8 Team Both	10	0		60	70	20	44		64	134		10th
9 Pettit/Stead	0	0		30	30	0	22		22	52		5th
0 Panetta/Hendo	0	0			0	0	0		0	0		1st
APPRENTICE												
Crew	Q	VRC	WD into M2	OOB	Div 1	Q	VRC	OOB	Div 2	TOTAL		
1 Hoyle/Dhondy	20	22	30	60	132	0	0		0	132	M	4th
2 Parry/Gilholme	30	44		60	134	60	33		93	227	M	7th
3 Team Navin	20	45		60	125	0	11		11	136		5th
4 Team Baker	0	0	30		30	0	22		22	52	M	2nd
5 Martin/Evans	10	11		30	51	0	0		0	51		1st
6 Team Wilkinson	0	0		30	30	0	22		22	52		3rd
7 Team Shaw	10	33		30	73	30	55		85	158	M	6th

M=Modern Car

2019 Sheep Station Rally Results

TOUR													
Crew	Q	VRC	WD	Div 1	Q	VRC	WD	Div 2	Total	Placing			
21 Tuarens/Miller	40	0		40	0	0		0	40	1st			
22 South/Norman	60	11		71	40	11		51	122	5th			
23 McDonald/Wood	40	0		40	10	0		10	50	2nd			
24 Davis/Prattley	60	11		71	30	0		30	101	4th	M		
25 Quist/Ongley	50	11		61	90	22		112	173	9th			
26 Bott/Wigley	30	11		41	60	22		82	123	6th			
27 Blair/Eather	90	0		90	60	22		82	172	8th	M		
28 Team Dhondy	70	11		81	50	11		61	142	7th	M		
29 Hempsall/Malgo	40	0		40	20	22		44	84	3rd			
30													
SOCIAL													
	Q	VRC	WD	OOB	Q	VRC	WD	Div 1	Div 2	TOTAL			
31 Mairs/Nusco	60	0			60	11		60	71	131		5	
32 Team Thiveos	50	22			20	0		77	20	97	M	3	
33 Team Hallam	40	11			60	11		51	71	122		4	
34 Team Oste	60	0			20	11		60	31	91	M	2	
35 Mody/Variave	80	11			50	22		91	72	163	M	6	
36 Brandt/Thiveos	40	11			0	0		55	0	55	M	1	
37													
									M = Modern Car				

2019 Sheep Station Rally

The Directors Cut

Well the 2019 Sheep Station Rally has been run and won and discussed and etc...

Congratulations to Hendo & Robbie for clean sheeting the event

The toughest thing in hosting a rally is Hosting a rally! Coming from a speed event background, Tina and I are still amazed at how much work and re-work goes into a one day event. Ross Worner & John Cooper, I don't know how you guys can turn on such a fantastic event as Classic Alpine each year with No mistakes!! Cudo's gentlemen.

The Sheep Station Rally to us is about having a social day out, a great drive and some do-able navigation with a few tricks to maybe catch you out.

Although I am the front man and fielded the questions etc, Tina is great at the behind the scenes work and the organisation etc which I am hopeless at. Tina was involved with so much, from assisting with actual route, helping with navigation for Masters and Apprentice and it was her idea for Tour and social going in a different direction in division 1. This worked very well especially with the OOB for Masters and Apprentice. Tina also did all the Tour and Social route instructions, distances etc, the questions for all division's and more. I just put it all on paper and printed it. Tina also devised our compact filing system which was a dream to work with on the day.

We probably planned our rally all ass about.... Can I say ass? Ok well if I can't please insert the word backwards. We chose the starting point which was originally McDonalds Nth Goulburn, the lunch point at Dalton Primary School and the final destination the Taralga Hotel. The start point changed to Pheasant Wood Circuit in mid-June which opened up a few more roads for the event and we think the change was good for our event.

We did things a bit differently too with Tulip instructions for Tour and Social added to the normal instructions. Masters and Apprentice questions were set from each Via and VRC board placement as an added challenge. If it was imperative to get a VRC board to show that you're on the right route it was easy to see while others along the way were less than easy.

We planned for everyone to be at lunch together and at the Taralga Hotel which worked well and added to the social nature of the day with lots of conversations about the rally going on. We had plenty of food and refreshments at each stop and everyone seemed to really enjoy the drive and the rally in general.

The after we had the emails of 'What did I miss?', 'Where was that one?' and 'Why did you do it like that?' These were interesting and some good stuff has come from this. In hind sight, none were bad and I guess a lot of good intention can get lost in typing than can be relayed in face to face discussion. Thank you to John Cooper who gave me some great advice which we have taken on board for future Sheep Station Rally's. I also did seek some advice from other directors on a scoring Double Jeopardy with the out of bounds and thanks guys, for your help on this.

Tina and I would like to thank, Glenn & Joyce Innes for being our passage control crew both morning and afternoon, Tony Norman for being our Stressed C of C and for his help leading up to the rally.

We also owe a big thank you to everyone that competed this year and for all the messages, emails and comments on Facebook about how they enjoyed the rally, the social side of the day and of course the food.

We have learnt a lot from this year's event and from the advice passed to us from the other rally directors and competitors. It's great that our club is always so willing to help each other to make each rally successful and a lot of fun.

The 2020 Sheep Station Rally planning is underway. It will again be more social than technical have a few surprises along the way. We hope to see you there

Regards

Tina & Jon Mansell



'Happy Birthday to you, Happy Birthday dear Classic Rally Club.....' from Jen Navin

A quarter of a century, twenty- five years old, the silver anniversary, a milestone in the history of the Classic Rally Club.

Twenty- five years ago a group of like-minded people who shared a love of the classic car and a passion for the car rally met and formed the Classic Rally Car Club. The membership today remains strong and the rallies are still zealously enjoyed.

Twenty-five years on, to remember this milestone, a group of rally car members, families and friends celebrated with a weekend away at Bathurst for a Christmas in July experience.

Saturday morning brought the dark clouds with the promise of snow. The beanies, coats and scarves were dragged out from the cupboards and drawers and as we travelled the road to Lithgow the outside temperature dropped to below 4 degrees. Hot chocolates and coffees were the orders at McDonalds while we waited for the others. It was all very informal with no set time for the briefing, no time out, no VCRs or questions to record and no mapping...this was a real novelty! This novelty of liberty continuing over the weekend, came with the added delight of being able to appreciate the overall beauty of the country side and not just the specific colour or form of a letterbox or how many animals are on the sign and is a human really an animal? (remember that one?!)

After taking our own mapped routes we, all met at the O'Connell pub for lunch and then drove onto Bathurst and our room for the night at Rydges, Mount Panorama, the hotel with the highest occupancy rate of all hotels in Australia. That is what the taxi driver said when he was driving us to our dinner destination, Abercrombie House.

It was dark and cold with the wind chill factor making the outside temperature seem pretty near freezing. "We have a prediction of snow." so the taxi driver said. We drove out of the city centre and into the country side, along country lanes; paddocks to the right and paddocks to the left. Thankfully, too cold for the kangaroos to be out because I doubt that the taxi would have had kangaroo whistles on it. We then stopped suddenly in the middle of nowhere and started reversing. "Missed the drive way." The taxi driver said.

We came to a driveway entrance sign posted Abercrombie House and drove up the gravel driveway to be greeted by this huge stone mansion, in the middle of nowhere, bathed in all the glory of flood lights. It had this ethereal beauty to it, a feeling of the bygone era of Colonial Australia.

We entered the old wooden front door, adorned with a sign requesting that it be kept closed to keep the lyre birds out, to be greeted by the warmth of a log fire and the aroma of mulled wine. Magic, Christmas winter magic.

Abercrombie House was built in 1870 by the pioneering family, the Stuarts. The house is on the National Trust Register, the NSW Heritage Register and the Australian Heritage Data Base. Built of granite and sandstone it is of the Victorian Tudor style. It is certainly considered a national treasure and after spending the next four hours within its sanctified rooms you appreciated why. The current owner is Rex Morgan. The founder of Pittwater House Preparatory School for Boys and an extoled Educationalist, he and his family have been living in the house since 1969. The Morgan family awoke this slumbering pile of sandstone and have spent the years since slowly returning it to its former glory. Rex's son, Christopher and his family, now live in this magnificent home continuing the never-ending job of restoring and maintaining this grand old lady and its gardens.

Sipping mulled wine and munching on beautiful cheeses and biscuits, we listened whilst Christopher enthusiastically shared with us the history of Abercrombie House and how his father came to acquire this sleeping lady from the Stewart family. He spoke with us of his dreams and plans to hopefully keep the house and surrounding acres in the family for some time into the future. He outlined his vision for incorporating projects into these overall future plans that would benefit both the community and Abercrombie House. Then from the warmth of the cosy and the well lived in living room of the family we were set free to explore and wander the halls and rooms of this house.

Up flights of stairs that had banisters and balustrades of cedar with carved wooden pineapples on their ends signifying a welcome, hospitality and warmth.

Old glass cabinets full of collections of china, toys, memorabilia and things. Bedrooms with four poster beds covered in patchwork quilts and old faded quilts.

(Continued on page 17)

Picture collections of family weddings, medals and pictures of war service men. Souvenirs from overseas travels covering wall spaces, the new challenging the past. Chandeliers hung from the high ceilings, the cold crept up from the floors and we were glad of our coats. It was obvious that the house was so big that heating was a challenging task. The nod to the twenty-first century was air conditioning in the family living room. The memory to the past were the fire places in each room, and the glimpses of family members walking the halls in coats and Christopher with two woollen jumpers on.

We walked through another old door into the ballroom where I was enthralled at the enchanted beauty created by candle light bouncing off the chandeliers. The long tables dressed in their Christmas glory of glass and silverware, red and green cloth napkins and to my absolute delight, bon bons. A Christmas table remains naked until the bon bons are placed at each setting. There was a Christmas tree in the corner complete with the family cat underneath.

We had Christmas music and carols throughout the evening performed by a young and very talented couple.

Dinner was the full traditional Christmas fare, every thing so good to eat and a Christmas pudding with brandy butter to die for. Towards the end of the evening Christopher drew the winning raffle ticket for the Christmas hamper with the winner being Geoff Bott who coincidentally was the founding member of the Club twenty-five years ago. The proceeds of the raffle, donated back to Abercrombie House, were appreciatively received by Christopher.

Sunday morning, morning tea at the National Motor Racing Museum at Mount Panorama, was followed by a lap or two around the Mount Panorama circuit and then we headed back home again, each of us following our own mapped route. We drove back roads and found the snow! Trees dusted with the white stuff, children playing in the fields where snow still settled in the cold and there was even enough on the ground to make a small snow man.

What a wonderful weekend it was.

Thankyou John and Peter for organising it all and for ordering the snow!

Jen Navin - Passenger in the Black Porsche 928 for the weekend.

FOR SALE

1976 Alfa Romeo Alfetta GT



Rare Alfetta GT, excellent body with virtually no rust. Used as a daily driver and in CRC rallies for last 15 years. Great drivers car with spare engine, gearbox, wheels, seats etc. \$6000 negotiable. The car is in Canberra. Bob Morey bobmorey73@gmail.com 0402 479 661

CRC Annual Championship scores

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	14			67	1
Andrew Inglis	18	14	16	12			60	2
Peter Jakrot	15	20		18			53	3
John Cooper	19	0	20	13			52	4
Robert Panetta		15	17	20			52	4
Peter Reed		18	15	15			48	6
Gerry Both		13	16	11			40	7
Bob Morey			19m	17m			36	8
Alan Watson		17	18				35	9
Dominic Votano		16m		19m			35	9
Graham Pettit		19		16			35	9
David Batten	20m						20	12
Peter Reed		18					18	13
Michael Olssen	16m						16	14
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	15			68	1
Valerie Jakrot	15	20	14m	18			67	2
Alan Walker	17	18	17	14			66	3
Martin Leaver	18	14	16	12			60	4
Carol Both		13	18	11			42	5
Teresa Morey			19m	17m			36	6
Pam Watson		17	18				35	7
Mike Stephenson		16m		19m			35	7
John Henderson		15		20			35	7
Phill Stead		19		16			35	7
Ross Warner	19	0		13			32	11
Harriet Jordan	16m						16	12

CRC Annual Championship scores

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	11			48	1
Jonathan Loosli	9m	13	12				34	2
Jon Mansell			14m	18			32	3
Peter Parry	12m		10	9			31	4
Murray Baker	15m	9m	11m	14m			29	5
Natalie Martin	14			15			29	5
Donna Wilkinson		15		13			28	7
Mark Hoyle	13m	14m	13m	12m			27	8
Steve Annabel		12m					12	9
Jim Barrett	11						11	10
Dennis Oste	10						10	11
Tanya Votano		10m					10	11
Ryan Shaw				10m			10	11
Jonathan 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	11			48	1
Glenn Evans	14	10m		15			39	2
Jeremy Loosli	9m	13	12				34	3
Tina Mansell			14m	18			32	4
Ian Gilhome	12m		10	9			31	5
Nikki Baker	15m	9m	11m	14m			29	6
Scott Wilkinson		15		13			28	7
Tanaz Dhondy	13m	14m	13m	12m			27	8
Jayne Annabel		12m					12	9
Lachlan Watkins	11						11	10
David Shaw				10m			10	11
Jeremy Loosli moved from Tour 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	12m			27	1
Simone Dhondy	7m	7m		4m			14	2
Tom Payne		5	8.5				13.5	3
Lachlan Watkins	11						11	4
Ryan Shaw				10m			10	5
Shaneen Dhondy			5.5m				5.5	6

CRC Annual Championship scores

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	11			48	1
Jonathan Loosli	9m	13	12				34	2
Jon Mansell			14m	18			32	3
Peter Parry	12m		10	9			31	4
Murray Baker	15m	9m	11m	14m			29	5
Natalie Martin	14			15			29	5
Donna Wilkinson		15		13			28	7
Mark Hoyle	13m	14m	13m	12m			27	8
Steve Annabel		12m					12	9
Jim Barrett	11						11	10
Dennis Oste	10						10	11
Tanya Votano		10m					10	11
Ryan Shaw				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	11			48	1
Glenn Evans	14	10m		15			39	2
Jeremy Loosli	9m	13	12				34	3
Tina Mansell			14m	18			32	4
Ian Gilhome	12m		10	9			31	5
Nikki Baker	15m	9m	11m	14m			29	6
Scott Wilkinson		15		13			28	7
Tanaz Dhondy	13m	14m	13m	12m			27	8
Jayne Annabel		12m					12	9
Lachlan Watkins	11						11	10
David Shaw				10m			10	11
Jeremy Loosli moved from Tour after Round 1								

CRC Annual Championship scores

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								
Andrew Taurins	2	10	4.0	10			26	1
Chris McDonald	10m		1m	9			20	2
Greg Yates		9	8.5				17.5	3
Steven Davis	8m			7m			15	4
Edul Dhondy	7m	7m	5.5m	4m			14	5
Kevin Payne		5	8.5				13.5	6
Tony Quist	1	8	2.5	2			13.5	6
Geoff Bott			8.5	5			13.5	6
Alan Cummine		4m	8.5m				12.5	9
Tony South			5.5	6			11.5	10
Sarah Priestly		6m	1m				7	11
Brian Doyle	6						6	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								

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								
Bruce Miller	2	10	4.0	10			26	1
Roger Wood	10m		1m	9			20	2
Karen Yates		9	8.5				17.5	3
David Wigley	3m		8.5	5			16.5	4
Rochelle Prattley	8m			7m			15	5
Simone Dhondy	7m	7m		4m			14	6
Tom Payne		5	8.5				13.5	7
Alan Ongley	1	8	2.5	2			13.5	7
Jim Deves		4m	8.5m				12.5	9
Ted Norman			5.5	6			11.5	10
Peter Robinson		6m	1m				7	11
Shaneen Dhondy			5.5m				5.5	12
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								

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!

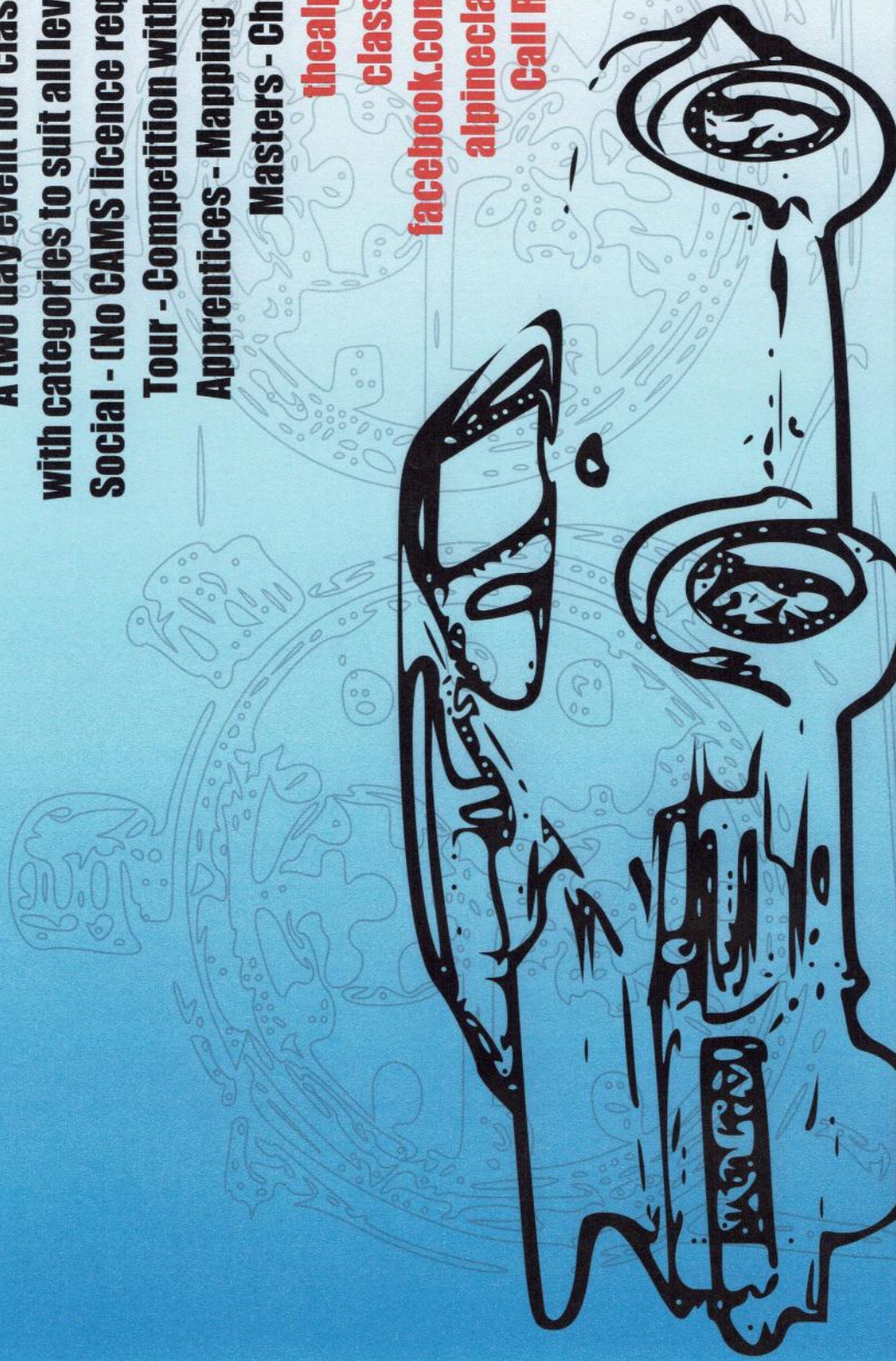
thealpineclassic.com.au

classicroallyclub.com.au

facebook.com/thealpineclassic

alpineclassic@hotmail.com

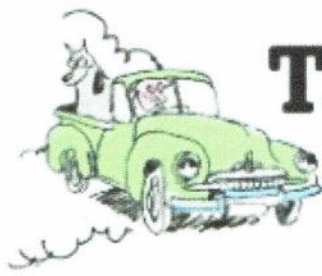
Call Ross - 0409 810 553



the ALPINE CLASSIC



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



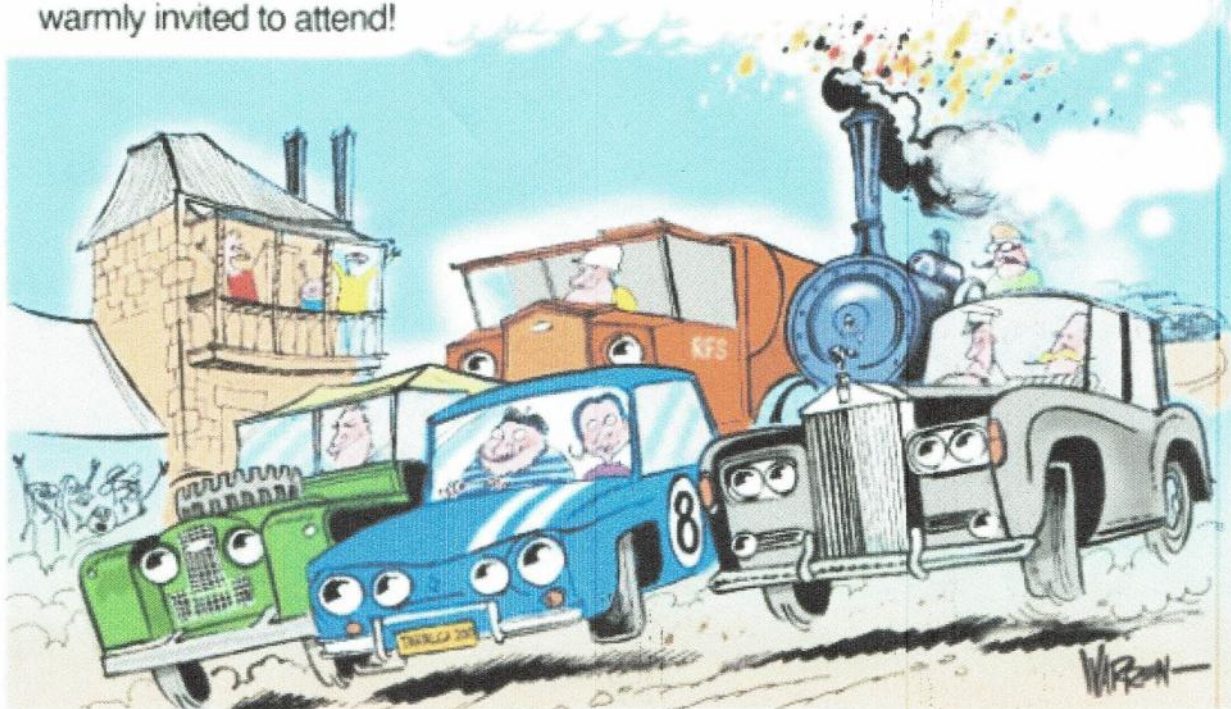
Taralga Classic Car Muster



Saturday, 5 October 2019

As part of its 200th birthday celebrations and the Taste of Taralga festival, the small car mad town of Taralga is holding a car muster in its famous poplar-lined main street.

You, your classic, sports, historic or veteran/vintage car and your club are warmly invited to attend!



Attractions over the long weekend involve two days of merriment and excitement, including:

- A Country Fair with local ukulele band.
- Craft Beer and Bands festival at the Taralga Showground, hop-on, hop off bus available around town.
- An old time street parade, bushies, bullockies, old tractors and bullock drays along Taralga's main street, cars welcome to join in. (Sunday, 6 October)
- Bands and barbecues at the Showground till late.
- Grand final of NRL on big screen.
- Camping available- see Taste of Taralga web site for further information.

As well there are some stunning drives in the area, including crossing the Abercrombie River from Oberon, one of the last remaining truly great drives in NSW

For further information please contact Andrew Moore at email drandrewjmoore@gmail.com; www.taralga200.com



Thanks to the following people for providing content for this month's issue of the mag., John Cooper, Tony Norman, Pheasant Wood Circuit, Andrew Taurins, Andrew Inglis, John Henderson, Glenn Evans, Jon Mansell, Jen Navin and Mike Batten.

Also thanks to everyone who has contributed to this magazine in my time as Editor. I couldn't have done it without you! To finish here are a few of my favourite photos from over the years.

Bob Morey

