



Rally Directions

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

October 2019

Issue#10

Dates to remember

22nd October - Club Meeting

26th November—AGM

1st December—Christmas Party



The Alpine



is Coming

From the route chart book : *Song of Calm and Ire*

GAME OF ROADS



At the end who will be Masters of the 5 Rallies?

Notices

- Annual General Meeting—November 26. Office bearers needed for next year.

Turn the page to read about;

- Porsche Tragics
- Sunraysia Safari Cross Country Rally 2019
- RMS Press Release

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Johns jabber

Welcome everyone, another month and another Jabber. Are you ready for next month's AGM, that's the Annual General Meeting on 26th November? We are looking for suggestions and volunteers to take on the Regalia, get it off the ground and out of the cupboard again, any takers? Don't hold back, would love to see

some hands in the air at the meeting. If you are too shy to put your hand up, just come and have a quiet word to Tony or me.

So, how did you like the Club's Alpine Rally, (mind you I'm writing this well before the Rally has run because of Magazine deadlines, but just pretend that it is over). If you missed out on competing you better put it on your to do list for next year and get an early entry in. It just keeps getting bigger and better. Well done to all the competitors for supporting this. It is the Classic Rally Club's Premier main event, the only two day, timed navigational rally this year. (mind you, look out next year there will be a few more two day events) . Congratulations to all the place getters, well done. Presentations will be at the November meeting , which don't forget is the AGM. A massive THANK YOU to Ross Warner. Without Ross we just would not have this rally on our calendar, the honorary hours upon hours he puts in is incredible. It's not just setting a route and doing instructions, that's what all our Directors can do, but it's all the approvals required before we can take to the roads, CAMS, Police every Shire we pass through with all their red tape and usually chasing them up, traffic controls offices, Rural Fire Services, RMS, O H & S , your Rally packs, officials' road books, you name it we need it, not to mention having the compulsory requirement of a certified CAMS Checker approve the instructions AND drive the whole 900 plus Kilometre Route and tick it all off once all the approvals are obtained, just so we can get our permit to run. THANK YOU Gary and Wendy Maher for your support and availability in undertaking this task, and also for being our travelling CAMS Steward and also filling in on the odd control. Thanks also to all our Officials. Your professionalism keeps growing, making our life a little easier, thanks heaps. I think Ron and Tim, our sweep this year would also like to thank Ross in advance for not locating any boards on the other side of electric fences, but that's another story. Ross also takes on the rally Regalia, the accommodation, the meals and rest stops, the Saturday night function, all the printing and 99% of all the administration duties. Thanks to his Business input with staff help and costs, his family involvement, helping with the weekend scoring and other duties and for them putting up with the countless hours he puts in and with his away time, thanks.

OK that's enough about the Alpine. We would expect a little back from some of you for next month's magazine telling us all about your pros and cons you had on the rally, and don't forget the photos. Where was I, speaking of meetings, November AGM, if you missed last month's meeting (September) you missed out on Matt Bryson telling all of us about how they won this year's Peking to Paris rally again, a

great little informal chat, answered a lot of questions from the floor and Gerry Crown having his say in between. Lovely to have Gerry's wife Lyn along, Matt's partner Penny and his father John Bryson who is another CRC Rally Legend and a member of the Aust Rally Hall of Fame. I still wish I was at the August meeting to hear Hendo and Lui's tales of the P2P. Matt and Gerry told us about their next adventure, competing in the Flight of the Condor Rally in November and December (guess they won't be at the AGM, but you could be) 7,200 kms over 28 days. The P76 had only just arrived back in Australia, just days after Matt had prepared and loaded the Holden EH into a container and shipped it off to South America where they will rally across Colombia, Ecuador and Peru. Not satisfied with that, they have entered for 2020 an event called Rally the Globe, three long distance rallies combined that will circumnavigate the World. More on this to come (google it). Also at the meeting , we had the pleasure of having all the way from Melbourne, Victoria, representing the HRA and the HRC, Stuart Snooks who has challenged us NSW rally people to try to win the interstate cup back from them, with a planned two day rally next year. We were told it will be easy navigation and very friendly Tour/Social, a chance to see new roads and catch up with the interstateers. You would also have missed Jonathon Mansell presenting the Sheep Station Rally trophies who told us that plans are well under way for next year's event to treat us to some more great driving roads. See what you are missing if you don't get along to our monthly meeting. You never know who will be there, not to mention all the regulars and the great food from the restaurant. Maybe we will see some new faces along soon .

Now that the Alpine Classic is done and dusted we can turn our attention to the end of year Club Championship awards and Christmas party at Castlereagh on the 1st December (see add in this Mag somewhere). Make sure you save the date early as there is usually a lot happening leading up to Christmas. Come and congratulate all the trophy award winners and celebrate along with us another successful CRC year. We'd love to see more there. Anyone with Perpetual trophy Shields or Cups can you please return them to me at the next meeting or make arrangement to get them to me, thanks. Next year's Rally Calendar is starting to take shape. We start off with a new Rally. The Rally directors are heading north along the lines of the now defunct MG rallies, being a two day rally, starting somewhere in Wyong on the 29th February, overnighing in the Foster/ Tuncurry area and back towards Sydney on Sunday, sounds good. Maybe ask Santa for the cash to pay the entry fee. Lots more info to follow, watch this space. Locked in dates for 2020 rallies up to now are Feb 29/March 1st Bucketts list Tour, April 19th HRC Rally, May 15/16th HRA/HRC rally, June 28th AROC Alfa Rally, August 9th Sheep Station Rally, October 17/18th Alpine Classic.

Maybe able to fit another one-day rally in somewhere.

Once again, that's my blooming lot, see you at the Alpine, October meeting or November's AGM.

Cheers for now

John Cooper

President CRC

HEAR YE, HEAR YE!

IT'S TIME AGAIN FOR THE CLASSIC RALLY CLUB INC ANNUAL GENERAL MEETING

Date: Tuesday November 26th, 2019 commencing at 8pm- prior to the usual monthly meeting.

Place: Denistone Sports Club 59 Chatham Rd, West Ryde.

Agenda:

1. To accept the minutes of the 2018 CRC AGM,
2. To receive the summary reports on 2019 activities from the CRC Committee,
3. To elect the CRC committee positions of President, Secretary and Treasurer for the period to the 2020 AGM (note the current committee is eligible for re-election and has indicated it is prepared to stand again for the next year).

If you are potentially interested in assisting with any roles for the club action- but won't be at the AGM to declare your interest, could you please contact the secretary on 0419 233 494 so your interest can be noted at the meeting.
4. To set membership fees for 2020.
5. Any other business, in accordance with the Club rules.

Tony Kanak
Secretary CRC Inc.



CHRISTMAS PARTY

CHRISTMAS LUNCH and PRESENTATION OF TROPHIES

WHEN— SUNDAY 1ST DECEMBER 2019 FROM 12 NOON

WHERE—CASTLEREAGH HALL, CASTLEREAGH ROAD CASTLEREAGH

CRC members free (small charge for non-members)

BYO DRINKS

RSVP to John Cooper 0414 246 157

or email westco5@bigpond.net.au



A fun run will be organised to get there in a more interesting way.





PORSCHE TRAGICS

A Porsche Tragic has a long, deep and strong desire to own one of these cars.

The longing has been with them for ever and a day.

For the Porsche Tragic, the love and understanding of a precision machine are as important as the car's history, the history of Porsche being as rich, detailed, exact and with a meticulousness as the car itself.

Take Dominic....

Affable and generous Dominic who always manages to finish a rally briefing with a sardonic comment or question.

Dominic drives with Tanya in The Shit Box Rally and The Mystery Box Rally, all over Australia and in New Zealand raising money for The Cancer Council in the pink Barbie Camper. A 1993 Toyota Tarago, it has 494000 kilometres on the clock and has been to many, many places; places where a 4-wheel drive



car fears to go. Dominic hopes that the Barbie Camper will stay in the garage alongside his current twenty- two vehicles and not succumb to his practice of buying a car and then selling the vehicle six to twelve months later, not making money but 'loosing a heap'.

An avowal of this is that at the end of each rally Dominic buys back their beloved car at a premium, not letting it go to the auction of shit boxes that takes place after each event. Tanya and he both know what a treasure they have in the Barbie Camper. Being able to pull up at the end of a ten-hour day after driving some very challenging roads

and not having to pitch a tent is priceless. Put rainy, wet weather into the mix and it then becomes inestimable. Believe me, Shane and I know!

But back to Porsches. Dominic is now the proud owner of a red, 2017, Porsche Targa 4S and as I write this story, they are flying up to the Gold Coast to take delivery of their new machine. Dominic has always wanted a turbo charged Porsche, for probably seventeen years and Tanya doesn't seem to mind. On talking to Porsche Tragics and being the wife of one, this is a common refrain; the long-time yearning for the car and a partner who doesn't seem to mind!

Dominic had searched very hard in the past twelve months looking for his dream car, not black nor white of which the three, that had come up for sale



were. He wanted a red one and he was rewarded, finding his red Porsche Targa, 7 speed, manual with only 3500 kilometres on the clock, on the Gold Coast, in the garage of a truck driver.

So, after their all-embracing road trip home Dominic intends to compete in the Porsche Tour of the Targa Tasmania. He has already joined the Porsche Club of NSW so that Tanya and he can add another dimension to their already busy and fun life; the Porsche Club social outings.

Murray Baker. Motor bike tragic turned Porsche Tragic

We know Murray and Nikki as the team who have been competing in our rallies for two to three years now, driving a BMW. Nikki has mastered the Apprentice navigation and they are doing well, often placing in the top three on the rallies. Murray and Nikki are enjoying it enough to now want to

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rectify an impasse. Because of the rules and because they are driving a modern car, they do not receive the handicap points and so are effectively penalised. So, what to do? Go and purchase a classic car of course.

Murray loves his BMW cars and bikes but he decided to go for a Porsche 944 and has recently purchased a white 1990 Porsche 944 S2. When asked why a 944, Murray agreed that it was a somewhat unloved series in the Porsche market but it now has a cult following and was his car of choice because:

The 944 is known as a very driveable car. It is compact, comfortable and has air conditioning. Personally, I can attest to this. Before Shane began converting the 944 to a race car, I could drive our 944 comfortably; it was very driveable.

So, look out for the white 1990 Porsche 944 S2 in coming rallies. Team Baker will be driving with their motto: 'We win as a team, loose as a navigator' and will be in strong contention for the Apprentice Championship.

The Jakrots...

This team rally a 1986 Porsche 944 and have been, for about five years. Quickly climbing the ladder, they are now competing very respectably in the Masters division.

Peter had always wanted a Porsche for many years, ten to twenty in fact. He wanted a reliable, comfortable, unique and affordable car with a German angle to it. The Porsche 944 ticked the boxes and he found this car in its original conditional; worn with time but untainted by the present-day.

Peter wants to keep the car true to its history rather than modify it. The car is a classic, kept in good condition to enjoy as they do.

If you come across the Jakrots on a rally mid-morning they will more than likely be pulled up on the side of the road having a cup of tea. Shane and I had the pleasure of joining them one rally when we needed to regroup. Translated: meaning we were lost and I was tired of having to pull over or turn around and retrace our steps. The invitation to tea was gratefully accepted and we had tea in china mugs with biscuits all from a wicker picnic hamper.



Music was coming from the new stereo Peter had installed but the music was faithful to the era of the car as was the morning tea experience. We may have lost out on time but Shane and I thoroughly enjoyed it all.

We understood their mantra of just enjoying the day as it unfolds and that there is always time for a cuppa.

Uhm... but maybe not in the Alpine Classic!

The Navins...

In 1973, at Sydney university, the sight of his first Porsche 928 shaped a lifelong dream for Shane that crystallized sixteen years ago when he purchased his first Porsche, a Felsen green 1988 928 S4 and he joined the Porsche Tragic Club. Shane cut his teeth on that Porsche having a lot of fun with the Landshark group and joining the NSW Porsche Club. There was always something to fix on his 'mistress', a new part to purchase or some mechanical thing to tweak.

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One Saturday, five years on, we went over to a Porsche Club Tragic to buy a new rear-view mirror for the green 928 and came home with a black on black Porsche 928 GT. There were only four of these Porsches in Australia in 1989 and Shane had found one of them. When I saw this beautiful, black, sleek machine and heard the engine I just knew Shane had to have it. I love it.

No longer his daily driver, the 928 takes pride of place in the garage wrapped up to protect it from dust with the umbilical cord of the trickle charger plugged in to ensure that the battery doesn't go flat. The car wheels sit on special mats to protect the tyres or is it so the tyres don't mark the painted garage floor? The car comes out on special occasions and on the classic rallies when I am allowed to drive it so that we can attract handicap points for the CRC rallies.



Another dream of Shane's was to race in Targa Tasmania. So began the search for a Porsche 944. Shane found it in Adelaide and it came home to join the flotilla. The silver rose Porsche 944 Turbo with a burgundy interior slowly, over the years and some Targas, morphed into a fully-fledged race car.

Shane and Ashley drove in many Targa events enjoying the challenges that these events bring. There was a lot of love, sweat and tears that went into that car with the caveat being of a Targa to just try and finish, body, soul and car intact.

However, we all know that it wasn't a Targa that took the Porsche Turbo out...

That is now history and you just move on.



So, Shane has moved on and he has recently purchased an immaculate iris blue 1993 Porsche 968 with a blue interior. He recently found this car in Port Macquarie just north of Forster where his mum, Iris lived. She has recently passed away.

This car was meant to be.

It is certainly interesting the way that these special cars weave their way into the fabric of one's life.

Jen Navin



SHEEP STATION RALLY PRESENTATION OF TROPHIES

Those present were —



1st Masters—Rob Panetta, John Henderson



2nd Masters—Dominic Votano



3rd Masters—Peter and Valerie Jackrot



1st Apprentices—Glen Evans



2nd Apprentices—Team Baker



1st Tour—Andrew Tuarens, Bruce Miller



2nd Tour—Roger Wood, Chris McDonald

SUNRAYSIA SAFARI CROSS COUNTRY RALLY 2019

By
JOHN COOPER

“ Well it seemed like a good idea at the time,” I was interested in getting back behind the wheel of my XD Falcon rally car and compete in some dirt endurance style rallies again, after my absence with health issues and missing the 2018 Classic Outback



Trial. I was drawn to the Sunraysia Safari rally , over 4 days and 1230 kms competitive with long Special stages mostly over 100 kms in distance, and the seemingly value for money entry costs . My inquiries with the Organizers assured me that it was most suitable for PRC, (Log booked Production Rally Cars) and that they were going all out to encourage these types of vehicles along to compete with and against Motorbikes, Quad Bikes, Side car Bikes, purpose built off road Buggies, Trophy Trucks and other off road Specials, and some very expensive outfits. My thoughts turned to Dakar. The idea of doing a very small version of Dakar was inviting, maybe distorting my logical or rational thinking, as I said “ It seemed like a good idea at the time “. I managed to talk Rob and Starr Mifsud to enter. He was also assured that it would be suitable for our cars and they would make allowances to accommodate us. John Henderson was interested but the P2P Volvo would not be back on our shores in time and getting another car prepared was not appealing to him. We were told that there would be more PRC cars entering and we would have our own Class. However, they only managed to get one more, the Leyland P76 of Michael and Justin Coates another regular contestant in the Classic Outback Trials (COT).

Both CRC Teams set off from their homes on Sunday morning, travelling different routes to get to Wentworth NSW some 800 plus kilometres away, the same weekend the Club’s Western Wanderer Rally was to take place. Unfortunately both teams could not enter the Club rally and unfortunately the rally was cancelled.

I was quite happy with my preparation of the XD. A lot of work was done for the 2018 COT so now didn’t need much, apart from replacing the out of date seat belts and having Jamie Waterhouse install new power steering. The car was serviced with all the usual oils, checked and cleaned ready to start. The service trailer was completely repacked and restocked with every thing we would need and some we hopefully wouldn’t need. The camping gear also was loaded. An early start and meet up with our Service crew, brother Ron and Tim McGrath (that sounds like a couple of Mormons on a mission) at Sally’s Corner, topped up fuel in both the Ford Ranger and Ford ute and coffee and breakfast. We had a good run down to Balranald where we met up with Starr and Rob who were staying at a different motel for some reason, a nice evening meal at the local Club. We met up with the



Coconut Racing Team who were running their monster Dakar CR6. They had just finished Targa Great Barrier Reef rally in Cairns, where they are from, in their Datsun 240Z.

We arrived mid-morning on the Monday with a lot of other crews claiming their territory at the

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Wentworth Show Ground, which was to be home, rally HQ, breakfast and dinner, start, finish, service, park fene, evening crew briefing, show and shine venue for the locals and press, meeting place and Bar, for the next 6 days. We set up our tents and made our camp, (sleeping quarters) next to a power pole and close to a toilet block , unpacked



and then went to scout around looking at some of the machinery arriving , a close up look at the Coconut CR6, everyone very friendly and probably thinking to themselves how we were going to survive. Rob's Service crew Danny Castro and Martin arrived late afternoon. Monday night was a compulsory Crew Briefing (heavy fines for non-attendance) that was held at a very nice Club not far away, excellent meals. The Professional Husqvarna Motor bike Team arrived and set up their camp right next to us. This was a works' team and they spent the whole afternoon putting new solid tube tyres on countless rims, very interesting to watch. With their experience from other and previous Safari events they had a well-organised container on the back of a big truck. When they opened the doors on the end and side it was a very well stocked mechanical workshop and lockable storage at night. They would disappear at night to a local motel and a comfortable bed. Tuesday was Documentation and Scrutineering. Late afternoon and evening was the arranged show of all the entrants and a good opportunity to weigh up all the opposition One had the feeling we were not quite suited and looked a little out of place and inferior in size, but always being told, "size doesn't matter. " We confidently settled in to our sleeping bags for a good night's sleep to be ready to give it a red hot go in the morning, "bring it on", we said.

Now the starting order is Bikes first then Quads. First bike away was 6.30am, not only are we camped next to the Husky team, we are right next to the entrance gates of the showground which doubles as the start control. At 5.00am! the Husqvarna team arrived each morning, opened up the metal container, dropped the big aluminium ramp out on to the ground, unloaded all the bikes, started them and warmed them up for what seemed like ages, ready for the riders to take off and line up to start, along with 50 other bikes. This became a great alarm clock, except for Ross who wears his ear plugs. He still reckons some others snore and commented that sleeping in a tent with Ron and Tim was like listening to an ompa ompa band, not sure what he meant.

Anyway Congratulations to the Husqvarna Team for winning the rally outright, followed by a KTM and a Buggy Special in third, a Ford Ranger (a bit different to mine , at least it had a Ford badge on the grille) was fourth. Mind you it was built for Dakar and was a previous winner of this rally. There



was a half hour break after the last bike left before the main Auto category set off with the fastest big guns first away, then right at the back of the field they decided to send the three PRC crews, the P76, Rob's Datsun Stanza and the XD was last car on the road, not impressed but let's go. Do you know how much damage all those motorbikes and buggies can do to the already dry dirt farm tracks. Let alone churning up the sand hills making them super soft!

Stage One was a 29 km Transport, then a 93km competitive stage. Started off with a bit of soft sand

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churned up by those in front of us but it ended up being a great drive at speed. Back in the saddle again, with Ross calling the route charted road



book, which sometimes wasn't that easy having to make out the tracks we were supposed to take, but good to be testing my driving skills and my legs performing in the car like they should. Scored fastest time out of the three PRC cars (PRC cars makes as much sense as ATM machines). Next Transport is 36kms into another farmer's property and an 87km special stage. All was going well for us before we struck some sand hills making life a little difficult on the car. Kept it going but struggling when we came across the Coates P76 bogged on



those sand hills. We took a wide line around them and waved, we couldn't stop as we would of been in it as well by losing our momentum. Ross called straight along the fence and hard left through a gate which had to be opened and closed. It was located on top of one of those sand hills. I had to stop for the gate which Ross then opened, and we were going nowhere, totally stuck in the sand. The Mifsuds arrived and we directed them to stay out wide to keep going but they only made it through to the other side of the gate before getting stuck as well. Much shovelling by Ross and Rob with the new long handle shovel I brought along, tried my wheel tracks but both of us were in it up to the

windowsills (well it seemed like that at the time). After a while the sweep had come across the P76 and pulled them out. As they approached us at speed we were able to direct them between Rob's car and mine, fitting through the gate with just



enough room and they were gone giving us a friendly wave expecting us to close the gate. Eventually the sweep arrived and got the Stanza out and on their way and then opting to pull us out and down the hill almost pulling the XD straight into a new steel gate post. Luckily, he pulled up in time after much yelling and screaming. After a change of direction for our excavation we too were back on the road. With all the long distances of soft sand the car was labouring and the clutch began to slip intermittently. We were putting a lot of strain on the motor and car body.

We made it to the end of the stage, but down a little on time. Another 6kms of transport on the sealed road into Pooncarie where most all the others had serviced, eaten and gone, leaving just the Mifsuds and us on our own. Ron and Tim gave the car the once over, changed some filters, a petrol top up and a windscreen clean. Transport for 40kms out to stage 3 which was 114k's long. All was going well, car driver and navigator were on song, (no we don't sing in the car, well not that often) good property roads, fast and enjoyable driving again. Until around the 70km mark we again encountered sand and bull dust through some tight trees and shrubs and only one track to follow which had been totally chewed up by those that went before us. We again passed the P76 totally bogged, they had already given up digging themselves out, waving us past and onwards. Not far along the

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bulldust wheel tracks, controlling our path made life very unpleasant. It threw the XD's arse into a tree on the driver's side, of all things, normally unheard of. Mind you Ross's side mirror had already departed by this time. I felt like a slot car by trying to keep some momentum going in the deep wheel tracks. My little tree mishap was at a reasonably low speed so I didn't expect much damage. Onwards for a few hundred meters and then we were completely beached in super soft talcum powder like bull dust. Our wheels didn't even touch the bottom of the worn wheel tracks. Now stuck again we got out of the car to see the rear driver's side guard smashed in, the back door impaled, and the tail light missing, ripped out of its socket, bugger, do you know how hard it is to find an XD tail light these days? This was starting to be not much fun at the moment. Ross politely went for a walk retracing our route and returned with the said tail light, surprisingly still in one piece.

and around a wider alternate track we had cleared for the recovery ute, again we waved them good luck. Not long after the welcome sight of the 4x4



After congratulating him on his find and saying "this is a fine mess you've got us into Olly " I presented him with his new shovel, I brought especially for this situation. They all laughed before the rally but now it was put to good use, but to no avail. Not even the new air lifter bag could get us out and after many attempts Ross' frustration outburst of some obscene language directed at any wildlife that may have been in the vicinity, scouting out into no man's land we declared ourselves beaten men and waited for the recovery. Upon dark, note to self to put a box of matches in the car for next long distance rally to light a fire with, the roar of the P76's V8 engine could be heard heading in our direction. We again directed them away from us

recovery guys arrived and asked us what tulip we were on in the road book as they were not sure where they were up to. After two- and a-bit hours stuck in the bush we were again mobile but could only follow the road book to find our way out of the stage, there was no alternate map supplied. There was 35ks left on the stage, pitch black darkness, I had taken the four super driving lights off before the rally as there was supposed to be no night time driving. Standard XD head lights aren't that good at picking a line through sand, farmers' paddocks, fences and gates, not much fun at all, but at least we kept mobile, not like some poor bugger we came across waiting in the dark with his motorbike for the recovery ute and getting a friendly wave from us as we again could not stop and lose traction. We knew he would be looked after as the ute was somewhere behind us. They winch the broken bikes onto the back of the ute and not sure but maybe the rider has to sit up there too, don't know but sounds good for this story.

Eventually we arrived at the stage end and found our way on to a gravel road. Ross now says turn left and a 147 km transport back to the showground finish in Wentworth. We arrived back into camp a little after 9.00pm, Ron and Tim accessing the car, refitting the taillight and changed some filters

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again, whilst we showered and grabbed some left-over dinner Ron had saved for us. Surprisingly, the Coates had not arrived back at the finish until sometime after us, not sure where they got to. The Mifsud's had got in before us and had got through the stage without getting bogged, but they agreed it was the hardest days driving they had ever encountered, especially it being Rob's birthday, nice present. They were also very concerned with the strain it was having on the Datsun. Starr must



be congratulated on doing so well being back in a competition rally car after her back injury a few years ago. It was not an easy day and return to rallying for her. Total kilometres for the day 629, only 936 competitive ks to go over the next three days, plus all the transports, well it is an endurance rally, but our endurance was beginning to wear thin after only one day at it.

Around 11.00pm, now that the dust had settled (not really the car was full of it) we began to realise the enormity of what lay ahead to continue on with these conditions. Rob, Starr and Danny announced that they were withdrawing as it was too much on them and the car for another three days, which were also our thoughts. The Coates were considering the same but decided to continue on and see how it went day by day. They were down a few tyres from the first day and got a couple of spares off Rob in the morning, they might need them if they were to get through a few more days. We decided to sleep on it and to make a decision in the morning which came around not long after with the Husky teams usual 5.00am early morning wake up call. After much consideration, looking at all the damage to the XD, discussing the potential further damage to the car if we were to continue, and the

lack of information and difficulty about getting into a stage to retrieve the car if we had some terminal damage occur, we came to a sensible decision but disappointing decision, to also withdraw. The Coates decided to continue and only dropped one stage over the next three days. A mighty effort and Michael is to be congratulated on finishing in 35th place overall. With all his competition on the trailer going home he also collected 1st in class for PRC. He did mention he would give Justin a drive if they got through to the last day. I suppose I may have to wait till next August when we will again do battle in the 2020 Classic Outback Trial to see if Justin got his go behind the wheel. Well done boys.

So our Rally was "Done and Dusted" (get it) a leisurely pack up of our gear and tents and off to Wagga to overnight on the Friday, just in time for Ross to be home for Kim's Birthday on Saturday out to lunch with family, and Saturday night dinner with Wendy and I. Ross' record of never missing Kim's birthday is still intact, better than our record of DNFs. Wow what a task to clean the dust out of the XD, empty, vacuum, yard blower, hose out and gurnie, almost back to normal.

Positives - great time away with good friends and mates, car and crew performed pretty well under the conditions especially on the better road surfaces. New power steering a blessing in the sand, learnt a lot for the coming COT for us and our new service crew. It will be rejuvenated and prepared for its next adventure. Arrived home safe and sound.

Negatives - Not finishing what we set out to do, the information to us about being suitable for our type of vehicle and stating it is not a car breaker, taking two stages to hit the side passage mirror and not completely disposing of it until the third, car suffering more body damage than all the COTs put together. Anyway a few dollars lost, as they say "Turning Dollars into Dust". We have been offered a discount for next year by the organisers. Ross says "We took a Knife to a Gun Fight". Maybe if we were to return we could use a backhoe or a Bobcat.

Still good fun, you have to reflect and smile, we love long distance rallies and wish we could do more. A great big THANK YOU to Ross, Ron and Tim, hopefully we can expect a better outcome for the 2020 COT.

COMPETITION SECRETARY REPORT FOR OCTOBER

With the unfortunate cancellation of the Western Weekend Wander there have been no further CRC events since my last report. I will therefore use my October report to provide details of the current provisional Program of Events for 2020 as listed below:

SAT 29 FEB/SUN 01 MAR - THE BUCKETT LIST TOUR.

This is a 2 day Event being organised by Martin Leaver on behalf of the CRC. The start on Saturday will be in the Wyong area and the route will take competitors to an overnight stop in Tuncurry. Note that accommodation will not be included in the Entry Fee, allowing crews to select their own choice of accommodation. Sunday will obviously commence from Tuncurry but as of writing this report the organisers are still assessing various potential finish locations but it will be back in the Hunter Valley area. It is hoped that the Supp. Regs will be approved by CAMS before Xmas and that these, together with the Entry Form, will be available on the CRC website early in January 2020.

SUN 19 APRIL - One day as yet un-named Rally to be organised by Mal Sinfield on behalf of the HRC. Anticipated area is the Southern Highlands and I hope to be able to provide further details in the November edition of Rally Directions.

FRI 15 MAY/SAT 16 MAY - TOUR DE BELLE CAMPAGNE This Event is being promoted by the HRC with Steuart Snooks as the Event Director. The Friday divisions will take Victorian entrants from Melbourne and NSW entrants from Sallys Corner to meet at a joint finish location on the VIC/NSW border. The Saturday Divisions will provide a loop for all entrants and it will finish back at the same location as Friday finish/Saturday start. 2 nights accommodation will be included with a closing dinner on Saturday evening. This format will allow competitors the full day on Sunday to return home to respective locations from whence they came. Check elsewhere in this Magazine for a possible Flyer.

SUN 28 JUNE - TOUR D'COURSE

The traditional AROCA Event will have a new Director in 2020. Welcome to Alan Walker. The date as shown is still provisional but Alan is aware that I have taken the liberty of telling him when would be a good day for the CRC and he has yet to tell me to bugger off! I will contact Alan again in the near future to check if he and AROCA are still OK with this date and I will provide any update next month.

SUN 09 AUGUST - THE SHEEP STATION RALLY

Jon and Tina Mansell will be running this Event for the CRC again in 2020. Jon's involvement in other categories of motorsport may result in a possible change of date when the dates of his other commitments are known. The confirmed date will be advised well in advance, hopefully early in the New Year. Suggest you pencil this in at the moment.

EVENTS IN SEPTEMBER AND OCTOBER 2020.

Since these months are almost 1 year away I have not, at this time, attempted to allocate dates for possible rallies except the weekend 17/18 October which will be the 2020 Alpine Classic. I hope the above is helpful to members but please remember some dates are PROVISIONAL. With the AGM in November my tenure as Competition Secretary will come to an end. By trying to get the 2020 Calendar underway I am hoping that whoever offers to take over the role will be eased into the job. I will be available to help in any way possible with the transition. Please consider if you are able to put something back into the Club, which without a commitment from active members will be a lesser organisation.

Hope all the Entrants and Officials have a safe Alpine Classic.

TONY NORMAN

COMPETITION SECRETARY



Paul Toole
Minister for Regional Transport and Roads

Andrew Constance
Minister for Transport and Roads

MEDIA RELEASE

Wednesday, 2 October 2019

HISTORIC AND CLASSIC CARS LOG BOOK TO STAY

Historic and classic car enthusiasts will have more opportunities to hit the road outside club events thanks to the Liberal & Nationals Government making log books a permanent feature this week.

Minister for Regional Transport and Roads Paul Toole said 50,000 cars had participated in the log book scheme during its trial period.

"We know owners of these cars want to be able to take them out for a spin and share their love of these cars with others - that's why we've made it easier for them to keep track of how often they drive them," Mr Toole said.

"Under this scheme, historic and classic car owners can drive their vehicles for up to 60 days each year outside of club organised events."

Minister for Transport and Roads Andrew Constance said Transport for NSW would deliver phased improvements to the log book scheme over the next 12 months.

"We are looking at ways to ensure compliance of the conditional registration and to support motorists by ensuring they have a say in the log book format," Mr Constance said.

"Drivers will need to continue to record the vehicle's use in the log book and be a member of a Transport for NSW recognised classic or historic vehicle club or approved organisation to use the log book."

Australian Confederation of Motor Clubs President Tony O'Donnell welcomed the announcement.

"The logbook scheme allows owners to more easily enjoy and share the pleasure of our vehicles with each other and the community," Mr O'Donnell said.

"Its confirmation as a permanent scheme encourages our long term commitment to our lifestyle, event participation and the stability of the industry and jobs we support."

MEDIA: Eleisha Rogers | 0439 867 112

CRC PROGRESSIVE CHAMPIONSHIP SCORES

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	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

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	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 PROGRESSIVE CHAMPIONSHIP SCORES

Apprentices Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	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

Apprentices Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	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

CRC PROGRESSIVE CHAMPIONSHIP SCORES

Tour Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	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

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Escarpment Escape	Hawkesbury Ramble	Tour d'Course	Sheep Station	Alpine Classic		
	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



HISTORIC RALLY CLUB

of NSW-ACT Inc.

LATEST NEWS

Historic Rally Club of NSW / ACT is hosting the 2019 NSW RALLY RE-UNION

Where: Saturday 23rd November 2019

When: at The Paceway Penrith.

The HISTORIC RALLY CLUB of NSW/ACT will host a Re-Union for the 40th Anniversary of this great event at

The PACEWAY at Penrith starting at 2PM.

Hear the stories of competitors in the original event and from those in the Repco Re-Trial run in August this year to commemorate the 1979 Trial.

Anyone with an interest in the Repco, competitors, service crews, families and friends are welcome to attend. Spread the word .

These people won't be around forever and their stories need to be told.

You will need to register to attend. We need to organise space and some fingerfood etc.

Registration will close at the end of October so grab a table with your mates NOW !

The details are on the HRC website at [hrcnsw.org.au/future- functions/](http://hrcnsw.org.au/future-functions/) and open the Repco Re-Union Registration doc.

Mal Sinfield 0405 803 222

La Tour de Belle Campagne

A tour of the beautiful ^{Aussie} countryside

Friday 15 & Saturday 16 May 2020



Upper Murray Function & Conference Centre

Both nights of the event will be based at the Upper Murray Resort, which features 16 two and three bedroom Australian cottages, 4 motel style suites and a 5 room cottage with a terrific central function/conference centre. Other options are available nearby.

The Friday evening will feature a very sociable outdoor BBQ meal around an outdoor fireplace allowing everyone to mingle and get acquainted with your interstate colleagues.

The Saturday evening will feature dinner and presentation in the superb Upper Murray Function & Conference Centre before a Sunday drive home at your leisure.

The Saturday route travels around the glorious Upper Murray River with lunch at Corryong, home to the Man from Snowy River. After lunch the tour continues along great roads with incredible scenery, before finishing back at Upper Murray Resort late afternoon.

The event is being organised by the Historic Rally Club of NSW with invitations to the Classic Rally Club in NSW and Historic Rally Association in Victoria.

For more details, contact
Steuart Snooks
steuart@optusnet.com.au
0413 830 772



La Tour de Belle Campagne

A tour of the beautiful ^{Aussie} countryside

Friday 15 & Saturday 16 May 2020

A grand tour of some of the best country in Australia, at the best time of year.

This two-day event has been designed foremost as a tour of the glorious countryside to and then either side of the Upper Murray River. The navigational categories will not be onerous as we don't want navigators to miss out on enjoying the superb scenery unfolding around them.

The event commences on Friday morning with start locations in both NSW and Victoria, with both routes converging on the Upper Murray Resort near Jingellic on the state border arriving at 5pm.

The event will have the usual four categories available:

- Social Tour – a non-competitive drive using a simple route chart without the challenge of navigational tasks.
- Touring Category - a competition with the simple route chart instructions that is very popular with less experienced crews. It offers the fun of real competition without the challenge of map reading.
- Apprentice Navigation - a competition for crews who like a challenge of map reading, finding the correct route using more detailed map interpretation and navigation skills with some helpful hints provided by the event organiser.
- Masters Navigation - the most challenging level of competition, designed for those crews who enjoy the older style of mapped navigational events.

THE BUCKETT LIST TOUR

29 February

1 March



The first event of the Classic Rally Club championship calendar for 2020 is The Bucket List Tour. This is a two-day event starting in Wyong on 29 February with an overnight stay in Forster-Tuncurry and then finishing in the central Hunter Valley area.

Lots of great driving with most roads not used by the CRC in the last five years, including, of course, bits of the Bucketts Way. The event will include the usual competition categories and a social tour run.

Book your own accommodation in Forster or Tuncurry, but most importantly, put the dates in your calendar.



15/10/19

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
19-10-19	20-10-19	Alpine Classic CC	R.R. (Road Rally i.e.	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	John Cooper 0414 246 157 or email westco5@bigpond.net.au

Thanks to John Cooper, Tony Norman, Jen Navin