



Rally Directions

September 2022
Issue #09

Dates to remember

- Next meeting September 27
- Magazine deadline October 18

*The official Organ of the Classic Rally Club Inc.
(Affiliated with Motorsport Australia)*

SHEEP STATION RALLY 2022



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- CRC Christmas Party Flyer
- Conditional Registration instructions
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CRC meetings are usually held at the Strathfield Golf Club, 52 Weeroona Rd, Strathfield at 8.00pm sharp.

Classic Rally Club Officers and Contacts 2021

Position: Name	email	Phone (please make calls before 9.00pm)
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Peter Reed	crc.treas@classicrallyclub.com.au	0418 802 972
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
Newsletter Editor: Chris McDonald	crc.editor@classicrallyclub.com.au	0419 255 032
Competition Secretary: Ross Warner	crc.comp@classicrallyclub.com.au	0409810553
Championship Pointscorer: Mike Batten	crc.scorer@classicrallyclub.com.au	0400 174 579
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	0403 037 137
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Newport / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
Glen Innes (Bronze)	Figtree	0409 293 241
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774



John's Jabber

Well it's September and I'm due to get out my Jabber to the Editor a little early as I will be sitting back eating oysters and prawns, with the odd lobster when you get the magazine and have the September General Meeting. My apologies for my absence. I'm taking 36

days to travel over to Perth, having a road trip holiday. The seafood will be from Port Lincoln, Coffin Bay, Streaky Bay and Ceduna, all overnight stops, next the Nullarbor, then Western Australia. I'm sure you can get by for a meeting or two without me and you will be left in the good hands of our Secretary and Treasurer, Tony and Peter. I will also render my apologies for the October meeting as I will be in Perth getting ready for the start of the Perth to Sydney Marathon, a rerun of the 1968 London to Sydney Marathon. It starts on the 29th October and finishes ten days later at Warwick Farm on the 6th November, just in time to organise our November Annual General Meeting and prepare for the Club's Alpine Classic. Wendy and I will be road tripping in our 1994, Ford Falcon Utility and will be zero car back to Sydney for the Marathon, around about 12 to 13 thousand K's or more all up.

Another sad month for people passing on. If you haven't heard, we lost Her Majesty Queen Elizabeth on the same day as the King of the Mountain Peter Brock but 16 years apart. So we now have the King and Queen together up in Heaven.

Seriously, I attended the Celebration of Life Wake for Gordon Lennox up in Newcastle. A very large gathering of family and friends. I also attended the funeral of Alan Wells, who passed away on the 24th August, just 77 years old. Some may remember Alan as far back as the 60's. He was a strong VW advocate back then and President of that Club. He was heavily involved with rallying, Director of the first Condo dirt rallies and many more with Bob Carpenter, Winns Safaris. He also did set up and sweep for many Classic Outback Trials and Sunraysia Rallies. A large gathering of rally people from far and wide were there for his send off. Our



condolences go to his wife Beverley, daughters Janelle and Karen, his Grandchildren, family and friends.

The latest shock news was the passing of Christine Bethwaite who passed away on September 9th. She was very well known to most of us, so involved with rallying. She was born in New Zealand, her father



was Frank Bethwaite, famous for his sailing, his sailboat design and building. I don't have many details regarding her passing at this stage to tell you, but most will know that her enthusiasm for rallying and officiating at all levels of the sport was truly inspirational. She supported many generations through motorsport, worked on results for the Australian WRC, was an Ambassador for Women in



Motorsport, founding member in 1991 of the AHRG (Australian Historic Rally Group) and secretary for many years, She recently contributed to the Committee of the HRC (Historic Rally Club), tireless worker for CAMS and Motorsport Australia. She campaigned her Mitsubishi Lancer rally car, in Works colours, in many rallies, including the 1995 Around Australia Rally with Jocelyn Vettoretti. Apart from car rallying she was also very actively involved in sailing with the Northbridge Sailing Club, in racing, administration, committee officiating and again involved with Woman in Sailing. Rest in Peace Christine.

Now for some good news. Jon and Tina's Sheep Station Rally will be run and won by the time you get this magazine and no doubt you will all be having something positive to say at the September General meeting on Tuesday night the 27th. As well, as sending off to Chris our Editor, some photos and a short story about the rally, letting everyone know how good it was and if they didn't do the rally, then they should of. I competed in Masters with Lui MacLennan. Ross was sidelined celebrating Kim's birthday.

Well at the time of writing this before I go away, I haven't really done the rally, let alone know any results. Many Thanks again to Jon and Tina, all the officials for what I'm sure will be/was another great event from them. I've been informed that everything is on track, gaining approvals and route checking for the Club's Classic Alpine Rally. It will be two days of timed classic rallying out in the Midwest, overnighting in Dubbo on the 19th and 20th November. Look out for the entry opening date to get your early entry in so you don't miss out

Now for some member participation. Upon my return home from Western Australia and the Perth to Sydney marathon, I would expect my inbox emails to be overflowing, full with your acceptances, suggestions, ideas and comments regarding all the following.

Just a reminder, my email address is:

johncoopclassic@gmail.com or crc.pres@classicroallyclub.com.au

1. You may remember the meeting where the

members all voted to hold the Club's Championship Presentations and Christmas Function before Christmas this year. Well it's all booked, hall, caterers and Trophies on Sunday 11th December. This early notification should allow you all to put it in your diary before any other engagements come up. I've done my bit for you now it's your turn. Please RSVP to one of the above emails. I need numbers for catering the hot lunch. Let me know if you are bringing partners etc, all welcome.

I also need volunteers to help set up the tables and chairs. I can't do it all by myself. Volunteers from 11.00, function from 12.00.

2. Each year the club presents the "Bryson Family Sportsmanship Trophy. I need your nominations for this, for a club member who you think deserves recognition for showing Sportsmanship in some way during the year. Please let me know via my email your suggestions.
3. There has been some talk and discussion about the future of the Classic Rally Club with various magazine articles and emails. There are lots of opinions on where the club is heading in the way of navigational rallies, something the club was founded around. (i) how can we attract new and maybe younger members, (ii) the future of navigation rallies with numbers decreasing each year, (iii) finding new and keeping existing Directors, (iv) MA licences plus all sorts of issues that need addressing. Well with my limited time this year I have been putting all this off to a later date. That date can't wait much longer, so next year, say January or February I propose a members' forum to address these issues. I'm looking for suggestions and ideas for the following: a suitable venue, somewhere with hall facilities tables and chairs. It would be at no cost to attendees, possible BBQ lunch, agenda and topics for discussion, we could possibly finish off with a navigation rally clinic. Ideas and suggestions please to my email. It's not only what the Club can do for you but what you can do for the Club.
4. The finish of the Perth to Sydney Marathon is on the 6th November at the William Inglis Motel at Warwick Farm. The CRC are committed to providing some officials to marshall the 77 cars at the finish, a chance to be up close with some

very nice rally cars as they check into the final control. Brian Madigan is coordinating this for us and will be needing a few more helpers from around 12.30. Please lend a hand and get in touch with Brian on 0426616437 or bmadigan64@gmail.com

Bring your classic car along, there is also a car show from other car clubs attending. Please lend a hand.

Dominic and Tanya Votano put forward a new social event a couple of months ago to have a midweek drive, lunch and natter as the FFFF seems to have run its course after more than 10 years. Unfortunately the run had to be postponed due to the floods and proposed road conditions. As the new date approached it was found that our numbers were down considerably with too many date clashes and again has been postponed. This event will happen and hopefully become a regular thing, but maybe not till next year. Thank you Dom and Tanya for indicating this and the commitment to press on with rearranging a mid week social run.

I've been very busy with my preparations to my Falcon Ute to handle the holiday road trip over to Perth and the return rally marathon, setting up the old ute to be as comfortable and reliable as possible. Many thanks to Geoff Mills from Nowra for his advice and auto electrical work and Jamie Waterhouse for his mechanical input. Sorting out the packing of the ute tray, to fit everything in has been a bit of a mission. The other day was another trip to Supercheap for supplies, it was a strange type of day, first I found a hat on the pavement full of money, then I was chased by a very angry man with a guitar.....

I look forward to returning to a full email inbox upon my return, with all the acceptances and suggestions for our proposed forum.

Cheers everyone, catch up with you upon my return...

JOHN COOPER

President



John Cooper presenting John and Tina Mansell the PRESIDENT'S SHIELD replica

NOTICE BOARD



HELP WANTED

A few more helpers are needed for the finish of the **Perth to Sydney Marathon**.

It will be finishing at William Inglis Hotel
155 Governor Macquarie Drive
Warwick Farm.

Helpers will meet around 12.00ish on the
6th November 2022

Please text me or email me,

Regards Brian Madigan

0426616437 or

bmadigan64@gmail.com



XXII ALPINE CLASSIC

19 - 20 NOVEMBER, 2022

www.thealpineclassic.com.au

www.classicrallyclub.com.au

alpineclassic@hotmail.com



LITHGOW - DUBBO - BATHURST

A two day navigation event for classic car enthusiasts, with categories to suit all levels of participation.

Social tour - (no Motorsport Australia license required) Just for fun with route chart instructions.

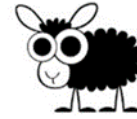
Tour - Competition without much mapping, mainly route charted.

Apprentices - Mapping but not too difficult.

Masters - Challenging mapping !

Call Alan - 0432 511 709

The Final Shear



Well, the final Sheep Station Rally has been run and the preliminary scores are currently out. Although not at the time of writing.

The 2022 Sheep Station was definitely our favorite of all 5 of our rallies and knowing from the time of cancelling the Classic Southern Cross Rally that this would be our last, we really wanted to make it special and hopefully memorable for all our competitors.

We put more work and more effort into this one and all venues that we visited were carefully chosen. The route was changed, altered and manipulated right up to the final few days before the event. We drove it all so many times, I knew the distances by heart and I would tell Tina what each distance should be before we got there.

However, now it's all done, I can't remember any of them..... OK well maybe a few lol.

The route was set trying to use as many new roads as possible and also to show off the local scenery and views. There ended up being a lot more unsealed sections than originally planned and in many cases, the unsealed sections were smoother and quicker than the potholed tar sections.

If you have never competed in a Sheep Station Rally, you have missed out on the only rally set by a full time competitor with the competitors in mind. Each year, we have had new inclusions in our rallies like the first ever crew reviver, tulips and additional information for tour and social with larger print and clear lineage between each row and instruction.

Each division of our rallies are broken down into stages with distances zeroed at the end of each section to help keep crews on track and this year, for Masters and apprentice, the road book was actually a book (Yes with staples) and it had a clear but basic layout that was taken from navigational rallying in the early 60's. It included all information for the division and each stage, distances, fuel stops, and much more. Tour and social for the first time ever had navigator notes and additional information.

Many teams and officials were booked into Goulburn for Saturday night so Tina and I organised a dinner at the Paragon Café for those wishing to attend. I think we ended up with a full table of 28 people which set the tone for the weekend. Great company, great food and lots of fun.

The start was at the scenic Kingsdale Wines where a breakfast of special bacon & egg rolls was supplied to all crews and guests along with tea and coffee. Sign-on was trimmed to the legal minimum to avoid the usual minefield we usually endure and all crews received their route instructions at sign-on giving them the chance to

familiarize themselves with the books and information as well as getting some route plotting done.

Along the road crews found the navigation more in line with true classic navigational rallying which allowed them to keep on the move and enjoy the drive and scenery. No, it wasn't too simple it was just well sorted. For Masters and apprentice there were route charts, as well as navigation with grid references, out of bounds and much more however there were no unnecessary inclusions that were not used in the early 60's. VRC's were in your face but passage controls had to be worked for to arrive in the correct direction.

To find Passage control #1 you had to use an unmapped road then get to an unmapped T junction and then you had to do it again! Piece of cake.... all quite simple really. Passage control #2 was on a realignment in Collector. There was a notation about this in the navigator notes but it seems that few read them lol.

To get to lunch you then went to Gunning passing Fergie's tree on the way. Where missing an OOB had you driving an unsealed lane where the actual entry road was unmapped. Well, if you didn't go the OOB route, and you went far enough, you found CRC directional arrows to help keep you on track. Yes a bit of rally director assistance. Then onto lunch where Robbie phoned to make sure it was after penalty time haahahaha.



As always, the Sheep Station Rally got all competitors together at lunch and this year we were hosted by the newly renovated and re-opened Royal Dalton Hotel for a magnificent buffet lunch where the social atmosphere from dinner Saturday night and sign-on continued. Trophies from last year's Sheep Station Rally were presented along with Champagne for the recipients to celebrate with once they got home. We had a darts shoot out with lots of hits and misses and cheering.

Then it was back into rally mode for division 2. Section 4 was probably the hardest and sorted the men from the daffodils where navigators had to find 2 unidentified road junctions (of any type) followed by a T junction exited to the SE. This one had a few scratching their heads for a bit. Get this right and you got to Brian & Michele at passage control #3 while trying to stay ahead of the hard charging Glenn & Len team in the sweep mobile. This was followed by a massive causeway crossing that we should have had a photographer at as the water spray went way in the air and over the top of all cars as they splashed through. Then it was N then S travelling some great sealed and unsealed roads with stunning views and into the crew reviver in tropical Crookwell manned by the versatile Helen Young who had also done sign on and lunch in control.

The final run took in a quick loop to the N of Crookwell and then if you got it right and you missed the OOB at Pejar Dam and went through Roslyn you would find classic rallying's ultimate gentlemen Garth and Paul on Woodhouselee Road. A quick detour through Norwood and then look out for a route charted TL that should have been a TR into the Gordon Hotel in Goulburn where Pizza's Nacho's and Wedges awaited the crews near the wood fire place.

First cars were in and the social atmosphere of the rally continued for another 2+ hours with no one in a hurry to leave and head home.

We had a few small mistakes and glitches along the way but Tina and I feel that the Final Shear was the best rally we have done and that we delivered what CRC

competitors want in these (modern) post covid times.

We wish to thank our officials team because without them, it just doesn't happen and they did such an awesome job on the day in the cold windy conditions. Garth Taylor and Paul Morton who have supported us at all our rallies on passage controls, Helen Young who has been with us for a few rallies and was at multiple locations across the day and then joined us at M4. Brian & Michele Madigan great job on passage controls and Glenn Evans and Len Zech who did a great job as our out-controllers and our sweep team. This is the first time in years that I didn't have to do sweep on Monday morning. Biggest thank you to my Gorgeous wife Tina for her continual help and support. She does more for these rallies than she lets on.

Speaking of feedback, Tina and I would like to thank everyone that spoke with us on the day, has emailed, messaged and called us after the rally with nothing but support and praise for our efforts. Thank you all so much we do appreciate it.

Another sheep station in 2023?

We feel that if you sign on for 1 rally, you sign on for 3-5 with good behavior so I don't think so but never say never..... and you never know what I may be planning for the future.

Keep an eye out for the us in the Bluebird at Alpine and at a few selected rallies next year and come have a chat.

Jon Mansell





VALE GORDON LENNOX

by

John Cooper



The sad passing of Gordon (Gordy) Lennox shocked the Classic Rally Club fraternity last month, learning of him succumbing after his long battle with cancer over the last five years.

Gordon was born in Scotland on the 22nd April 1956 and came out to Australia at an early age with his parents. They lived in the Cowra District sheep farming and then moved over to Orange to farm his own stock where he first joined in on many of our CRC rallies in his gold coloured Aston Martin. He and wife Karen moved off the land to be near the water and settled in Newcastle. Not many of us knew of his silent battle with a form of blood and marrow cancer called myelofibrosis, which took him on the 13th August 2022 at the early age of 66. Relying on regular blood transfusions for over the last six months the family ask if you can, please donate blood as it was the gift of giving that gave the family extra time with him and they are beyond thankful. He was due to have a bone marrow transplant from a matching donor but unfortunately it was called off shortly before his passing as his condition worsened and treatment was no longer optional. He insisted on being at home with his family for his last few days.



Gordon progressed from his boyhood favourite car, the Aston, to become a Datsun Z lover, campaigning the blue Z with the white racing

stripe in many an Alpine Classic. He was a regular competitor in lots of CRC events, either as a driver or switching positions to the navigator's seat allowing his son Jamie to drive, highlighting with their outright win in the 2006 Riverina Run rally. Gordon had been active in the Z Car Club up until recently, attending the Z Nationals in South Australia last year. He was again very active in many Targa events, both as a driver and navigator. A regular at track meetings including Phillip Island and Bathurst, racing his white Z. Gordon took up push bike riding, surfing and kayaking that brought him much joy.

Gordon insisted he didn't want a funeral, just a private family farewell, but instead that a celebration/ tribute wake be held at his surf club hangout where a very large crowd toasted him many times. One of his very close friends, Vince Harlor, was to give one of the eulogies but came down with Covid and could not attend, emotionally passing on his words which ended with me farewelling Gordon on behalf of the Classic Rally Club. Our condolences are extended to his wife Karen, his four children, grandchildren and extended family and friends. He will always be remembered fondly by his CRC friends as a great bloke, absolute gentleman a devoted family man and someone remarkable to have known.

With Gordon's sad passing he was also known by us as enjoying the odd motor bike ride. We will reproduce an article from earlier Rally Direction magazines about him and fellow CRCer Graig Walsh about their exploits back in 2007 and next month we will publish the following year's ride in 2008. It makes for interesting reading, a chance to remember Gordon's love of being out on the road, either enjoying driving or riding, whether it be a push bike, motor bike, road or rally car or just being outdoors loving life. He certainly fitted so much into his short time.

REST IN PEACE GORDON.....

Ride Weekend November 2007

by

Gordon Lennox & Craig Walsh

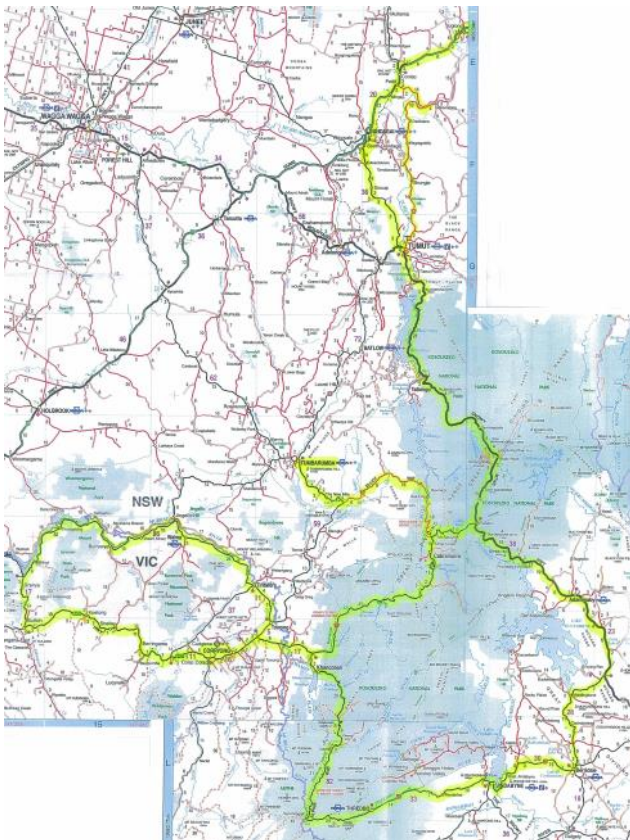
So, what do two classic rally tragics do when they have a weekend available and no rally scheduled? What else but jump on their motorcycles and spend 3 days riding some of the best roads in NSW!!

The plans for this ride weekend were hatched some weeks earlier when Gordon bought himself a motorcycle, a 2003 BMW R1150RT. At that time he didn't have his motorcycle license but had booked in for his test in early October. The test was passed (thankfully) and the plans for a weekend ride with Craig were confirmed.

Gordon is fairly new to motorcycling, except for trail bike riding, and had purchased the BMW which he was learning to ride and enjoying very much.

Craig's bike spends most of its time in the garage under a cover. That wasn't always the case, though, and he was looking forward to cranking it up again after a few years of not using it much at all. It is a 1988 BMW K100RT that he bought new, collected in Munich and shipped home six months later having travelled some 40,000km in the first six months of its life. At almost 20 years old, it now has 120,000 km on the clock, and considered "low mileage"! A thorough service was in order bringing it back up to tip top shape for the ride weekend.

was planned that took us some 1,500 to 1,600 kilometres over the 3 days. We "middle aged" guys were a little concerned that we would not survive 3 x 500+ km days of riding, but we certainly surprised ourselves!



Day 1 - Friday

The first logistical problem we had to overcome was where to meet. Gordon lives in Orange and Craig in Sydney, so Yass seemed to be the best meeting point. That meant an early start for both of us, but Gordon got away particularly early and arrived in Yass well ahead of Craig, about 1½ hours earlier than the planned rendezvous. Craig arrived at the allotted time of 11am, or shortly thereafter, and the ride proper commenced (having already travelled 250-300km each to get to Yass).

The weather looked a bit dull and Craig had encountered rain on the run down the Hume Highway before Goulburn, so the

The ride was to be over a 3 day weekend, 23-25 November. Given the time of year (ie "hot") and that both bikes are fully faired touring bikes, we decided to head south. The Snowy Mountains Highway had to be on the agenda and soon a route

wet weather gear stayed on for a while.

We had a short freeway run to Gundagai for a lunch stop and a chat, having not seen each other for a couple of months. A relaxing start to the trip.

Gundagai also presented the opportunity to compare the new with the old. Not only is Craig's bike 20 years old, so is his riding gear! Gordon was kitted out in the latest waterproof synthetic riding gear, complete with armour, zip out linings, the works. Craig's full leathers, not only were 20 years old, but looked it as well by contrast. Perhaps time to upgrade, especially as we plan to have more of these trips away together. At the very least, Craig now plans a new pair of gloves and some Kevlar jeans, and had already ordered a new helmet before the trip, the old one feeling a little "tired" and not as comfortable as it used to be.

Comparing the bikes was interesting. Surprisingly similar in many respects, albeit the R1150RT is higher tech and has a few more mod cons than the K100RT. Similar riding positions, though, and both are very comfortable touring bikes.

Back on the bikes and the back road to Tumut was next before our first stretch of the Snowy Mountains Highway from Tumut to Kiandra. The Snowy Mountains Highway is a great road and got us both in the groove. Riding on a Friday proved a good choice as there was very little traffic, allowing us to enjoy the winding roads with little concern about being held up or encountering on-coming traffic at inappropriate times!

From Kiandra we headed south to Cabramurra for afternoon tea. Cabramurra is a strange place. Always deserted, but the coffee was acceptable and it's a good place to break. We found ourselves back there on Saturday for afternoon tea, in fact.

From Cabramurra we again headed south and had the time of our lives winding our way down the mountain to the Tumut Pond. It was so much fun that we turned around and did it again! Craig almost became a bonnet ornament on an on-coming ute but, apart from that, it was event free even though taken at a reasonably spirited speed. Not bad for these two "middle aged" guys on large heavy touring bikes, or that's our opinion, anyway.

The rest of that road heading south was just superb and almost entirely free of traffic. We headed for Corryong for the overnight stop, fuelled up, found a pub and had long hot showers. Then off to dinner and to meet the locals.

The locals at the pub at Corryong were interesting, to say the least. We met 3 guys who had finished their work week and were having a few beers. They were so very different – a farmer, a publican and an ex-Vietnam US Army veteran. It was interesting conversation, as is usual at country pubs. The conversation ranged from the weather (drought) to American politics, and everything in between. On the eve of the federal election, that got an airing also, as you would expect.

Anyway, we had a good dinner, a bottle of wine and headed back to the room for a very sound sleep after having each travelled about 600 kilometres for the day, 338 km since meeting up at Yass.

Day 2 - Saturday



Saturday started early for Gordon. He was up at 5:30am and off for a walk to clear his head and get ready for the day's ride. When Gordon returned to the Hotel, much to his surprise, Craig was up, showered, packed and ready to roll.

We decided to do a loop out of Corryong that took us to the west, north and then east back to Corryong. On the way we found a fantastic piece of road near Granya and a pretty good breakfast at Walwa. We were pleased that we had covered 150 km by breakfast and were really enjoying ourselves.

Next leg took us to Khancoban and down the Alpine Way. That's when we realised just how sparse the traffic was on Friday, as now we were getting held up and had to be extra careful of on-coming traffic. Lots of bikes out, including what appeared to be a girls' riding club, mostly on little 250cc Harley look-a-likes. They rode like girls, too!!

We were keen to have a look at the Thredbo Sprint special stage. That runs from Tom Groggin to Dead Horse Gap, about 15 km of tight winding road, mostly up hill. It was a good run and that had us thinking that we might even do it sometime. Unfortunately old Grufti (the 1985 BMW 323i) is in for a roll cage and unlikely to be ready in time. There's always next year!

Neither of us had looked around Thredbo before, so we took a short diversion to have a look. Seen it now, no need to go back! We pushed on to Berridale for fuel then to Adaminaby for a late lunch.

The roads were fantastic and we were having a ball. The Snowy Mountains Highway must be one of the best roads that NSW has to offer for our touring-style bikes. Lots of sweepers and a smattering of tight stuff to keep us alert.

In fact, we were covering more ground than we expected and were looking at another 600 km day. A bit of re-jigging of our initial plan and we decided to target Tumbarumba for our overnight stop. We found that we were likely to be there reasonably early, so we had another afternoon tea break at Cabramurra. Before that, though, we just had to do the run down to Tumut Pond again! We did that stretch of road 5 times!

Down the Elliot Way and heading towards Tumbarumba we came across a motorcycle accident. Still don't know how it happened on a reasonably straight stretch of road. In fact, it was a 60 kph zone between 2 sections of roadworks, but all sealed and in reasonable condition. Apparently the guy was doing about 100 kph when he lost it. He told the Police that, thinking he'd be ok. We expect that he's now looking at a hefty fine and potentially licence loss as he didn't realise he was doing 40 kph over the speed limit!

We were pretty tired by Tumbarumba, after 554 km for the day. Early dinner and back to the Motel. Television only offered the federal election coverage so we had an early night.

Day 3 - Sunday

We decided to head back to Yass on a reasonably direct route, but via the Elliot Way (reverse direction) and some other back

roads between Tumut and Coolac.

Craig led off along the Elliot Way, heading into the morning sun and becoming a magnet for kangaroos!! We saw no less than 3 kangaroos on the 70 km stretch of road and were lucky not to have had to take evasive action. For Craig it was the low point of the trip and not much fun at all. A great stretch of road in different circumstances, however, as we proved the afternoon before and have seen on Westy's rallies.

The route we took gave us a final taste of the Snowy Mountains Highway, doing our Friday stretch in reverse into Tumut. The back road to Coolac was very quiet and in good condition, so we took the opportunity to punt it along a little for the last part of our run together.

Having covered 309 km on our final stretch together, we finished with an early lunch in Yass before heading off in separate directions. Gordon headed home to Orange and Craig to Sydney. A great weekend ride, covering some 1,200 km together and 1,700 to 1,800 km each including the rides to and from Yass. That was 200 km more than we planned to do, so we felt pretty good about it all and very pleased with ourselves.

Next Trip

We have promised ourselves that we will do it again, so stay tuned for the next article around mid 2008 when we plan to tackle the great NSW roads to the north. Our initial plan includes the Putty Road, Bucketts Way, Wauchope to Walcha, Armidale to Bellingen and Grafton to Ebor. We'll see if we have a few more kilometres in us, given that we surprised ourselves this time!

Gordon Lennox & Craig Walsh



SHEEP STATION RALLY 2021 PRESENTATION

(Some of the trophies presented at lunch on the 2022 Sheep Station Rally, 18th of September)



1st place Masters

Driver : Peter Reed

Navigator: Mike Batten

Presented by Jon Mansell



2nd place Masters

Driver : Glenn Evans

Navigator: Phil Stead

Presented by Jon Mansell

SHEEP STATION RALLY 2021 PRESENTATION (continued)

(Some of the trophies presented at lunch on the 2022 Sheep Station Rally, 18th of September)



3rd place Masters

Driver : Peter Jakrot

Navigator: Valerie Jakrot

Presented by Jon Mansell



1st Place Apprentices

Driver : Michael Brandt

Navigator: Marina Thiveos

Presented by Jon Mansell



1st place Tour

Driver : Andrew Taurens

Navigator: Bruce Miller

Presented by Jon Mansell

TOUR D' COURSE PRESENTATION



3rd place Masters

Driver : Peter Reed

Navigator: Mike Batten

Presented Alan Walker



1st place Apprentices

Driver : Tina Mansell

Navigator: Jon Mansell

Presented Alan Walker



3rd place Apprentices

Driver : Bruce Miller

Navigator: Andrew Taurens

Presented by Alan Walker



INVITATION

54 years after the running of the legendary 1968 London to Sydney Marathon an event has been organised that retraces much of the original route across Australia – the 2022 Perth-Sydney Marathon

What a great opportunity to organise one of your clubs runs to finish at the venue, look at the Marathon cars, mingle with the crews & join in the celebrations

Approximately 75 cars are in the Marathon & will have driven nearly 6,000km across some of Australia's best & most challenging gravel & bitumen rally roads not to mention travelling through outback cattle stations, the Flinders Ranges & Victorian & NSW Alpine Mountain roads & tracks

Some of the original historic cars entered in the Marathon include:

Hillman Hunter - the sister car of the winning Hunter driven by Andrew Cowan

Ford Falcon XT GT – driven by Harry Firth to 8th place

Austin 1800 – driven by Tony Fall to 24th place

Volvo 144S – driven by Gerry Lister to 13th place

Holden Monaro HK GTS – driven by Barry Ferguson to 12th place

Meet several of the original crew members, including Gerry Lister, Max Winkless, Barry Ferguson, Dave Johnson, Bob Holden & John Vipond

DATE: Sunday 6TH November

VENUE: William Inglis Hotel

155 Governor Macquarie Drive, Warwick farm

TIME: Marathon cars scheduled to arrive from 2pm

FOOD: from 2.00 – 5.30pm a food bar will be on site for you to purchase food & beverages

Please let us know if your Club will be attending & approximately how many cars / members we could expect to attend

Website: www.perthtosydneymarathon.com.au

Facebook: <https://m.facebook.com/LondonSydneyMarathon/>



CHRISTMAS PARTY

CHRISTMAS LUNCH and PRESENTATION OF TROPHIES

WHEN— SUNDAY 11th DECEMBER 2022 FROM 12 NOON

WHERE—CASTLEREAGH HALL, CASTLEREAGH ROAD CASTLEREAGH

Back buy popular demand this December.

SAVE THE DATE... Further details to follow

CRC members free, all partners welcome.

BYO DRINKS

RSVP to John Cooper 0414 246 157

or email westco5@bigpond.net.au



Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

Ron Cooper CRC Club Plates Registrar
rondcooper1275@gmail.com Mobile 0403 037 137

49 Wongawilli Rd Wongawilli NSW 2530

The scheme is designed to allow historic vehicles (more than 30 years old) to be registered under conditional registration which provides limited usage of the vehicle and also provides Compulsory Third Party insurance cover both at a very reduced cost. The Classic Rally Club is very grateful to the RMS and the relevant Minister for the scheme which allows the preservation of historic vehicles for road use without incurring the cost of full registration and insurance. The scheme works very well so long as it is not abused; it is not intended for day to day driving such as driving to work, going shopping, commuting to the railway station or driving the kids to school. The introduction of the 60 day log book trial allows members to enjoy 60 days use of the car for driving sake. The Classic Rally Club will not tolerate any abuse of the scheme by club members.

Types of Conditional Registration available to CRC members

1. Historic Vehicle Registration H Plates (HVS)60 day log book which allows 60 days per year use plus club events This an accord between the RMS and individual car clubs
2. An annual signature and club stamp required to ensure you are a financial member of the CRC RMS Form for HVS 1259
3. Classic Vehicle Registration (CVS) similar to above but with modification allowed provided they are certified by and engineer's report. This is an accord between RMS and the CMC /ACMC An annual club RMS form for CVS 1835
4. Rally Registration for outright rally cars, note this is the only way cars with full roll cages can be registered in NSW.

When your renewal with the RMS falls due, they will send you a new Historic Vehicle Declaration form. You MUST have that form signed by the Club Plate Registrar, so allow enough time for this to be done before your registration falls due.

Procedure for renewing at the RMS:

- **Get a pink slip. (The preferred option) You need to send a copy of the pink slip to me.**
- **A return stamped address envelope would be appreciated.**
- **Fill in the Historical Vehicle Declaration and mail to me. Email copies not permitted by RMS. Alternatively you can complete the writeable PDF on the RMS web site and that can be emailed to me but it needs to be posted back.**
- **Club Plates Registrar will complete Section 4. and sign**
- **Take or post your Conditional Registration renewal and pink slip to RMS or Services NSW for processing.**

Don't forget that all movements of your car, other than those set out in the constitution, must be logged with the Club Plates Registrar or logged in your logbook if your car is on the 60 day scheme to ensure your CTP insurance is valid. To log in vehicles not on the 60 day scheme contact me on mobile 0403 037 137 or email rondcooper1275@gmail.com.

Club Rules in addition to RMS Conditions

The scheme is designed for Classic Rally Club members who will be active in club events not just to provide cheap registration as per the overview of the scheme.

The club reserves the right to withdraw eligibility to those who do not participate in club activities.

Members should be financial members for 12 months prior to applying for club plates.

Members with club plates must comply with all RMS conditions and club rules and directions from club officials.

The club reserves the right to accept or reject any cars and to withdraw acceptance to the Historic and Classic Plate schemes.

In addition to the RMS costs the Classic Rally Club charges members on the HVP scheme \$25 per year and require them to sign a document annually requiring members to agree to the conditions of the scheme and to provide information on the insurance of their vehicles.

CRC CHAMPIONSHIP POINT SCORE

Masters Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Andrew Inglis	20	40	19			79	1
John Cooper	15	36	17			68	2
Robert Panetta	17	30	13			60	3
David Shaw	16	32				48	4
Peter Jakrot		34	14			48	4
Dominic Votano	18		20			38	6
Peter Reed	19		18			37	7
Graham Pettit	0	36				36	8
Bob Morey			16m			16	9
Chris Hallam			15m			15	10
Alan Watson			0				

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Martin Leaver	20	40	19			79	1
Mike Batten	19	38	18			75	2
Ross Warner	15	36	17			68	3
Alan Walker	17	30	18			65	4
Phill Stead	0	36	15m			51	5
Raymond Arthurs	16	32				48	6
Valerie Jakrot		34	14			48	7
Mike Stephenson	18		20			38	8
Teresa Morey			16m			16	9
Glenn Evans			13			13	10
Pam Watson			0				

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentice Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Tina Mansell	15m	26	15			56	1
Murray Baker	14	30	0			44	2
Peter Thompson		28				28	3
Michael Brandt		24m	14m			26	4
Bruce Miller	12		13			25	5
Mark Hoyle	13		10			23	6
Peter Parry	11					11	7
Mark Hoyle entered Round 3 in Tour							
Edul Dhondy's points for Round 2 listed in Tour							

Apprentice Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Jon Mansell	15m	26	15			56	1
Nikki Baker	14	30	0			44	2
Tony Norman	13	20m	11			44	2
David Booth		28				28	4
Marina Thiveos		24m	14m			26	5
Andrew Taurins	12	0	13			25	6
Tanaz Dhondy	13		10			23	7
Graham Thompson		22m				22	8
Ian Gilholme	11					11	9

CRC CHAMPIONSHIP POINT SCORE— Continued

Future Stars in a Rally Car							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Twilight Zone	The Wondaiah	Tour d'Course	Sheep Station Rally	Alpine Classic		
	1 day	2 day	1 day	1 day	2 day		
Competitor						Points to date	Position to date
Tanaz Dhondy	13		10			23	1
Simone Dhondy	7m		7.5m			14.5	2
Isla Murdoch		8m	4m			8	3
Lachlan Watkins			3			3	4
Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)							

CRC Event Calendar 2022

Updated 11/11/2021

Date	Day	CRC Championship Events	Other events / notes
14/05/2022	Saturday	The Wondaiah (NA) - John Cooper / Ross Warner	
15/05/2022	Sunday	The Wondaiah (NA) - John Cooper / Ross Warner	
21/05/2022	Saturday		Repcos Mountain Rally Reunion
24/05/2022	Tuesday		Club Meeting
28/05/2022	Saturday		Snowy River Sprints (28 - 29 May , from Website)
29/05/2022	Sunday		Snowy River Sprints (28 - 29 May , from Website)
3/06/2022	Friday		FFFF
19/06/2022	Sunday	Tour d'Corse (NA) - Alan Walker	
28/06/2022	Tuesday		Club Meeting
1/07/2022	Friday		FFFF
26/07/2022	Tuesday		Club Meeting
5/08/2022	Friday		FFFF
20/08/2022	Saturday		Rylstone Classic (Not confirmed)
21/08/2022	Sunday		Rylstone Classic (Not confirmed)
23/08/2022	Tuesday		Club Meeting
2/09/2022	Friday		FFFF
3/09/2022	Saturday		Targa Great Barrier Reef from website
4/09/2022	Sunday		Targa Great Barrier Reef from website
18/09/2022	Sunday	Sheepstation Rally (NA) - Jon / Tina Mansell	
27/09/2022	Tuesday		Club Meeting
7/10/2022	Friday		FFFF
25/10/2022	Tuesday		Club Meeting
29/10/2022	Saturday		Perth to Sydney Marathon
30/10/2022	Sunday		Perth to Sydney Marathon
4/11/2022	Friday		FFFF
5/11/2022	Saturday		Bathurst 1000 (From website) and Perth to Sydney Marathon
6/11/2022	Sunday		Bathurst 1000 (From website) and Perth to Sydney Marathon
19/11/2022	Saturday	Alpine Classic (TRE) - Phillip Stead / Alan Walker	
20/11/2022	Sunday	Alpine Classic (TRE) - Phillip Stead / Alan Walker	
22/11/2022	Tuesday		Club Meeting- AGM
2/12/2022	Friday		FFFF

Thankyou to: John Cooper, Peter Jakrot and Jon Mansell