

CLASSIC RALLY CLUB - NOVEMBER 2010 DESK TOP.

Written by Gary & Wendy Maher. Checked by Jeff West

- MAP: NRMA 4 (P2504 07/09) Newcastle & Suburbs.
- All the usual navigation rules such as not going against rally traffic and that roads are deemed to be continuous under names apply.
- Richard & Honoria Maher, Gary's Great, Great Grandparents, landed from Ireland on the banks of the Hunter River at Morpeth in 1842 (There's a plaque there to prove it!) 168 years later, they returned, wanting to see how their old world had progressed.
- Not being blessed with the vast navigation skills of their descendant, they decided to use a system pioneered by other ancient navigators, which was 'elementary'. This involved travelling **VIA Cumulative Distance Markers (C.D.M.)**, taking the shortest route between each one, but complying with other instructions.
- As no accurate compass was available to them, they agreed to treat the vertical grid lines on the map as running from North to South.
- They were happy to use unsealed roads, but not walking tracks.

START: Junction of SWAN ST and DUCKENFELD RD, Morpeth. GS A8.

- C.D.M.s**
1. RJ of RAYMOND TERRACE RD and WILLIAM BAILEY ST – GS B 10
 2. RJ PACIFIC HWY and WALLSEND RD Sandgate – GS D 9
 3. CDM at Cockle Creek – at a junction of 2 'black' roads – GS F 7
 4. CDM at RJ of WANGI RD and SUMMERHILL DR, Myuna Bay – GS I 5
 5. XR of MANDALONG RD and NEWCASTLE FWY at Morisset – GS J 3
 6. RJ of JILLIBY RD and MANDALONG RD, SW of Dooralong near the Picnic Ground – GS K 1
 7. RJ CESSNOCK RD and NEW ENGLAND HWY North of MAITLAND – GS A 6

- From Morpeth, they followed the Hunter River downstream, keeping as close as possible to its banks, only crossing it twice and passing through CDM 1 to reach CDM 2.
- From CDM 2, they passed through 5 only other CDMs to reach CDM 3.
- From CDM 3, they wanted to pass over some of The Five Islands, then follow the edge of Lake Macquarie as closely as possible all the way to CDM 4.
- On the way from CDM 4 to CDM 5, they travelled 14 mapped kilometres, passing through a '133' State Route shield on the way.
- They decided to stop for lunch at a Picnic Area at CDM 6
- Like most navigators, after lunch they were tired of detailed navigating and decided to simply head in a generally Northerly direction to the RJ closest to Cessnock Aerodrome, all the time keeping as close as possible to the Western edge of the map, but not disappearing off the edge of the map.
- Being of a religious nature, they wanted to use as much as possible of BISHOPS BRIDGE RD on the way to CDM 7
- Once again, they recognised the Hunter River and kept as close as possible to it as they travelled from CDM 7 to their final resting place at the RJ of SWAN ST and DUCKENFELD RD, Morpeth.

REFERENCE POINTS:

A	CDM 1
B	CDM 2
C	CDM 3
D	CDM 4
E	CDM 5
F	CDM 6
G	CDM 7
H	RJ of OLD MAITLAND RD and PACIFIC HWY – GS D 9
I	CDM W of Kotara – GS F 8
J	Junction of MARTINS WHARF RD and EDITHVILLE RD – GS A 9
K	CDM at Junction of LAKE RD and MAIN RD - GS F 7
L	Junction of LAYCOCK ST and COAL POINT RD – GS H 6
M	Junction of PAYTEN ST and POINT PIPER RD – GS I 5
N	Junction of HELENA ST and ELLALONG RD – GS D 1
O	Junction of HETTON ST and WOLLOMBI RD – GS C 1
P	Junction of ALLANDALE RD and O’CONNORS RD – GS B 2
Q	Junction of BATHURST ST and SAWYERS GULLY RD – GS A 4
R	Junction of WOLLOMBI RD and SERGEANT ST – GS C 2
S	Junction of CUT ROCK RD and PRICKLY RIDGE RD – GS I 2
T	Junction of DOBELL DR and WATKINS RD – GS I 6
U	Junction of BAY RD and TORONTO RD – GS G 6
V	CDM West of The Junction – GS F 10
W	CDM West of Jesmond – GS E 8
X	XR at Heatherbrae – GS B 10
Y	Junction of an unsealed road and MORPETH RD – GS A 8
Z	Most Westerly RJ in GS G 3