

- Next meeting May 28
- Magazine deadline June 18

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



Celebrating the 20th running of the Tour d'course

Car 20 — Tony Wise

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Classic Rally Club Officers and Contacts 2024

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The Classic Rally Club Inc.,



The Secretary,

P.O. Box. 150,

Northmead, NSW 2150

Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at the Strathfield Golf Club, 52 Weeroona Rd, Strathfield

The opinions and advice provided in this newsletter do not necessarily represent those of the Classic Rally Club Inc. and its officers. No responsibility will be accepted for the opinions, advice and directions contained in this newsletter. Readers should rely on their own enquiries and make their own decisions.



John's Jabber

Welcome again, here is your monthly newsletter, The Rally Directions Magazine, the official journal of the Classic Rally Club brought to you this month of May 2024 by your President, John Cooper, with my report titled John's

Jabber. It is edited, formulated and put together by our Club's Magazine Editor Chris McDonald. He is always awaiting Club member's contribution with photos and some stories, either brief or large content. Thank you to that very small contingent who take a few minutes to send Chris some material. A great article last month by Paul Morton, who gave us a complete day to day run down on the HRC Tour of the Snowy, including his photos and the excellent road book we were given to use. It was a fantastic event and if this sort of Tour interests you, either doing all Tarmac or some of the old gravel rally roads used in the past then check out the HRC's second event for the year, Tour to the Sunshine State.

Earlier this month we had our first two day rally, bidding for Club Championship points, a long 800 km rally, great roads around the area, good entry numbers in each category with one of the largest number of Masters competing that we have had for quite some time. In Masters we had a fair bit of good gravel thrown in. There was some tricky navigation but a great weekend of rallying, camaraderie with good friends with social get togethers for both Friday and Saturday nights at the local RSL club. On Saturday we dedicated the evening to our recently lost friend Gerald Lee with many tributes shared with our members. Many thanks to the organisers Ian Gilhome, Peter Parry and Ian's daughter Liz. This was a pretty special effort from them, who all live far away in the depths of Victoria. They have been travelling up to NSW to do most of our CRC rallies for many years and wanted to give back something to us and the sport by putting on this event. They have covered many many kilometers to come up to set, check and run this Cootamundra 800 rally, for that we are all thankful, particularly with the recent decline in rally directors and organisers. Apart from setting

the rally they made all new M, P, VRC and caution boards and then donated them back to the CRC. Ian advises that this will be his last go at putting on a rally up our way, but if anyone wants to take it over and use this area around Coota he would be more than happy to help out with his knowledge of the area. Also many thanks to all the officials who so generously and quickly answered my request to get on board. Good job Helen and John Young, Ron Cooper with Paul Morton and Tony Norman, thank you all. Thanks to Stuart Snooks for arranging three crews to join in and contest for bragging rights to compete in the Interstate challenge, which I am proud to announce the NSW CRC will be beautifully engraved on the Large piece of silverware. But unfortunately, it will still remain in the safe keeping of the HRA, until next time.

The Alfa Club's Tour d' Course has just been run last weekend. Unfortunately I had to withdraw and be listed as a DNS due to being pretty crook, but I did get down to the start, which I would think is one of the best locations we have had for a while. The Camden Inn hosted a very good breakfast and inside driver's briefing room. To help me get better Wendy threw a bottle of Omega 3 pills at me, luckily my injuries were only super fish-oil. At this time of writing my Jabber I haven't had too many reports on the outcomes, but believe the masters were treated to some tough navigation. I will leave it to hear from those who were there to give us all the low down on the day. Again we can't thank the people who give their valuable time to get out and put so much work into setting these rallies for us. Thank you Martin Leaver, Andrew Inglis and all the other helpers and officials. Special Mention to the Alfa Romeo Car Club for hosting this long standing event to be part of our Championship.

Next up we have a two day Social Tour away, 15th & 16th June, MA social permit approved. It will give us some fantastic driving roads, scenery, and social stopovers along the way. Glenda Lawrence and Warren Herrick have put together a fun weekend. See the details on our webpage to enter. Get an entry in to let them know you're coming along, should be a good one, see you there.

I've organised just a social midweek drive and trip up to Lithgow on Tuesday 2nd July for a tour of the

Small Arms Factory, very interesting. It's for those retired old folks or anyone that can get the day off or take a sickie, just let me know you are coming, no paperwork, it has an MA Social Permit, coffee at Bilpin, lunch at the Lithgow Bowling Club, a fee free event, but coffee, lunch and tour entry is at your cost. Still a cheap days outing, let me know numbers. Arrangements for our 30th Anniversary display at the CMC Shannons Day are progressing, but I still need your input to display your car and help out on the day. Again, get in touch and let me know. Not sure if you all knew that I had two halvesisters. My parents weren't previously married, they were just terrible magicians.

If you weren't at last month's meeting you missed a pretty special show by John Henderson. He enlightened us on his trip over to the USA to compete, with Jeff West, in the Alaska to Mexico Rally in a rented rally prepared MGBGT. John played us the documentary on the big screen, a great

production giving us all an insight into this long tough rally, making us all envious and answering our questions with an interesting commentary. Thank you John for sharing this with us. And if he doesn't do just one overseas rally he is off again with his sister Lui, who are currently competing, in the torturous Peking to Paris Rally in their trusty Volvo. Matt Bryson is also in the P2P with Englishman Mike again in his P76. Both teams have had previous experience with this rally which should make for a big advantage over some of the others. It's a long long trip. We wish them all a speedy, safe and successful rally, representing the Classic Rally Club and Australia.

Stay safe and warm everyone, hopefully see some of you at the next General Meeting or our two Social runs coming up. Cheers for now.

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Regards,

John Cooper

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POSITION BECOMING VACANT- CRC SECRETARY

Yes- after a record breaking tenure the current Club Secretary will be standing down at the next AGM.

So if you want to consider this role (and it is not too challenging) please make yourself known before the AGM, in the first instance to either the President or current Secretary and the Club can hope for a smooth handover.

Principally the role of the Secretary involves :

Attending to email and postal correspondence received (which is little, after the spam is deleted).

Communication with other CRC office holders and members on Club matters.

Acting as the first point of contact (in some instances) to enquiries arising from the website or other sources about the CRC.

Attending to matters of affiliation and other mandatory items with Motorsport Australia and the Council of Motor Clubs (which again is little in volume and frequency).

Keeping a summary record of monthly meetings, including keeping the attendance book.

Ensuring that the Rules covering the CRC are met, in conjunction with the President and Treasurer.

Ensuring that the notice of the AGM is issued correctly, with an agenda for the meeting, and the keeping of minutes of the AGM.

In conjunction with the Treasurer, ensuring that annual returns are submitted to NSW Fair Trading.

IDEALLY- the holder of this office should be passably computer literate, able to attend most monthly meetings, and to stand in for the President should he/she be absent.

The ability to possibly serve as the Motorsport Australia and Council of Motor Clubs delegate would be a bonus.

Last but not least the new Secretary might advantageously be ready/willing/able to participate in social media- because the present incumbent doesn't do this at all.....

Tony Kanak

23/4/24

Events Secretary - updates

Hi all, firstly please take the time to read the Alpine update announcement – it is very important.

I'll keep this brief and to the point. Many have noticed a 'lull' in the competition events for the next few months – yes that is true.

June, July, August is lacking competition / championship events.

However, I would like you to use the time to explore and enjoy what is on offer to our club members.

'Hidden Gems' Social Tour 14/15 June (2 days) in June looks to be a wonderful event to be enjoyed. Held in the region of the previous MG rallies, it is bound to use some of those fantastic roads, and I'm sure Glenda and Warren have managed to find some more great roads to enjoy too.

Following up after that is a social lunch run on Tuesday 2nd July, up to Lithgow to the Small Arms museum. Yet another excuse (mid week) to get out there and enjoy a drive in your car, when others have to work ! John Cooper has put this one together for all to enjoy.

August then throws us a couple of events, the HRC Tour to the Sunshine State, after their well attended tour earlier this year, they are back at it again for another great run to enjoy.

CMC display day at Sydney Motorsport Park is always a huge event with so many cars to see. Forget cars and coffee this is truly to see all on offer.

This leads us to the next Championship event, The Southern Cross Reliability Trial – 7/8th September. This one headed up by Jon and Tina Mansell, is sure to have everyone back out on the roads down south (Canberra) for a super exciting and new venture.

Then to finish off the competition side of things we'll again have the Alpine Classic in late October (26/27th).

So please, get out there support and enjoy all of these events – they are varied in nature, but at the heart of it, each and every one is set to have a great group of people get out there, get together and enjoy what we all love.

On a more personal note, many of you close to me have been made aware that I have recently been

made redundant (mid may) from a position that I have held for 24 years. I know and have had the privilege to work for and enjoy my work at the same company over that time, certainly a rarity of someone my age – an unfortunate event that certainly has its challenges for me and my family, but at this stage we are looking forward to taking on the next chapter in a very positive note.

As far as the Alpine planning being affected by this, if anything the extra time has given me the opportunity to undertake some of the challenges faced by that event currently.

As many of you know, a lot of hard work was put in last year by the previous Event Sec. and others to push Motorsport Australia to drop licenses for our style of events. A big win worthy of note, and support for Motorsport Australia's understanding should be extended.

The unfortunate nature of this is that now ' motorkana' falls under the banner of a skills test – that would require a minimum of a ' speed' license. Due to this, this year's event will again be run without a ' motorkana' but may include another style of navigational event – yet to be determined.

As noted in the ' Alpine ' announcement – a date clash of a major event has occurred in the region of Orange. It was planned and booked that the overnight stop be Orange, but due to this (and not wanting to change the dates) we have opted to move the overnight stop to Bathurst. Accommodation may still be at a premium but should be more attainable than at Orange. This has also caused a route change (major change) and has led to delays in the Supp Regs.

Please be advised that all of these items are being taken care of and delivering them to you as soon as we can.

So, please do support those within the club running events, as they just want to put together events that bring our people together, assist in all being able to enjoy the vehicles they have and best of all have fun doing it.

Thank you again for your time and support, and we'll look forward to seeing you all out and about.

Alan Walker

Upcoming Events

Hidden Gems Tour

15 / 16th June

Southern Cross Reliability Trial

7 / 8th September

Alpine Classic

26 / 27th October

Hidden Gems Tour

Glenda Lawrence and Warren Herrick are taking us on a tour of the upper Hunter Region. They have managed to piece together some great roads that certainly haven't been used on too many rallies before. Great to see them at the helm for what is sure to be a great event.

So lots on, all well worth a look, so they'd all love to take you on another adventure. So get out there and enjoy !

Southern Cross Reliability Trial

The Inaugural Southern Cross Reliability Trial promises to be an exciting event for all rally and car enthusiasts. Set throughout the Australian Capital Territory and the surrounding New south Wales country side, the event will cover a distance of just under 800klm over 2 days with approximately 95

kilometres of this being good, unsealed roads. These unsealed sections are amazing and are easily driven by any standard road car.

The route takes in some spectacular roads and allows crews to visit many new localities over the weekend while also being able to utilise their navigation and driving skills.

The event route will also include various sections from rallies that were run in the 50's and 60's which will add to the challenge and atmosphere of the event.

Alpine Classic

Please see **Major Announcement** in next page.

High Importance!!

Alpine Classic 2024

UPDATE !!!

PLEASE READ – VERY IMPORTANT !

Hello all,

As we all know this year is certainly not slowing down yet, being nearly June, it's time to get the back in of 2024 in order.

One of the most important dates to lock in is the 26/27th of October.

The 2024 Alpine Classic.

This year the event will be taking us from Lithgow to Bathurst back to Lithgow.

That's right the overnight will be in BATHURST – book your Saturday night accommodation NOW !!!! (26th October)

This change has had to come about due to ' Field Days '. No not some music festival , just one of the NSW's biggest Agricultural Shows, held in Borenore just west of Orange that weekend. That means that accommodation is at a premium, Orange will be swamped, so the Saturday night had to be relocated, causing a change to the route for Sat afternoon and Sunday Morning with the new overnight location.

So please make your bookings for the Saturday night NOW.

No need to miss, just get onto it now.

The event still at around 760km of incredible roads, that are on offer just over the 'hill' from Sydney. Again all levels of challenge will be available, and we are truly looking forward to running yet another great 'Alpine Classic'.

Best of all, the only way the events become 'classics' is if you are there.

That's right - we want you !

So get those bookings made, and we will see you there.

Thank you,

Your Alpine Team.

Hidden Gems Social Tour 15 & 16 June 2024



The event is a flexible social run with great roads and scenery in the Upper Hunter region, and a choice of charted full tarmac and tarmac+dirt routes.

Entrants can also choose where you join and how long you stay as you might like to take a detour to enjoy some of the wineries and hospitality venues in the area. Alternatively, stay for the full event and enjoy the usual warm CRC camaraderie.

Whilst it's a social tour, there will also be the option to answer questions, for fun and a prize of a bottle of wine!

Event Timetable

There will be 3 divisions

- **Division 1 (Saturday morning)** – Cowan (Pie in the Sky) to Paterson for lunch
- **Division 2 (Saturday afternoon)** – Paterson to Muswellbrook (dinner and overnight)
- **Division 3 (Sunday morning)** – Muswellbrook to Denman for lunch (the long way round).
Planning breakfast at the War Birds Museum in Scone (TBC).

Contact

- **Glenda Lawrence** Mob: 0411 269 418
- **Warren Herrick** Mob: 0488 925 765
- **Email us both:** whglrallies@gmail.com



Mid Week Wander, Social Run

Lithgow Small Arms Museum

Tuesday 2nd July 2024

Admission \$10

concession \$7

9.00am for a 9.30 Departure

Start- Macquarie Park Windsor

1st exit at roundabout over Windsor bridge

Route instruction provided at start

Coffee Stop- Bilpin Fruit Bowl

Lithgow Small Arms Museum

69 Methven St Lithgow

Lunch - The Lithgow Bowling Club

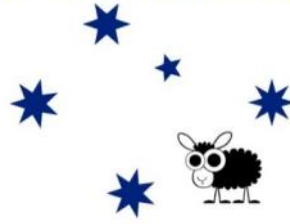
RSVP — John Cooper 0414 246 157

johncoopclassic@gmail.com

MA Social Permit # 4,782



Southern Cross Reliability Trial



New event announcement

The Classic Rally Club is proud to announce a new opportunity to all CRC members.

The Southern Cross Reliability Trial is running their inaugural event, and is to be held

7th – 8th September, 2024

The Southern Cross Reliability Trial is being solely promoted and directed by Jon and Tina Mansell. Both being synonymous with the well-respected 'Sheep Station' rallies previously promoted through the Classic Rally Club. Their experience from those events along with some new ideas being implemented into the new venture, should ensure a fun and enjoyable experience for all those wanting to come along for one of the best events of the year.

As many of you have been past competitors in the Classic Rally Club - Sheep Station events, you have quite possibly already received an email outlining the new event.

We are also very happy to announce that the 2024 event will be run as part of the Classic Rally Club Championship. We would love to invite all of those that have already enjoyed Jon and Tina's CRC events in the past, to come and be part of this new experience. And to those that haven't – this will be the perfect event to really get you in the spirit for this style of event.

We are all very excited to be able to bring you this new event, and for it to be part of the CRC championship in 2024. This alongside all of the loved aspects of Jon and Tina's past rallies and their new ideas should ensure it will be a great success well into the future. Hopefully becoming one of the 'must do' events within the CRC championship in years to come.

2024



2024

ALPINE CLASSIC

26 - 27
OCTOBER



thealpineclassic.com.au

Cootamundra 800 Classic

20/21st April 2024

Event review by Alan Walker

They always say history is written by the victors - well this time around that seems to hold true.

The Cootamundra 800 Classic (C8C) was held back in mid April and attended by 26 teams. There was certainly a healthy mix within the categories as the event attracted crews from various states, and had an interstate challenge between NSW and VIC to play for too.

The largest field of Masters to be assembled for quite some time, certainly gave us a wonderful challenge – pitted against some of the very best and experienced crews around. Edul Dhondy and myself (Alan Walker) again put our trust in one of Subaru's finest examples to allow us to enjoy yet another great rally that lay before us.

The event this year helmed by Ian Gilhorne and Peter Parry, along with a wonderful team of officials and support crew had us travelling on over 800 kms of scenic roads, a reasonable percentage of which were some great unsealed sections. The Tour had the benefit to stick to a predominately sealed route with only 7km of the entire event for them being unsealed. The C8C certainly had something for everyone.

It was great to be able to get back down to that area of NSW and enjoy what the area has to offer. Yes, we all know it may be a little further to the start ... and such a long drive home. However the Director took this into account and had the event finish at quite a nice time of early afternoon on Sunday for many crews to get their trip home underway.

I never really understood the idea that the distance to the start would put you off an event like this anyway. I mean how many times have you had work colleagues or friends say 'What did you get up

to on the weekend?', only to reply 'Went on a rally!', 'where did you go / what did you do ?'Well we drove around in a huge circle back to where we started and then did it again on Sunday.

Somewhere in the realm of 800kms, oh and the distance there and back.....hmmm, sounds like fun?

YES!, that is exactly what it is, it is fun, a great way to leave the rest of your life behind – all the mundane burdens and for a couple of days just enjoy being out on the open road with a great mate, and then catch up with a whole bunch of others on the same page.

Friday night had most crews catch up for dinner at the local club, while some more adventurous types – not ones to miss an opportunity – headed off the local Rodeo that was held that night. Off the see who could manage to get their 8 seconds of glory. The challenge of rally doesn't seem too bad compared to that does it? But they are built tough in the country.

Saturday had us lined up and chomping at the bit to get out and go, a very slight hiccup with some Apprentice instructions (left in a hotel room) was quickly fixed and all crews ready for the off.

Masters lead out of the gate, with an instruction 'turn right'well it was quickly established that it should have read 'turn left'. Not deterred we were gone – the open road was out there and wanted us on it.

We worked across a 1:250,000 map (my personal favourite) and had us setting off on a clockwise loop to the West, taking in the areas around as far South as Mitta Mitta and Eurogilly, and a morning tea break at Ilabo.

By this time, with the sun blazing across the bright

blue sky, with only a few long white clouds covering this vast area of the state, we had travelled around and through some beautiful scenery. Vast rolling hills disappeared off into the distance as far as the eye can see. It was also really apparent just how important rain is to these areas, especially when Sydney was coping a lashing of it, knowing full well it would be of so much more use out here. Smoke rose from various paddocks as the farmers burnt back the remaining crop readying the earth for the next crop, a scene many of us just aren't faced with on a daily basis, and yet another great excuse to get out here and see it.

The Tea break had crews discussing the challenge of the event so far. The main contention was a few distances of questions and a few little niggly things – lets just say the absolute black and white of interpretation of rules and definitions may not have been there for some crews.

Edul and I took it all in good faith, with a feeling that, whilst the instructions may not have conformed perfectly to what most crews are used to, they had more of a feel of a (Dave Johnson) Barry Ferguson Classic. 'Here's your points go sort it out type event' mixed with a bit of 'pass this, cross that etc'. A hybrid of sorts, with that in mind, and lunch pack in hand we were off again to find our way up to Temora.

For the next section - Grid references were the go to instruction, and piecing these 'points' together with entry / exit directions with a couple of map traces to find had the crews busy. Our (Masters) map traces were either flipped or upside down which soaked up some time and grey matter to find, and get right. By now it was apparent that the Navigators had enough to do, but still had plenty of time to take in the area we were in – still managing to make a couple of mistakes here and there, but a pretty good balance overall.

Temora beckoned, and it was time for lunch, a top up of fuel, a bite to eat, and a catch up with other crews. Bruce Miller and Andrew Taurins arrived minus a cooling fan in the bright orange Capri, but

with a fix in hand could still manage to continue. Not sure you could blame the roads, age of the wonderful cars we love to see out on the roads – or as many would like Ford build quality.....

It is always great to see these guys out on the road doing well in the Apprentice division. Over the event there were many times we were out on our own, working our maps and instructions to find the correct route. That I think is what sets Classic Rallying apart. It takes the teams away from follow the leading types drives and drops you out there with a challenge at the level of your choosing, on some of the best roads to really drive on. Always a win in my book.

Temora, had its own hassles with the main road closed for a resurface, so teams traversed across the town to find the correct road out. Once found, the route had us now stretched to the far reaches of the map to the North, up around Morangarell, and Bribbaree. That's right – bet most of you don't know where that is – look it up, it's on the map! We thought Bribbaree was so nice we decided to make sure and do what turned out to be an extra loop here.

"Classic Rally – It'll take you there, and there, and there too! "

From here it was a fairly easy run back to Cootamundra, unless you were John Henderson and Robbie, who overlooked an out of bounds and tried a road that a classic 105 Alfa could do but really didn't need to be on.

The afternoon just had one more 'sting' in the tail. With the instructions still not quite making sense to me, an area of my map still unmarked, with a thought 'lets just sort it out when we get there'. All lead to us arriving at a control where 'a navigational challenge and a new A3 map' was to be undertaken. Based around Yeo Yeo, and certainly had us feeling that way, we were to undertake effectively three loops to traverse an area barely the size of a couple of twenty cent pieces on my nice 250 map. The area in question filling the new

A3 map, had us ticking off a list of instructions to devise the correct order to complete the challenge. With some great stretches of road here and an excuse to visit the control of John and Helen Young twice had us enjoying a little more time in the sun.

So the sun sets on day 1, back to base for debriefing and cocktails.

The dinner had the crews fill up a room at the Cootamundra ex services, for a hearty meal and a few drinks to relive the highs and lows of day 1. It was also an opportune time to reminisce about one of our club members, who had sadly passed away not to long before the event. Gerald Lee – many a tribute and yarn followed about his exploits and the great times many had by his side. A sad loss for many.

Sunday again had the crews starting at the same location, this time with a fist full of 1:100,000 maps and I do mean fistful – 6 in total! Great for those with bad eyesight or those who enjoy the challenges of flipping through a stack of maps. However, it is a different discipline that is there to challenge. Just like some events having more unsealed sections, some have intense navigation, but that too is what makes our rallies a draw-card. The art of challenge versus reward is a difficult balance to strike and all of the Directors try their hardest to give you their best. Thank them for their efforts, please.

The instructions broken up in order of map had us ticking off all that was laid before us. Many a Grid Ref. again and a few more items to find and leave or pass.... Had us tracking along quite nicely.

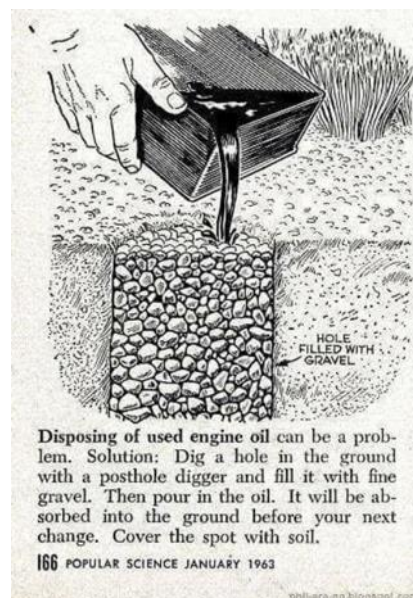
The early morning sun still low in the sky, tree lined roads and a strobing flicker on the maps is when I find it most challenging. Growing out of my affliction of being a car sick kid, even this is too much for me – plenty of fresh air and a little more plotting time stopped on the side of the road remedied this. This slowed us enough to see many more tour cars today, as they had a different route due to the amount of unsealed on day 1.

Another beautiful day, had the sun up in the clear sky, with a shorter run today just 300kms – how could they possible put many tricks in that.....well we found a couple! Tripping up at Boorowa, failed to use 200m of an unmapped road, and failing again to use a shorted route when entering Harden toward the end had us drop a couple of boards. To finish off the event a final South Easterly loop was completed and lead us home to the Harden Country Club.

The organisers had a spread of food available, as those interested in the ‘competition’ side of things tried to establish who stuffed up and missed what. In Masters it seemed like it was going to be a close one. And it turned out that way. Yet another great weekend, great roads, an awesome challenge and the bonus of being topped off with a win.

I’d love to be able to hear more about how others enjoyed their version of the event, so please don’t be afraid to put some words together – trust me we’d all love to hear it. What did you like / enjoy, what challenges you faced, what you learnt and did you have fun!

Thank you to all of the efforts put into the Cootamundra 800 Classic, Ian Gilhome and Peter Parry, all the officials, helpers and all the other entrants – a huge well done all round. Oh yeah, and NSW won the interstate challenge 1-2-3! Not that anyone is counting. Can’t wait for the next challenge.



Cootamundra 800 Photos

Thanks to Strat Mairs, Phillip Stead and Bruce Miller



Robbie with just the right amount of ciggie ash to tune a Volvo's carbies



The offending cooling fan from Bruce Miller and Andrew Taurins' Capri



Friday night Rodeo—Cootamundra



Even a flat tyre couldn't slow down Graham and Phill

FINAL RESULTS CRC COOTAMUNDRA 800 CLASSIC

	Club	V	Car No	Driver	Navigator	Car Description	Colour	C/M	STATUS	F/Score	Position
<u>MASTERS</u>											
1	CRC		M 1	Malcolm Sinfield	Mike Batten	2024 Ford Everest	White	C	Ok	204	9
2	HRA	V	M 2	Alan Upton	Mark Laidlay	1987 Nissan R31	Blue	C	Ok	160	6
3	CRC		M 3	Andrew Inglis	Martin Leaver	2015 Ford Ranger	White	M	Ok	165	7
4	CRC		M 4	Graham Pettit	Phillip Stead	1992 Ford Falcon	White	C	Ok	66	2
5	AWCC	V	M 5	Max Carmody	Gordon Douglas	2014 Ford Territory	White	M	Ok	176	8
6	CRC		M 6	Rob Panetta	John Henderson	1972 Alfa romeo GT Veloce	Red	C	Ok	77	equal 3
7	CRC		M 7	John Cooper	Ross Warner	1994 Ford Ute	White	C	Ok	77	equal 3
8	HRA	V	M 8	John Rawson	Steuart Snooks	1979 Nissan Stanza	White	C	Ok	99	5
9	CRC		M 9	Edul Dhondy	Alan Walker	2001 Subaru WRX	Red	M	Ok	44	1
	Club		Car No	Driver	Navigator	Car Description	Colour	C/M			
<u>APPRENTICE</u>											
1	CRC		A 14	Warren Herrick	Glenda Lawrence	1968 Volvo 122S	Red	C	DNF		
2	HRC/CRC	V	A 15	Ray Hoopert	Graham Thompson	2001 Holden Jackaroo	Red	M	Ok	590	5
3	CRC		A 16	Stephen Horobin	Matt Thompson	2010 Ford Fiesta	White	M	Ok	204	2
4	CRC		A 17	Bruce Miller	Andrew Taurins	1972 Ford Capri	Orange	C	Ok	350	4
5	CRC		A 18	Micheal Brandt	Andrzej Cieslak	2011 Mercedes C250	Silver	M	Ok	182	1
6	CRC		A 19	Peter Thomson	Glenn Evans	1960 Sunbeam Rapier	Blue/Blue	C	DNF		
7	CRC		A 20	Joyce Lawrence	Sue Genner	2004 Subaru WRX	Silver	M	Ok	212	3
	Club		Car No	Driver	Navigator	Car Description	Colour	C/M			
<u>TOUR</u>											
1	CRC		T 24	Micheal Malgo	Geoff Hempsall	2023 Fiat Abarth	Grey	M	Ok	22	2
2	CRC		T 25	John Paine	Maree Paine	2007 Mitsubishi Pajero	Red	M	Ok	135	5
3	HRC	V	T 26	Bob Fulthorpe	Katy Daly	1991 Toyota Paseo	White	C	Ok	369	8
4	CRC		T 27	Doug Barbour	Xanthea Boardman	1980 Porshe 930	Black	C	Ok	0	1
5	CRC		T 28	Strait Mairs	Eddy Furlong	1990 Mercedes 560SEC	White	C	Ok	168	6
6	CRC		T 29	Sergio Cariolato	Irene Cariolato	2016 L/R Discovery	?	M	Ok	66	3
7	SDMA	V	T 30	Mark Wyatt	Bernadette Wyatt	2020 Mazda 3	Red	M	Ok	190	7
8	CRC		T 31	Ian Packard	Steve Maher	1997 Ford Falcon	?	M	DNF		
9	CRC		T 32	John Croft	Annette Croft	1990 Mercedes 300ce	White	C	Ok	91	4
10	HRC	V	T33	David Johnson	Kendra Herron	DNS			DNS		

Not Eligible for CRC Championship Points

Inter State Challenge Cup.

FINAL RESULTS

Victoria vs NSW 2024

Undisputed renouncing win to NSW Team

Please engrave Trophy

Car	Driver	Navigator	Final Score
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Victoria

M2	A Upton	M Laidlay	160
M5	G Douglas	M Carmody	176
M8	J Rawson	S Snooks	99

		Total	<hr/> 435 <hr/>
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NSW

M4	G Pettit	P Stead	66
M7	A Cooper	R Warner	77
M9	E Dhondy	A Walker	44

		Total	<hr/> 187 <hr/>
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Love of the Road

Dave Johnson

I am very happy with the number of participants in the recent Tour of the Snowy who came back to me with such great accolades for the event.

It was their thanks for the adventure that they had just been on, the places they had been to that they had barely heard of before and the camaraderie that they experienced.

And the fun they had on the way!

I have in my years in rallying, really enjoyed the distance events that tested your endurance over several days and visiting places never before seen by us. In those days it was all competitive, timed against the other cars with equally competitive crews from around the country and the world.

The days of doing this on the open roads are gone but elements of it can be copied today and that is what we tried to do in the Snowy.

The fundamentals are possibly encapsulated in the prologue to the first long distance drive by motor car with the words appearing in the Paris morning newspaper, Le Matin, on 31 January 1907:

"What needs to be proved today is that as long as a man has a car, he can do anything and go anywhere.

Is there anyone who will undertake to travel this summer from Paris to Peking by automobile?"

(The original plan was to go from Paris to Peking)

What a magnificent invitation to a drive !

One of the first people to accept the challenge was French automobilist Marquis Jules-Albert de Dion, who would describe the event as a "real Jules Verne affair."

And then came a reply that says more than just the words that the writer thought that the invitation

was merely a good suggestion.

"I hereby enter my name for the Peking to Paris race in an Itala motor-car. I shall be obliged for details as soon as possible, in order that I may make the necessary arrangements."

PRINCE SCIPIONE BORGHESE

How great was that! No stuffing around!

Of course it became competitive as these things do! just like around the city there was the mechanic who could make his car go faster than the guy down the road and so it continues. We have gone full circle with competition restricted to closed areas and we return to our love of the road and where it can take us.

I suppose when Barry Ferguson, Doug Chivas and myself got the chance to be part of the first modern day transcontinental rally in 1968 we thought along similar lines to Borghese and the adventure we were embarking on.

The London to Sydney Marathon became possible when there was minimal fighting in the world, and all the necessary borders were open and as some people say: 'All the ducks were in line.'

The unofficial record of that event was an account written by David McKay and John Smailes entitled "The Bright Eyes of Danger".

The title comes from the poem by Robert Louis Stevenson, an extract of which is included in the frontispiece of the book.

***"The untented Kosmos my abode,
I pass, a wilful stranger:
My mistress still the open road,
and the bright eyes of danger."***

I think that once you get bitten you never really get over it.

Early in my rallying I became a friend of Jack 'Gelignite' Murray who taught me a whole lot of things about rallying and about life. He always urged that you had to have fun in everything you did and be a gentleman at the same time.

I did the 1958 Ampol Trial with Jack, including gelignite and it was great fun.

I remember him saying not to grow up and that 16 year old kids have the most fun.

If others that came with us on the Tour of the Snowy for a few days, have come to see even a small part of my love of this form of adventure then it is very satisfying.

The strangers that gathered to the start of the Snowy were different people from the camaraderie of those at the final barbecue.

We have all driven the same roads and visited the same places and the bond is created!

So is it the destination, the travelling or who is sitting beside you on the trip ?

My early love of maps that gave me great success in the early days of car trials have never really diminished. Now the faint dotted line between to localities is something that should be investigated.

A line on the map is a road to somewhere.

Cheers

Dave Johnson

Before long, race driver Auguste Pons also agreed to join, and the car company Contal agreed to sponsor him.

Reproduced from 'The Age of Motoring Adventure by T R Nicholson.



This is the Volvo 242GT that David Johnson, and two others, will use in a bid to win this year's Repco Reliability Trial.

David Johnson, of Allambie Heights, has been named team leader of the six cars entered by Volvo Australia Pty Ltd for this year's rugged Repco Reliability Trial.

The trial will start on August 5 and will run

clockwise around Australia for 20,000 kms finishing back in Melbourne on August 19.

Johnson, as leader of the Volvo Dealer Team, is heading the largest single team entry to date in the trial.

With 16 drivers, Volvo has decided to make an all out attempt to win the gruelling event in their six cars which come from every state except Tasmania.

Johnson, a land surveyor with



DAVID JOHNSON

Johnson ready for big rally

Warringah Shire Council, will be in a Volvo 242GT along with Harry Jensen, the managing director of Volvo Australia Pty Ltd, and a third member to be announced.

Johnson is a veteran navigator, with experience stretching back to the Ampol Trials in 1958.

He started rallying in 1956 and was the first navigator to notch up

three wins in the Southern Cross Rally.

"I have been involved in rallying for 23 years, but I cannot give it up," Johnson said yesterday.

"I tried to give it up once, but somehow the smell of petrol and dust gets into your veins.

"When I heard the Volvo dealers were entering the Repco Trial, and I was offered the team leadership I just couldn't refuse."

Dave Johnson Circa 1979



THE SUNSHINE STATE

AUGUST 14 – 17 2024

Update May 14 2024

When we decided to celebrate the 1969 Southern Cross Rally in a Social Non-competitive Tour we didn't quite realise the likely response from participants from that old event nor even if there were many still around.

Firstly while not participating in the Tour but there to talk with us at Toowoomba will be **Allan Lawson**, Director of the 1969 Southern Cross. That event was unlike any other Southern Cross as Allan had to go to Queensland to run it as NSW were having an issue with the Police and Shires Association, so his job was doubly difficult.

The 1969 Southern Cross was won by Andrew Cowan and Dave Johnson in a UK prepared BMC 1800, left in Australia after the London to Sydney Marathon of 1968.

Victorian rallyist, Tim Kennon, has for several years now been the owner of this car and Tim will be driving the **69 SX winning car** in the Tour to the Sunshine State. Entered in the marathon as a BMC 1800, as were another 7 cars including all the factory cars, and the win in the 1969 SX advertised it as an Austin 1800 (Australia didn't sell Morris 1800s), Tim insists that he has proof that it is really a Morris 1800. The car comes with the Lucien Bianchi Trophy that it won in 69 SX.

The set-up car from 1969 was driven by **Graham Thompson** who will be with us again this time driving the Sweep car for the Regular Course in the Tour.

Ian Richards, Tour Organiser for the Tour to the Sunshine State will be doing set-up in August and will have **Roger Bonhomme** sitting beside him. Roger navigated Barry Ferguson in the Holden Dealer Team Monaro GTS to fourth place in the 1969 event. Barry himself has not yet been able to commit to enter the Tour.

Another finisher and second place in Class D in 1969 was **Peter Houghton**. He is joining us in August although not in the same **Peugeot** that he used in 1969.

Victorian **Bob Watson**, who led the Waltons Rally Team of Renault TS's in the 69 SX, will be with us in August as will be **Dave Boddy** from Newcastle. Dave is now well recognised as one of Australia's best navigators, but in 1969 was driving his own entered Ford Falcon. He is recorded as bettering by one minute both Andrew Cowan's and Colin Bond's times in a section during the 69 SX.

And we have **Dave Johnson**, winning navigator with Andrew Cowan for the 69 SX, on the organising team for the Tour and driving the four days of the Tour with the rest of us.

There are another couple of ex 69ers that may still join us for the Tour to the Sunshine State.

The problem that the Tour organisers have now to overcome is how to get the stories from all the 69ers told during the course of the Tour.

Full details of the Tour and Entry details available from hrcroadtours@gmail.com

Cheers

Dave

Dave Johnson 0493 812474

45/4011 Nelson Bay Road, Bobs Farm NSW 2316



CRC CHAMPIONSHIP POINT SCORE

Masters Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor						Points to date	Position to date
Edul Dhondy	18	40m				58	1
John Cooper	20	35				55	2
Graham Pettit		38				38	3
Andrew Inglis	19m	32m				35	4
Robert Panetta		35				35	4
Paul Batten	17					17	6
Dave Shaw	16					16	7

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to	Position
Competitor						Points to date	Position to date
Alan Walker	18	40m				58	1
Ross Warner	20	35				55	2
Mike Batten	17	30m				47	3
Phill Stead		38				38	4
Martin Leaver	19m	32m				35	5
John Henderson		35				35	5
Raymond Arthurs	16					16	7

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentices Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor						Points to date	Position to date
Bruce Miller	12	24				36	1
Michael Brandt	15m	30m				30	2
Joyce Lawrence		26m				26	3
Bob Morey	14m					14	4
Geoff Bott	13					13	5
Warren Herrick	11	0				11	6
Peter Thomson		0					

Apprentices Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor						Points to date	Position to date
Andrew Taurins	12	24				36	1
Andrzej Cieslak		30m				30	2
Susan Genner		26m				26	3
Graham Thompson		22m				22	4
Marina Thiveos	15m					15	5
Teresa Morey	14m					14	6
Glenn Evans	13	0				13	7
Glenda Lawrence	11	0				11	8

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor						Points to date	Position to date
Doug Barbour		20				20	1
Michael Malgo		18m				18	2
Sergio Cariolato	4m	16m				16	3
Strat Mairs	5	10				15	4
John Croft		14				14	5
Dennis Oste	10					10	6
Dave Hill	9					9	7
Tony South	7m					7	8
Rex Mellor	6					6	9
Sean Walsh	3m					3	10
Marijke Limberiou	1					1	11
Ron Cooper	1					1	11
Kim Warner	1					1	11
Kay Harlor	1					1	11

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to	Position
Competitor						Points to date	Position to date
Xanthea Board-		20				20	1
Geoff Hempsall		18m				18	2
Irene Cariolato	4m	16m				16	3
Annette Croft		14				14	4
Anthony Oste	10					10	5
Rhonda Hill	9					9	6
Ted Norman	7m					7	7
Leigh Mellor	6					6	8
Jim Limberiou	1					1	9
Jim Barrett	1					1	9
Ivy-Rose Brown	1					1	9
Vince Harlor	1					1	9

CRC CHAMPIONSHIP POINT SCORE— Continued

Future Stars in a Rally Car							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to	Position
Competitor						Points to date	Position to date
Sean Walsh	3m					3	1
Ivy-Rose Brown	1					1	2

Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)

CRC Event Calendar 2024

Day	CRC Championship Events	Other events / notes
January		
Tuesday 23rd		Club Meeting (Hawaiian shirt night!)
February		
Saturday 17th	The Final Countdown Rally (NA) Tony Norman	Sup Regs expected before Christmas
Tuesday 27th		Club Meeting
March		
Tuesday 19th -23rd	HRC Tour of the Snowy - Dave Johnson	<i>Non CRC Championship days</i>
Tuesday 26th		Club Meeting
April		
Saturday 20th	Cootamundra Classic 800 (NA) Ian Gilholme and Peter Parry	
Sunday 21st		
Tuesday 23rd		Club Meeting
May		
Sunday 19th	Tour d'Course (NA) - Martin Leaver	To be Confirmed
Tuesday 28th		Club Meeting
June		
Saturday 15th	Hidden Gems Social Weekend Tour and Fun Run - Glenda Lawrence and Warren Herrick	
Sunday 16th		
Tuesday 25th		Club Meeting
July		
Tuesday 2nd	Social Tour Lithgow Small Arms Factory and Lunch Run - John Cooper	
Tuesday 23rd		Club Meeting
Sunday 28th	Date Free to run a Rally (NA)	Volunteers required
August		
Wed. 14th - 17th	HRC Tour to the Sunshine State	Ian Richards/Dave Johnson TBC
Sunday 25th	CMC Shannons Display Day, CRC 30th Display	
Tuesday 27th		Club Meeting
September		
Tuesday 24th		Club Meeting
October		
Tuesday 22nd		Club Meeting
Saturday 26th	Alpine Classic (TRE) - Alan Walker	
Sunday 27th	Alpine Classic (TRE) - Alan Walker	
Tuesday 22nd		
November		
Tuesday 26th		Club Meeting– AGM
December		
Sunday 1st	Club Christmas Party	To be Confirmed

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.