

- Next meeting June 28
- Magazine deadline July 19

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

## CONGRATULATIONS TO ALL THE CHAMPIONSHIP WINNERS AND AWARD RECIPIENTS FOR 2020/2021



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## John's Jabber

Hello and welcome to the June Edition of Rally Directions. I hope you are all keeping well. Don't forget to get along to the June General meeting this coming Tuesday night the 28th at Strathfield Golf Club. We had a huge turnout last month for the meeting which incorporated the CRC Presentation Awards with some special quests along to present the new Shields to the winners. Thanks to Dave Johnson, Life Members Margaret Brown and Geoff Bott, the late Shane Navin's daughter Kelsie to present Shane's Memorial Shield and Matt Bryson who presented the Gerry Crown Memorial award. So on to this month's meeting. We have a lot to get through, all the upcoming events, and most importantly past events. With Ross Warner's absence last month due to illness, he will be along revisiting all you need to know about the Wondaiah Rally and should also have the winners are grinders awards. We just had the Alfa Rally last weekend and Alan Walker will be along to tell us where we all went wrong. He may even have something to tell us which will be hard for him to say, but nervously he will try, " Ken Dodds dads dogs dead..

Speaking about the AROCA Tour D' Course, Ross and I thoroughly enjoyed the day's rallying. I had a great drive on the correct selected route roads as well as the not supposed to be on roads. We had a few issues plotting, maybe a little out of practice, it would help if we had remembered some of the Touring Code and Sub Regs rules, but even though it was set pretty hard for the map reading Masters we eventually got through it all. Many thanks to the Alfa Car Club for hosting the event, spearheaded by Tony Wise and carefully executed by Alan and Lauren Walker, great job and don't forget we have to thank all the recruited hard working officials that were there on the day. Well done to you all. Alfa rallies are known for a good feed for lunch and they didn't disappoint with a very nice civilized sit down meal at Links House in Bowral, where I checked my tyre pressures for the afternoon's run, it cost me a

dollar to put air in my tyres, it use to be free, I suppose that's Inflation for you.

With the lack of rallies in the next few months, Dominic Votano has kindly put on a mid-week coffee/lunch outing for us, see the ad in this magazine. Hopefully if it gets the support it deserves, we will see if Dom wants to make it a regular thing. Shannons Sydney Classic CMC display day is coming up on the 14th August. Let me know if you would like to bring your rally car along to put on show at our stand, you need a ticket to get in. I was supposed to do a report on the Repco Mountain Rally Reunion I put together but I haven't had time this month to do so, but photos and videos of the day are on the Classic Rally Club Facebook page, the Mountain Rally Celebration Day Facebook page and Youtube. Thanks to all the 100 plus guests that made the day special, many from interstate or far far away, the 17 original cars from 30 years ago, all my helpers, Geoff Bott and Len Zech for the camera work. I couldn't have done it or it been as good as it turned out without your help, much appreciated.

There's some interesting reading in this month's magazine, some very serious things to take in if you are on club plates and also Ross's concerns for the future of the CRC and our navigational events. We encourage input from all of you to help guide our club into the future. We won't get answers straight away but we need to start the ball rolling with some planning. Talk about planning, the CRC will be turning 30 years old in 2024 and we will be wanting to celebrate this milestone in style. I am looking for someone or someones to maybe plan, host, pull off and organise the event. I await your ideas and raised hands.

Bit of a short Jabber this month, I have a few health issues to manage which limited my time and motivation, it's all good, I'm not going anywhere. Last week I had a terrifying experience one night, I was alone in the bath ... when I felt a tap on my shoulder.

John Cooper

Below is your link to the latest **CMC Preserve – June 2022**. I hope you find it interesting.

[June-2022.pdf \(councilofmotorclubs.org.au\)](#)



### Mid-week, Mid month Classic Drive with coffee stop and Optional Lunch finish.

We recently posted an expression of interest for a lunch run mid week to take our cars for a drive with a coffee stop and an optional lunch finish. An overwhelming number of people showed interest and we can cater for 30 people.

So On Wednesday 13 July, Tanya and I will take a 100 kilometre drive, meeting at McDonald's Dural at 9.00 am for a 9.30 departure via some lovely Hills country roads to a selected coffee stop at the Famous Glenorie Bakery then on to lunch at Brooklyn, indoors at The Anglers Rest Restaurant.

There will be no dirt and the road is suitable for all types of vehicles.

The restaurant can only seat 30 inside so only 28 other people can attend the lunch. 90% of the lunch menu is under \$30. <https://www.anglersrestaurant.com.au>.

If you wish to attend the lunch and drive we will ask for a \$10 (tax deductible) donation to charity per car to signify your acceptance. This is how The Porsche Club has worked out their very popular lunch runs over the past few years.

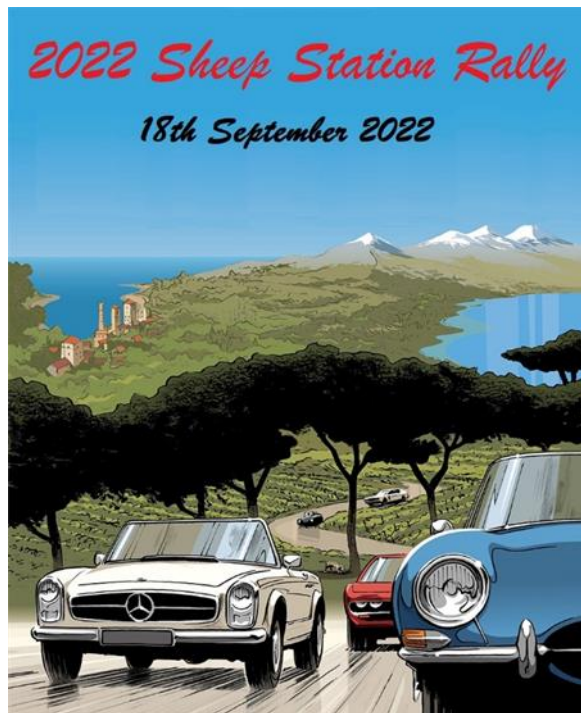
If you just wish to come for the drive then please turn up at Dural McDonald's at 288 New Line Road Dural at 9.00am for 9.30 departure.

Please email or contact us direct for more information or to make your intention known. We need to let the restaurant know of exact numbers.

Navigation will be via simple Google maps and attached turn by turn instructions. We expect conversations to be fun, varied and lively, much like your choice of transport!

Dominic and Tanya 0414626243 or 0418661215 [pstrata@tpg.com.au](mailto:pstrata@tpg.com.au)





## *Welcome to the 2022 Sheep Station Rally.*

*This year's event will be held on Sunday 18<sup>th</sup> September and hopefully it will be glorious **'SUNSHINE'** for the event.*

*This year's Sheep Station Rally will be starting in Goulburn at a new scenic venue where a light breakfast and refreshments will be available. After some driving and navigational nightmares, Lunch will again be in sleepy hollow of Dalton (prepare to be surprised). The afternoon run will have competitors make their way to the Taralga hotel for a social get together and some light food and refreshments.*

*Throughout the day there will be a few previously travelled roads however once again we will be travelling along many exciting new roads and passing through an amazing number of new areas, towns and localities and as usual, there will be some interesting innovations and inclusion to this year's event. All this makes this year's rally another Sheep Station not to be missed.*

*Navigation will be across 4 classes: Social, Tour, Apprentice and Masters.*

*Masters and Apprentice will have multiple types of straight forward navigation throughout the day.*

*Tour will have route charted instructions as per our usual Sheep Station style with some additional short and very easy map plotting in division 1 and division 2.*

*Social will have our usual route charted instructions throughout the day.*

*This year's event may be the final instalment of the Sheep Station Rally as we are considering stepping away from the challenges of setting and running the Sheep Station and other rallies. So, please make sure you attend this fantastic event in September.*

**Regards**

***Jon & Tina Mansell***

# **Historic Rally Club of NSW & ACT**

**Invites Expressions of Interest** for participants in a 2 day Non Competitive Social Tour similar to the recent **'Tour of the North'**.

It will be conducted over good sealed & gravel roads. Full Route Chart, No Questions.

**The Tour** is to be conducted on the weekend of August 6 & 7. Start location in Maitland region & overnight with a Function on Saturday night in Tamworth returning towards Maitland on Sunday **Motorsport Australia Competition Licences** are NOT required only **MA** affiliated Club Membership.

**The timing** of this Tour will also give participants in the **Perth to Sydney Marathon 2022** a possible last minute shakedown event, without being too arduous.

**Further information** will be posted on **HRC** website (<https://hrcnsw.org.au/future-events/tamworth-tour/>) plus other Social Media in near future.

**Expressions of Interest to -**

***[hrcnswtours@gmail.com](mailto:hrcnswtours@gmail.com)***

## Secretary's Stuff June 2022

Hello everyone,

As mid- year approaches it's nice to see how well activity at the Classic Rally Club has recovered from the low levels experienced during the Covid restrictions.

Unfortunately the prolonged wet weather caused literally a dampener on some of the National Motoring Heritage Day events, notably the HUGE event at Berry, but other venues did press on, and a little bit of information about NMHD can be found in the current issue of the Council of Motor Clubs magazine, The Preserve. For its part the CRC celebrated the long history and origins of the Mountain Rally, during May at a special event at Penrith- which has been well described elsewhere in these pages. However I'd like to add a comment about enduring qualities of not just the classic vehicles that we are so fond of- but of the people from even thirty years ago who attended this retrospective. For most people the pleasure derived from being a member of the CRC is not just from the sight and sound of the motoring experience (the movie that plays on the windscreen), the classic cars, the rally challenges- but the camaraderie from the people involved.

Long may it continue, but the winds of change blow every where. Petrol prices being what they are now, and the clamour for faster take up of electric cars- usage of older vehicles for activities seen as non-essential or frivolous may come into focus by those who purport to know better than us, how modern living should be conducted. The new South Australian "Climate Emergency" is yet to translate into detailed actions- but what will they be? Has the Covid period rule by decree emboldened governments to act ever more unilaterally?

With the ambitious carbon dioxide emission targets in Australia now a matter of one-upmanship, drastic actions are going to be needed, and not just on the front of transport hydrocarbon fuels. In the future will the CRC have to offset carbon emissions? This sounds like a joke but maybe it won't be...Coal and

transport fuels seem to bear the brunt of climate emergency subjects, but in fact the carbon cycle is a lot more complicated than that...

So far though I've not joined the queue for an electric vehicle purchase- though there are plenty of vested interests shouting for people to do just that, and go electric. Many of the existing manufacturers of cars have joined the throng to endorse electric motoring, even prestige sports car brands like Porsche and Ferrari who have put a lot of effort into adding some form of ersatz visceral appeal like a soundtrack- to their electric options.

Now call me cynical but I'm waiting to see some convincing answers to some key questions about the electric motoring future that beckons:

1. Range anxiety- batteries get bigger, designs get improved but the youtube video of an EV driver carrying a petrol powered little generator in the boot strikes a chord with many. Strangely even though the oil companies and shop keepers managed the roll out of petrol pumps early in the 20<sup>th</sup> century, the electric movement want to government to step in with grand plans and budgets to make it all happen fast, paid for by the tax payer. Boral, and the other autogas participants in the 1970s/80s would have liked this assistance too, but the government did not step in with paying for gas fuelling infrastructure. What did happen was lower taxes on LPG, for a while, later ramping up- to encourage more use of LPG for vehicle fuel. But that was then and the role of LPG as vehicle fuel is fading away, no longer wanted by taxis, and with no production of local dedicated gas vehicles LPG won't be around as vehicle fuel for too much longer, I suspect. Though a related pricing conundrum appears- how do you make electricity cheaper as a vehicle fuel when electricity is already very expensive compared to historic levels- even before road usage charges are added? If electricity charges or pay per kilometre charging comes in what will be the proof that governments won't, in the longer term treat this activity of EV usage as another cash cow?

2. Electric vehicles, especially larger ones tend to be

heavy and in NSW weight tax jumps up at vehicle mass of 1505kg. Watch for the EV industry to seek some relief from this- even though we've been told for years that weight tax is levied to reflect road damage/wear and tear. Watch also for calls for other incentives such as tax and registration relief to help accelerate electric vehicle take-up, because they are comparatively expensive at present. Why this should be so puzzles me, because an EV has lots of batteries but otherwise its akin to a large, de-luxe slot-car. So many hundreds less precision parts that require meticulous assembly, compared to an old school vehicle. So why are EVs still so expensive- is it like the early days of VHS tape players and microwave ovens? (Initially expensive then later almost given away)? Nobody gave me a discount on my first VHS tape player though....

3. Now performance- due to huge instantaneous torque, an EV possess accelerative qualities from rest that can be amazing. This level of acceleration can and will be abused. Expect the fun police to intervene at some point with software controls that limit acceleration forces.

4. The whole of life cycle energy balance and the calculation of other environmental effects from a mass changeover to EVs doesn't seem to be readily available. If it was all good news then why be shy?

What about the electricity supply re-engineering that will be needed for either at home or at work fast charging, or more remote country road charging stations that might have six or more fast charging points? This could be lot of copper wire, transformers, switch gear. Is every electricity consumer going to pay for this through their household or business bills? How does the electric motorist pay for their fair share. And then of course there is the question of replacing the various liquid fuel taxes/levies/excise etc which is most of the cost of a litre of petrol or LPG. How will the government, state and federal replace this revenue from EV numbers? I'm sure this is getting a lot of consideration already.

5. I've heard of the idea that you can bring your EV

home and plug it into your household supply and draw from the EV battery to ease the evening peak load on the wider power supply. An interesting concept- but what happens later, before the next morning, when the sun doesn't shine before dawn. For my money too much of the future is unknown for me to put down my money for an EV that I might like. And why buy one that you don't like?

6. Last but not least- in the future when we all live and work locally and hardly travel at all due to overloaded road infrastructure, various government charge effects, punitive traffic levels and driver control enforcement measures like black boxes to keep us safe- then after oil there will be no bitumen to make and repair roads. Concrete is of course a road making substitute for bitumen, but it is a carbon emission devil as well. The only bright side I can see is that in the future oil will be used to make the zillions of other necessities for modern life that are not transport fuels. Maybe hydrogen WILL be the answer as a vehicle fuel?

For now I think I'll keep my existing internal combustion engine vehicles and use them sparingly and keep them well maintained. Their production impact is a long ago environmental sunk cost and nothing like the environmental costs of continually making/scrapping cars after a short life span. This usage plan fits quite well with the activities of like-minded folks, such as the CRC members. Don't be afraid of pushing self-interest, this is situation normal in modern society. Much of the message material (advertising etc) already directed at the population is thinly disguised self-interest, and has been for a long time. Get with the trend and harness it? Fundamentally this is what organisations like the Council Of Motor Clubs aim to do.

Happy motoring- as Esso used to say, and see you down the road.

Tony Kanak



# CHAMPIONSHIP WINNERS AND AWARD RECIPIENTS FOR 2020/2021



The **BARRY FERGUSON SHIELD** presented by  
Dave Johnson to the  
1st Masters Driver: Peter Reed



The **DAVE JOHNSON SHIELD** presented by  
Dave Johnson to the  
= 1st Masters Navigator: Mike Batten



The **DAVE JOHNSON SHIELD** presented by  
Dave Johnson to the  
= 1st Masters Navigator : Alan Walker



2nd Masters Driver: John Cooper



3rd Masters Navigator : Ross Warner  
(accepted by John Cooper)



3rd Masters Driver: Peter Jakrot

# CHAMPIONSHIP WINNERS AND AWARD RECIPIENTS FOR 2020/2021 Continued



The **GERRY CROWN MEMORIAL SHIELD**  
presented by Matt Bryson to the  
1st Apprentice Driver: Murray Baker



The **SHANE NAVIN MEMORIAL SHIELD**  
presented by Kelsie Navin to the  
1st Apprentice Navigator : Nikki Baker  
(accepted by Murray Baker)



2nd Apprentice Driver: Bang-On Mansell  
2nd Apprentice Navigator: Jon Mansell



3rd Apprentice Navigator : Tanaz Dhondy  
(accepted by Edul Dhondy)



The **BRIAN COOPER MEMORIAL SHIELD**  
presented by Ron Cooper to the  
1st Tour Driver : Andrew Taurins



The **GEOFF BOTT SHIELD**  
presented by Geoff Bott to the  
1st Tour Navigator : Bruce Miller

# CHAMPIONSHIP WINNERS AND AWARD RECIPIENTS FOR 2020/2021 Continued



**2nd Tour Driver: Warren Herrick**  
**2nd Tour Navigator: Glenda Lawrence**



**LIFE MEMBERSHIP AWARD presented by  
President John Cooper to  
Garth Taylor**



**The PRESIDENT'S SHIELD presented by  
President John Cooper to  
Bang-On Mansell and Jon Mansell**



**The BRYSON FAMILY SPORTSMANSHIP  
PERPETUAL TROPHY presented by  
Matt Bryson and Kelsie Navin to  
Glenn Evans**

# MOUNTAIN RALLY REUNION



# MOUNTAIN RALLY REUNION



# THE FUTURE OF CLASSIC RALLYING....

ROSS WARNER

Most of you know that John and I recently ran a two-day (well one and half really) event up in the Hunter Valley. This letter isn't specifically about that event, it's about some of the things that I noticed during event and generally over the last years. Here are some observations and notes about the Wondaiah:

The average year of manufacture of the cars entered - 1990 (32 years old, so therefore eligible for historic registration, on average). In my mind I don't associate a 1990's car as a "classic" car.

Cars from the 60s - 4 (This is the age of car that I personally would consider to be real "classics") Cars from the 70s - 3 Cars from the 80s - 13 Cars from the 90s - 4 Cars from the Naughties - 2 Late model cars (2010 +) - 7 Number of Masters / Apprentice entries - 13 (38% of entries) Number of Tour / Social Tour entries - 21 (62% of entries) I also went to the Mountain Rally Memories event that John did such a fantastic job of organising recently. At that event, John displayed some of the old videos of those early events and I noticed some fabulous old classic cars competing in those events. Obviously, those events were held in the early 90s and therefore 30-year-old cars then were from the 60s, so the age of cars competing was comparatively similar to the Wondaiah because the videos showed that there were E-Type Jags, DB6 Aston Martins, 246 Ferrari Dinos, Issigonis Minis, MGBs and MGAs, to mention a few (most from the 60s).

Those cars would be just as useable now for this type of event as they were then, and the 4 cars from the 60s that completed the Wondaiah proved that. So why aren't people using their older cars anymore. I think it's a shame, but maybe I am looking at it the wrong way.

When Kim and I first joined the CRC and competed in our first event (the 2003 Alpine Classic), it seemed that almost all of the cars were from the 50s, 60s and 70's and "modern" cars were the exception. I was much more excited about the fields then than I am now. But that is just me, someone currently in their 30-40s is likely to feel like those cars were just crappy old bits of junk and would be much more excited to be in a field of 1992 Subaru

WRXs (which of course are now 30 years old, and therefore "classics"). By the way, not even 1 MGB on the Wondaiah.... the most ubiquitous British sports car of all time, and not even one on a classic car rally.

I don't have any statistics of the average age of the competitors at the Wondaiah, and I should note that there were a few younger people in the room at the Saturday night diner, however most were my age or older (I'm 60 btw).

So, what is this telling us? Well, this is my take, but you may have your own.

1. The mapping categories of navigation are about half as popular as the route charted (Tour) categories.

2. The mapping categories take perhaps 4 - 5 times as much work and time to set as the Tour categories. The Tour categories can essentially be set using Google Maps and there is no need for maps and only half the "rules" apply. Tour is sooo much easier to score than mapping categories.

3. The way we arranged the Wondaiah used more control officials for the mapping categories than were necessary for Tour. The human Z boards were mostly not part o the Tour event.

4. We can attract some younger entrants to our events (but not necessarily to the mapping categories), but how do we focus on this? What attracts them?

5. Our (maybe my) perception of what constitutes a "Classic" car may need to be adjusted by say 20 or so years.

6. I don't think that people want to have licences anymore. MA have changed some of the licencing and "one day" licences are no longer available. Obviously, this doesn't make it easy for people to have a try in any of the competition categories.

By dropping mapping categories from our competitions, this would increase the number of people who could set events and the amount of work involved. Essentially, anyone who has done an event, could set an event, and the need to have a "navigator" (who are, let's face it, in very short supply) would be eliminated and this might improve numbers at events. Most of the angst after events

comes from the competitors in the Mapping categories.

Perhaps the ease of setting a Tour only event might mean that more directors might set events.

Personally, I think that having Tour only events would be a shame because I enjoy the challenge of most events. I would be less interested in a Tour only event, but a 2:1 Tour / Mapping ratio means that I am part of a minority on this point. I suspect that Tour crews couldn't care less if there were Masters and Apprentices at an event.

I'm aware that classic car rallies that feature "mapping" are extremely popular in the UK and Europe, and I know that they are considerably more expensive. I went to watch the start of the Mille Miglia a couple of years ago and I must say that popular doesn't describe the enthusiasm for that event (fanatical, obsessive, infectious are just a couple). The cars used on that event have eye watering values and they drive them like they are stolen. So why don't we even get anything as exotic as an MGB to our events? What has happened?

The April 2022 club meeting was a great meeting, but only comprised of about 12 members, including the executive. I'm not sure what to take from this, maybe it was just an unusual coincidence, maybe a COVID hangover, or is it because people are losing interest? Is it the location of the venue, the eviction at 9:00pm (i.e. reduced social activity after the meeting) part of the reason?

I would love to see the CRC continue into the future, to thrive, expand and attract younger members, because in my opinion this is the only way it can continue. Does this mean that we need to drop the mapping, refocus on more modern "classics" and find a way to appeal to younger members / entrants? Or, do we try to promote the club and its events to a different market, maybe clubs like the Vintage Sports Car Club. We might need to adjust what we do to attract them. Do we offer to run a one-day event for them to gauge their interest?

As many of you know, I have an Austin 7 (well bits of one anyway), and no I'm not going to suggest we run an event for Austin 7s, but one thing that the Melbourne Austin 7 Club does, is to run the Historic Winton race meeting. That is so successful that they have bought their own building with the proceeds. Maybe we need to run (but not compete in) a Marquee event and try to attract entrants from lots of other clubs, maybe it should be a regularity without complicated mapping? This might attract entrants that don't have an interest in maps, but are happy to have a go at the timing etc. An event with a similar concept has been running in Vitoria for a couple of years now - the Targa Florio Australia (not a Targa event like Targa Tasmania, but a regularity). The entry fee is much higher than we would normally expect, but they are attracting a significant field and some very interesting cars.

Another event that gets great numbers is the Rylstone Classic. Fake Rally, Real Fun. John and I joined this event a couple of years ago and it had a great following, no mapping and heaps of fun. No licences, no competition, just driving, eating and fun, with lots of entrants.

We should all have a deep and meaningful discussion about how to approach our future and set some goals and strategies to achieve them. I think we need to stop looking back into our past, and as much as we enjoyed the good old days (me included) look forward to a new and different CRC.

I'm worried that if we just keep our head in the sand and don't do anything new or different, that we won't have a club going into the future, so let's talk about it.

Ross Warner

# SB RALLY, HAY

## Dominic and Tanya Votano

Our 15th Box Rally preparation was as thorough as all the previous rallies. We had filters and oil changed by a mechanic who did a safety check and bought four second hand tyres for \$50 from Facebook Marketplace (The Trading Post of the New Millennium). Tanya labelled and marked 18 Ziplock bags with our names and the dates we will be wearing the fancy dress for the meet and greet, 7 days of the rally and the after party.



On changing the LHR tyre I noticed a knock in the suspension and that the ball joint was coming apart. Unfortunately, no one had a rear ball joint or the entire

upper control arm available so I booked the car in with my mechanic. On the day of the service, they called not to come as he had Covid so we left Sydney with a slight concern.



We travelled to Hay via the more picturesque route ie, stopping at Jackson's Bakery, Harden for Great Pies and Coffee. You may have heard that Hay is one of the most boring flat areas of Australia and with this knowledge the makers of the next instalment of Mad Max, "Furiosa" were filming around the town with their 400 staff as the 190 cars which could have been

their film props arrived in town.

The rally was a feast of beautiful unsealed roads, clear blue skies, travelling through Broken Hill to a Silverton stop on the first night. After the recent heavy rains every dam, pothole and depression in the landscape was filled with water with the original stark red desert sand being clawed back by new born greenery. This is the best time to visit a desert landscape.

The next day would be to Cameron's Corner via Milparinka and Tibooburra. Today the wide open red sandy roads were replaced by the sharp stones that saw many cars pull over with flat tyres. We all carry two spares and one of the support vehicles is a mobile tyre repair and replacement workshop carrying over





200 extra spare tyres. They were busy every night! After stopping for our first flat, our second stop was actually the self destruction of the ball joint. This was not a roadside repair. So we waited until a support trailer came to pick up the Tarago and carried crew and car the rest of the way to Cameron's Corner.

This was Barbie's 9th Rally it had 513,000 kilometres on the clocks and it's first breakdown. She had helped us raise over \$312,000 to date for The Cancer Council. We had no spare parts to fit a ball joint.

Cameron's Corner is not a town but a pub that sells fuel on the boundary of NSW, SA and QLD. The head mechanic comforted a distraught Tanya with words that are usually only heard in medical settings. Along with the 400 competitors come 20 support who are also volunteers. Mechanics, bush mechanics, tyre fitters, tow truck drivers with a bevy of knowledge that may not make the mechanical curriculum of any technical course.

How do you replace a ball joint without a spare ball joint?

After substantially discussing the pros and cons of each method, the best solution was considered to remove what was left and shave down an oversized bush which was to be pressed into the hole for the ball joint using a bolt to connect it. This took about an hour and everybody was pleased with the result, then keeping a similar bush, bolt and nut spare as it was expected to wear out very quickly over the next few days of rough roads.



Arkaroola in the Flinders Rangers gave us the best view of the night skies that we had seen. A beautiful fun night in a valley with friends and music and a game of heavyweight musical chairs that will last long in my mind and the bruises will last long on Tanya's torso. Passing a water filled Lake Eyre, a dip at Howard Springs, constant concerns as we veered right as Barbie tramped with its solid bush rather than a ball joint but we continued to William Creek which hosted us with a rock band.



Coober Pedy was a surprise for the many that had not been there before. This was to be the day of our most skimpy costume. Bus load's of tourists were in town all very surprised at my outfit asking why I'm dressed like THAT? I decided to cull the questions by replying with " I'm from Sydney " Not a single tourist had a second question, simply wanting to take my photo in front of Barbie or with Tanya.



Some locals were insightful and guessed I was dressed like a “Barbie Girl”. Which was a cue for Tanya to play the only song we have.

Stopping at the “centre-most” Australian town of Kingoonya overnight it was our last day of dirt to finish at Kimba. The entire rally is split into Buddy Groups of seven vehicles. Each Buddy Group eats, drinks, drives and looks after each other

for the 7 days. This causes the greatest bonding, friendship, fun and memories. Unfortunately someone in our group drove a little too enthusiastically and lost control as his VW Passat careered through bushland and the undergrowth winning over the radiator and the fuel tank. Radiators are not repairable when the bottom half is missing. But Buddies are Buddies and we all pitch in to carry the load.

On the last day it is tar all the way from Kimba to Adelaide stopping at a pub on the way. Barbie’s newly shaved bush lasting all the way. A memorable event for having the greatest percentage of dirt roads, the best dinner ever at Kimba, the contrast of the green amongst the red desert, our breakdown with Barbie and so many catching Covid at the after party. 170 cars raised just over \$2 million dollars. Tanya and I have replaced the rear control arm and are busy raising funds for our May Adventure -Wollongong to Mackay. If you would like to donate to The Cancer Council of NSW this is our link [www.tinyurl.com/57jva29z](http://www.tinyurl.com/57jva29z) .



# Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

Ron Cooper CRC Club Plates Registrar  
[rondcooper1275@gmail.com](mailto: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](mailto: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.

# FOR SALE

## For Sale 1989 Ford Laser GL auto sedan

- Nice little car in very good condition.
- Genuine 94,500 kms.
- No rust at all.
- Four new tyres.
- Factory air, no steer.
- Very original example.
- Would make an economical rally car and/ or daily commute/ first or second car.
- Took it on the Wondaiah and it started first time every time. No rattles. Unmarked interior except for dash, so there's a dash mat. Nothing to spend. A sound reliable small car.

**\$6,000 negotiable. Call Mark on 0447400583**



## CRC CHAMPIONSHIP POINT SCORE

<b>Masters Drivers</b>							
	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	2 day	2 day	Points to date	Position to date
<b>Competitor</b>							
Andrew Inglis	20	40				<b>60</b>	<b>1</b>
John Cooper	15	36				<b>51</b>	<b>2</b>
David Shaw	16	32				<b>48</b>	<b>3</b>
Robert Panetta	17	30				<b>47</b>	<b>4</b>
Graham Pettit	0	36				<b>36</b>	<b>5</b>
Peter Jakrot		34				<b>34</b>	<b>6</b>
Peter Reed	19					<b>19</b>	<b>7</b>
Dominic Votano	18					<b>18</b>	<b>8</b>

<b>Masters Navigators</b>							
	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	2 day	2 day	Points to date	Position to date
<b>Competitor</b>							
Martin Leaver	20	40				<b>60</b>	<b>1</b>
Mike Batten	19	38				<b>57</b>	<b>2</b>
Ross Warner	15	36				<b>51</b>	<b>3</b>
Raymond Arthurs	16	32				<b>48</b>	<b>4</b>
Alan Walker	17	30				<b>47</b>	<b>5</b>
Phill Stead	0	36				<b>36</b>	<b>6</b>
Valerie Jakrot		34				<b>34</b>	<b>7</b>
Mike Stephenson	18					<b>18</b>	<b>8</b>

## CRC CHAMPIONSHIP POINT SCORE— Continued

<b>Apprentice Drivers</b>							
	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	2 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Murray Baker	14	30				<b>44</b>	<b>1</b>
Tina Mansell	15m	26				<b>41</b>	<b>2</b>
Peter Thompson		28				<b>28</b>	<b>3</b>
Michael Brandt		24m				<b>24</b>	<b>4</b>
Mark Hoyle	13					<b>13</b>	<b>5</b>
Andrew Taurins	12					<b>12</b>	<b>6</b>
Peter Parry	11					<b>11</b>	<b>7</b>
Edul Dhondy's points for Round 2 listed in Tour							

<b>Apprentice Navigators</b>							
	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	2 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Nikki Baker	14	30				<b>44</b>	<b>1</b>
Jon Mansell	15m	26				<b>41</b>	<b>2</b>
Tony Norman	13	20m				<b>33</b>	<b>3</b>
David Booth		28				<b>28</b>	<b>4</b>
Marina Thiveos		24m				<b>24</b>	<b>5</b>
Graham Thomp-		22m				<b>22</b>	<b>6</b>
Tanaz Dhondy	13					<b>13</b>	<b>7</b>
Bruce Miller	12					<b>12</b>	<b>8</b>
Ian Gilholme	11					<b>11</b>	<b>9</b>

**CRC CHAMPIONSHIP POINT SCORE— Continued**

<b>Tour Drivers</b>							
	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	2 day	2 day		
<b>Competitor</b>						<b>Points to date</b>	<b>Position to date</b>
Chris McDonald	10m	18m				<b>19</b>	<b>1</b>
Rob Mifsud		16				<b>16</b>	<b>2</b>
Alan Heritage		12				<b>12</b>	<b>3</b>
Edul Dhondy	7m	10m				<b>12</b>	<b>3</b>
Glenda Law-	9					<b>9</b>	<b>5</b>
Michael Malgo	8m					<b>8</b>	<b>6</b>
Justin Beding-		8m				<b>8</b>	<b>6</b>
Sergio Cariolato		6m				<b>6</b>	<b>8</b>
Sarah Priestly		4m				<b>4</b>	<b>9</b>
Bruce Smith		2				<b>2</b>	<b>10</b>
Anthony Quist		2				<b>2</b>	<b>10</b>
John Croft	0						

## CRC CHAMPIONSHIP POINT SCORE— Continued

Tour 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	2 day	2 day		
<b>Competitor</b>						<b>Points to date</b>	<b>Position to date</b>
Starr Mifsud		16				16	1
Roger Wood	10m					10	2
Warren Herrick	9					9	3
Geoff Hemsall	8m					8	4
Isla Murdoch		8m				8	4
Simone Dhondy	7m					7	6
Irene Cariolato		6m				6	7
Peter Robinson		4m				4	8
David Wigley		2				2	9
Alan Ongley		2				2	9
Annette Croft	0						



**CRC CHAMPIONSHIP POINT SCORE— Continued**

<b>Future Stars in a Rally Car</b>							
	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	2 day	2 day	<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>							
Tanaz Dhondy	13					<b>13</b>	<b>1</b>
Isla Murdoch		8m				<b>8</b>	<b>2</b>
Simone Dhondy	7m					<b>7</b>	<b>3</b>
<b>Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)</b>							

# CRC Event Calendar 2022

Updated 11/11/2021

Date	Day	CRC Championship Events	Other events / notes
12/02/2022	Saturday	<b>The Twilight Zone (NA) Tony Norman</b>	Targa High Country (11 - 13 Feb , from Website)
13/02/2022	Sunday		Targa High Country (11 - 13 Feb , from Website)
19/02/2022	Saturday		Tour of the North. (Thursday to Saturday)
22/02/2022	Tuesday		Club Meeting
4/03/2022	Friday		FFFF
5/03/2022	Saturday		Minis Downunder
19/03/2022	Saturday	<b>Southern Cross Classic (NA) - Jon / Tina Mansell</b>	
20/03/2022	Sunday	<b>Southern Cross Classic (NA) - Jon / Tina Mansell</b>	
22/03/2022	Tuesday		Club Meeting
26/03/2022	Saturday		Classic Outback Trial
27/03/2022	Sunday		Classic Outback Trial
1/04/2022	Friday		FFFF
2/04/2022	Saturday		Classic Outback Trial
3/04/2022	Sunday		Classic Outback Trial
9/04/2022	Saturday		Mt Baw Baw Sprints (8 - 10 April , from Website)
10/04/2022	Sunday		Mt Baw Baw Sprints (8 - 10 April , from Website)
26/04/2022	Tuesday		Club Meeting
30/04/2022	Saturday		Targa Tasmania (26th April to 3rd May - from website)
1/05/2022	Sunday		Targa Tasmania (26th April to 3rd May - from website)
6/05/2022	Friday		FFFF
14/05/2022	Saturday	<b>The Wondaiah (NA) - John Cooper / Ross Warner</b>	
15/05/2022	Sunday	<b>The Wondaiah (NA) - John Cooper / Ross Warner</b>	
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	<b>Tour d'Course (NA) - Alan Walker</b>	
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	<b>Sheepstation Rally (NA) - Jon / Tina Mansell</b>	
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	<b>Alpine Classic (TRE) - Phillip Stead / Alan Walker</b>	
20/11/2022	Sunday	<b>Alpine Classic (TRE) - Phillip Stead / Alan Walker</b>	
22/11/2022	Tuesday		Club Meeting- AGM
2/12/2022	Friday		FFFF