

- Next meeting May 23
- Magazine deadline June 20

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



The Autumn Glory Tour of Northeast Victoria 2023

Turn the page to read about;

- John's Jabber
- From the Competition Desk
- Tour d'Course Flyer
- Analogue Run Director's Mea Culpa
- Analogue Run Results
- A Trilogy of Rallies (Mexico or Bust)
- Autumn Glory Tour Results
- Notice Board— Found Prescription Glasses
- Conditional Registration Instructions
- CRC Event Calendar

CRC meetings are usually held at the Strathfield Golf Club, 52 Weeroona Rd, Strathfield at 8.00pm sharp.

Classic Rally Club Officers and Contacts 2021

Position: Name	email	Phone (please make calls before 9.00pm)
President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
Secretary: Tony Kanak	crc.sec@classicrallyclub.com.au	0419 233 494
Treasurer: Peter Reed	crc.treas@classicrallyclub.com.au	0418 802 972
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
Newsletter Editor: Chris McDonald	crc.editor@classicrallyclub.com.au	0419 255 032
Competition Secretary: Jon Mansell	crc.comp@classicrallyclub.com.au	0467 632 755
Championship Pointscorer: Mike Batten	crc.scorer@classicrallyclub.com.au	0400 174 579
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	0403 037 137
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Newport / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
Glen Innes (Bronze)	Figtree	0409 293 241
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774



John's Jabber

Hi Everyone, here is the May edition of your club's monthly Newsletter Rally Directions. Please take the time to have a read. Every month Chris our editor puts out a very informative magazine. It can only survive on YOUR contributions with stories and photos, don't be shy, we would love to hear from you. Last month we had some great stories from Tony Kanak and Glenn Evans, well worth taking the time to read. Sending best wishes to anyone having any health issues with yourself or family,

Our second CRC forum was held last week with a very good roll up of concerned members. Jonathon Mansell is certainly putting in the time and effort with arranging these meetings and producing some excellent discussion for the group to take in. We believe we may be making some progress with Motorsport Australia with the CEO, Eugene Arocca, becoming directly involved, opening up discussions with us to address some of our concerns about our Club's future, being a grass roots car club, our style of events and the main issue of high MA Licence fees. I made first contact with him via a phone call. He was aware of our Club through one of our members and past CAMS Director. We now have a video link up with him and others from MA to listen to our concerns and hopefully find solutions to our needs. As I will be away for some time, the Club's Competition Secretary Jon Mansell and Ross Warner will be handling all the negotiations on behalf of the CRC. Stay tuned for updates as we enter into discussions with them. Jonathon hopes to hold another forum sometime maybe in August. My personal thanks to these two guys for taking on this task. It is much appreciated by myself and the members. Jonathon is doing a great job with planning for next year formulating regular dates. If you would like to run an event next year be it a rally or social run get on to Jon to lock in a spot. Also, many thanks to those that helped pack up and clean up for me after the meeting, much appreciated.

Many CRC members took the long journey down to Albury for the Autumn Glory Tour run by Stuart and Tom Snooks, a three day event. It was a combined rally of the Victorian Historic Rally Association and the CRC with the Saturday and Sunday results counting towards our Club Championship. Apart from Victoria having lousy weather you would have to say they are blessed with some great driving roads and scenery. I thoroughly enjoyed my driving experience, but Ross was not that impressed with what scenery he saw through the front windscreen. I must get the wiper fixed on his side. He says things like he can't see the roads he is looking for. A well organised and run event with the two clubs together, this may turn into an annual run and one I would highly recommend.

Martin and Andrew had some bad luck on the Friday which saw their BMW rally car fail to proceed somewhere down near Bright. Ross and I volunteered to go to pick them up and bring them back to Albury, just an almost 200K round trip. No big deal, that's what you do for mates and fellow club members. On Sunday after the rally, we gave Martin a lift back to Yass to get picked up. My fuel calculations forgot to factor in Friday's little excursion. Ross was driving the first leg home whilst I had a little snooze only to awake to the prospect that the fuel gauge was showing that we may not make it to Yass with what we had left. Plenty of spare fuel in our Escort being towed on the trailer but the tow car is diesel. Talk about cutting it fine, 3km left when we pulled up at the Yass servo.

We have this weekend, I've been told, a more relaxed rally, The Tulip Run in the Goulburn area. I'm looking forward to squeezing this one in before I head off on my trip north. I will be on the road and will miss the next two club meetings but that doesn't mean you don't have to turn up. It will give you a chance to talk about me with me not being there. You could also put your hand up to have a try at chairing the meeting, maybe something different that might spark some interest. Get along to this month's meeting, it should be interesting with maybe some feedback updates from Motorsport Australia. Glenn Evans, our Membership registrar, asked me to meet a new member, he told me she was 6 foot 6 inches tall, I couldn't wait two metre.

We have locked the date in for this year's Presentation and Christmas party, the first Sunday in December, the 3rd, same venue at Castlereagh. Put it in your diary so as you don't get double booked with other Christmas functions. I will be chasing perpetual trophy returns in August thanks if you have already done so. August 20th is the Shannons' display day at Eastern Creek. I have one ticket left. Get in touch with me if you want it. I will be getting tickets out to the 12 people as soon as I return from my trip. It will be a tight turn around in the post or if someone else wants to take on the task, let me know.

Thinking caps on for everyone. Next year, 2024 marks the Club's 30th anniversary. Thanks to those who have talked to me already but I need more input on what you want to do, where you want to go to celebrate this milestone.

Some news on my car front. You may already be aware that I have sold my 66 Mustang, gone to a good home. Well my XD Falcon rally car has also been passed on, also to a good home and to a fellow Club member and should be still around on some of our events but with different names on the side windows. Don't forget Ron Cooper, our Club Plate Registrar would like to remind you to please fill out your renewals correctly, as detailed in the Magazine each month. Ron, my older brother, when I was young would always tear out the last page of my comic books and he never told me why. I had to draw my own conclusions.

That's about all I've got for this month. See you all at the May General Meeting Tuesday 23rd. Last month's meeting was delayed by a day due to Anzac Day falling on our normal Tuesday. It was still well attended and not much hassle to change our night. I bought a wreath for Anzac Day, at the supermarket, I called it "Aretha Franklins." Sorry folks,

John Cooper
PRESIDENT

RE-GROOVE YOUR SMOOTH TYRES

Smooth tyres are illegal. With this simple British-made tool you can re-groove them almost like new in a few minutes to any pattern. No injury to tyres, less likelihood of punctures. 5,000 safe miles added to tyre life. Quick. Easy. A boy can re-groove perfect non-skids at first attempt. Ask your dealer, or send 4/9 (post free).

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From The Competition Desk

Last weekend we had our second CRC open meeting and it was held at John Cooper's workshop at Penrith. It's fantastic to see so many of our past and present rally directors as well as club members giving up their Saturday to come along and discuss the future directions of our club, our sport and our events. Everyone's input is greatly appreciated and the ideas and conversations that have arisen at our meetings are more than helpful.

The reason for these ongoing meetings is quite simple, in recent years and definitely since the lockdowns, there has been a noticeable decline in club member participation in our events. In some cases its that people have gotten used to not going out and socialising and for others it has been the fact that the navigational classes have become far too difficult to be enjoyable. Importantly, we have to add to this that the face of club level motorsport of all types, not just classic rallying is changing. These changes are wide and varied with some of the more apparent being in regulations, licencing and costings from our governing bodies as well as what people now expect and want at an event.

As part of a changing scenery, it is important to be in front of the changes rather than playing catch up. I think that many sporting car clubs and groups will find themselves playing catch up over the next 6 to 12 months.

Although Classic Rally Club is suffering with our event entry numbers at present, from the proactive approach of our club members and club directors to the tasks in front of us, I believe that we are now close to being ahead of the curve and making the changes necessary not only to our club and events, but also we will be the ones leading the way to making the necessary changes to our sport which is actually a very nice position to be in. I feel that over our next few events, we will see an increase in entry numbers which will continue in a steady growth throughout next year.

From our ongoing meetings, discussions, phone calls and emails etc and with thanks to those involved that helped to get us there, we are now having discussions with Motorsport Australia, as well as AASA and also the NSW Police as we move to cement a sustainable future for classic navigational rallying within NSW as well as Australia. By doing this, we are opening a path for other clubs and groups that are involved in ours or similar sports to follow should they wish to.

What I ask of our club members is to enter the remaining events of 2023 so that we can not only have many entries and great socialising at our events but also we will be able to gauge our changes by your reactions to each event.

I look forward to seeing you at our next event,

Jon Mansell



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'course
'23**

Alfa Romeo
18 JUNE



*Alfa Romeo
Owners Club
NEW SOUTH WALES*



A one day rally that will start at the Southern Gateway Centre, Bulli and finish at the Sutton Forest Inn

Travelling through the beautiful countryside of the South Coast region, you will enjoy approximately 180km of some great touring roads within the morning run. Before heading up to Kangaroo Valley for a fully catered lunch at the Kangaroo Valley Golf & Country Retreat.

The afternoon section of around 70km will lead you up to the Southern Highlands, with a finish at the Sutton Forest Inn.

There will be three competition categories (Masters, Apprentices and Tour) as well as a Social Run.

Contact

Alan and Lauren Walker

0432 511 709 / 0401 877 704

tourcourse@gmail.com

THE ANALOGUE RUN - THE DIRECTORS MEA CULPA PAGE 1.

First I would like to thank the Officials on the day, without whom we could not run our Events. Paul Morton, Jocelyn Vettoretti, John and Helen Young, Ron Cooper and his friend Steve. Thanks also to Mike Batten for his help with the Supp Regs and Entry Form - my digital assistant.

Secondly to the CRC members who turned up in limited numbers on what was a perfect Southern Highlands day weatherwise - my best ever!

And now to the actual Event. These notes will be directed mainly to the crews in the Navigation Categories since these are the ones who may like to know how I hoped my Instructions would be interpreted.

DIVISION 1 Section 1a.

VIA 1 to VIA 2 - The Instruction to leave VIA 1 'to the SE' immediately resulted in the first of the 3 required crossings of Nattai River. The mapped RA to be visited at 03.03 hours was in GS.12F of MAP 2 and had to be entered from the E and departed to the N to comply with the 'time' rules in the Supp Regs. Having then proceeded to 'Pass Nursery' the SMR to make the last two River crossings was to use COLD ST for the 2nd and then use the 1st crossing location for the 3rd.

VIA 2 to VIA 3 - The 3 Instructions had to be completed in the given sequence.

'Travel thru GS.4C' was achieved by using KANGALOON RD in the very top RH corner of the GS. Crossing Doudles Folly Ck had 2 possible options but only by using TOURIST RD could the full length of the provided map trace be travelled as instructed to provide the SMR to VIA 3.

VIA 3 to M2 - The single Instruction to 'Cross a named RAILWAY at 4 different locations' required the use of MAP 4. This was the only MAP on which the UNADERRA MOSS VALE RAILWAY was named. The same Railway line is also shown on MAP 3 but is not named and the MAP KEY refers to the line as 'Railway' in lower case letters and not RAILWAY as in the Instruction. The first question at about 3.2kms after leaving VIA 3 would not have been found if crews chose to use MAP 3 to find the route to M2.

DIVISION 1 - Section 1b

M3 to VIA 4 - The single Instruction between these points was to 'Pass Distance number that total 29, passing each of your selected numbers once only.' The latter part of the Instruction ruled out the possibility of having to look at any loops.

When setting the Instruction I was aware that there were a number of options to be looked at. I was surprised to find out at the end of the Event that some crews spent between 20-30 minutes trying to find the complying route which required travelling N on BURRAWANG STN RD, then S on PEARSONS LA before using the full mapped length of WILDES MEADOW RD. I had certainly not anticipated this would result in many crews deciding to 'cut and run' to M4.

VIA 4 to VIA 5 - The mapped Distance on MAP 3 between these VIA's was 5km and there were no Instructions provided. The provided distances for each VIA location however showed a total distance of 23.50kms needed to be driven. This required crews to TL at the VIA 4 TJ and make a full loop around the Fitzroy Falls Reservoir and then using CLEARYS and BRESNAHANS LA's to reach the VIA 5 location by the SMR. VIA 4 also needed to be re-visited.

VIA 5 to VIA 6 - The 2 Instructions to 'Cross a Railway line on a 'Minor route, sealed' and to 'Make 5 only mapped Ck crossings, each with a different Ck name' required crews to make the first Ck crossing before then crossing the Railway and making the last 4 Ck crossings. Mapped 'unsealed roads' declared as 'OUT OF BOUNDS' also came into play between these VIA's.

VIA 6 to M4 - A route chart to the mid-DIVISION lunch stop.

DIVISION 2

VIA 1 to VIA 2 - The Instruction to 'Pass a Visitor Information symbol' required making a loop while using some 'deemed' mapped roads. The issue to be resolved was whether to travel clockwise or anti-clockwise. The latter was correct to reduce the extent of travel on the section of SALLYS CORNER RD between the RJ's with OLD ARGYLE RD and ELLSMORE RD. The 2nd Instruction, to be used after passing the V.I. symbol, was to 'Make one only crossing of a named Ck'. A crossing of Reedy Ck could not be used since it involved crossing a mapped C'way which was O.O.B.

VIA 2 to VIA 3 - The only Instruction was to 'Travel thru one only State Route marker'. There were 2 such markers that could be considered but the closest to VIA 2, located on EXETER RD, would have resulted in crews opposing Event traffic during the DIVISION.

VIA 3 to VIA 4 - After passing a specified mapped Distance number crews were then required to travel the full length of a mapped herringbone.

The only trap here was a Passage Control located immediately beyond a RJ at which the herringbone required crews to TL and not proceed into the Control. I am not convinced that this trick fooled anyone!

VIA 4 to VIA 5 - This section of the route had 2 intermediate Instructions - 'Travel the full length of mapped TAYLORS AVE.' and 'Travel thru one only Tourist Drive Route marker.' A short section of BERRIMA RD was allowed in the Division Notes to be used in opposing directions. It had been used earlier between VIA 3 and VIA 4 so could be used directly after leaving VIA 4. This short section of road has a Tourist Drive Route marker on it so the Instruction 'travel thru such a marker once only' was immediately done. Travel TAYLORS AVE required making a loop since it too had been previously and therefore had to be driven in the same direction as earlier.

With no further Instructions to be met it was now required to find the SMR to VIA 5 avoid all other Tourist Drive Route markers. In the Division Notes 'deemed' mapped roads were identified to allow crews to leave and rejoin the MAP on these roads. There was no instruction that these 'deemed' roads had to be used and, if used, would involve travelling thru a second T.D.R. marker. The only mapped road that could be used to comply with the Instructions and reach the VIA 5 location was the SOUTH WESTERN FWY. When was the last time a CRC Event required crews to use 14 mapped kms of a FREEWAY? This ruse caught all of the MASTERS crews. Yippee!

VIA 5 to VIA 6 - An easy run with no Instructions as long as crews avoided an O.O.B. mapped Gate on CENTENNIAL RD.

VIA 6 to MG - Again a fairly simple task to 'Pass Rotary Park' and then 'Cross Chinamans Ck,' which was achieved on the OLD HUME HWY.

A big thank you to all the participants in the Event, including those in TOUR and SOCIAL RUN, and I hope to see you and some CRC members in next years endeavour - I'm already working on it!

TONY NORMAN - EVENT DIRECTOR.

ANALOGUE RUN FINAL RESULTS

DIVISION 1 MASTERS and APPRENTICES

CAR NO.	VRC AND PASSAGE CONTROL PENALTIES														QUESTION PENALTIES	OTHER PENALTIES SPEEDING LATE TIME	PENALTIES THIS DIV.	TOTAL PENALTIES	POS'N		
	IG	DJ	PC.1	A6	H7	A6	M2F	TV	XE	PC.2	GE	PC.2	RW	T4						A8	VRC BOARD ON WRONG ROUTE
1								12	12	25	12	25	12		12		88		198		
2																	11		11		
3								12	12	25							44	60	153		
4											12				12		33	60	117		
5																	-	60	60		
6		12	25								15						11	60	123		
7																	11		11		
10		D.N.S.																			
11	12				12	12											55		91		
12	12				12	12											66	60	162		
14		D.N.S.																			
15						12										30	22	60	124		

DIVISION 2 MASTERS and APPRENTICES

CAR NO.	VRC AND PASSAGE CONTROL PENALTIES											QUESTION PENALTIES	OTHER PENALTIES SPEEDING LATE TIME	PENALTIES THIS DIV.	TOTAL PENALTIES	POS'N			
	EB	PC.3	TN	CB	LV	PC.4	TN	GT	RU	F2	VRC BOARD ON WRONG ROUTE								
1				12	12			12	12					15	33		96	294	4th
2								12	12						11		35	46	1st
3				12				12	12	12					44		92	245	3rd
4				12	12			12	12						33	60	141	258	SOCIAL
5								12	12	12				15	55		106	166	2nd
6				12				12	12	12				30	110		188	311	5th
7		D.N.S.																	D.N.F.
10		D.N.S.																	D.N.F.
11										12				15	22	60	109	200	1st
12									12	12					88		112	274	3rd
14		D.N.S.																	D.N.F.
15									12	12					55		79	203	2nd

ANALOGUE RUN FINAL RESULTS Cont.

DIVISION 1 TOUR and SOCIAL RUN

CAR NO.	VRC AND PASSAGE CONTROL PENALTIES														QUESTION PENALTIES	OTHER PENALTIES SPEEDING LATE TIME	PENALTIES THIS DIV.	TOTAL PENALTIES	POS'N	
	DJ	PC.1	AG	HT	AG	M2F	TV	TV	JH	PC.2	GE	PC.2	GE	T4						F7
21																17		17		
22								12								6		18		
23																29		29		
24																17		17		
25																28		28		
29																22		22		
30																29		29		
31											12					17		29		
32						12										39		51		

DIVISION 2 TOUR and SOCIAL RUN

CAR NO.	VRC AND PASSAGE CONTROL PENALTIES														QUESTION PENALTIES	OTHER PENALTIES SPEEDING LATE TIME	PENALTIES THIS DIV.	TOTAL PENALTIES	POS'N
	H9	4V	PC.3	TN	LV	A9	LV	PC.4	TN	XU	MB	F2		VISITING PC MORE THAN ONCE					
21																	0	17	1st
22					12	12									30	33	87	105	5th
23															12		12	41	2nd =
24						12				12							24	41	2nd =
25						12									22		34	62	4th
29																	0	22	
30						12									47		59	88	
31						12	12				12				62		98	127	
32	RETIRED - NO ROAD CARD																		DNF

A Trilogy of Rallies (Mexico or Bust)

By Martin Leaver

Since I last contributed a director's cut of the Ire of Man TT, there have been three more events and two meetings about the future direction of the Club. I missed attending the second meeting as I was on a drive with another car club, and I suspect that was more fun than Canberra to Penrith and back. There was a drive for the morning with three stopping points, and then a nice lunch and plenty of time for conversation. A nice day without the threat of getting lost or any sense of competition.

The Cootamundra Trial, the Analogue Run and the Autumn Glory Tour were three quite different events. The Cootamundra Trial attracted several entrants with cars set up for running on dirt roads that made up a large percentage of the event. My BMW picked up a noise in the steering, and there was at least one flat tyre, but most of the dirt roads, and some of the sealed ones, were new to me, so the variety was welcome. Many of the unsealed roads were fairly straight, so I feel that part of the interest for me was from being in a new area.

The navigation challenge was largely about finding road realignments, with some hard to spot boards. A few dumb errors, such as incorrectly reading the legend, and not finding boards that we were looking for, put Andrew and me behind after the first section and we didn't recover during the afternoon. At one point on Sunday morning we ended up behind Ross and John and then Jeff and Robbie. We passed them as they stopped to look for boards that I thought might be there, and they probably knew about the realignments, having set events using that road. Prior knowledge is probably fair enough if you've gone to the effort of running events. I didn't tell Andrew to go back as copying others didn't seem fair at that point.

The Analogue Run was a significant contrast. No testing for realignments, and the familiar roads of the Southern Highlands, and Tony Norman setting

the instructions. I didn't run my BMW as a precaution, due to the steering noise I found after the Cootamundra Trial, so I'd be using up one of my two days I can count to the championship in a modern car. Restoring the natural order of things we had an Alfa Romeo 1-2-3 in the final results.

Tony's events are about working out the shortest mapped route between VIAs, while the Autumn Glory Tour, in particular, was about arriving at and leaving points in the correct direction. There are different philosophies around our events, as Malcolm alluded to in his Cootamundra Trial write-up. I was talking to Tony Norman after the Analogue Run and the conversation got to the movie *The Tracker*, by Rolf de Heer and starring David Gulpilil. I've not seen it, but the concept of finding your way on the ground and being alert all the time came to my mind. This is definitely a kind of navigation, but our National Touring Standing Regulations mention shortest mapped route 11 times and alignment comes up once.

In the Analogue Run, I won as I was able to work out the shortest route faster than the other crews. Tony did manage to demonstrate a large, freeway-shaped, blind spot in our collective vision, as he set the route with a relatively long section of the M31 dual carriageway close to the finish. I could see a route that didn't work, but was right on distance, and another that created a weird loop (I'd missed an out-of-bounds gate that Tony had added to the map) but the new Hume Highway remained invisible. Well done Tony – I hope there's an event on the coast next year.

The Autumn Glory Tour had us CRC fish at least in an unfamiliar fish tank, and possibly completely out of water. Mike B and I had the advantage over Ross and Hendo as navigators by also competing on Friday, and attending the briefing on Thursday night, so we became a little more familiar with what

Steuart was throwing at us.

The road card combined the question answers and the VRC records in successive boxes, which threw me initially, and the questions were in-line with the instructions, not on a separate page as most of us are used to. The supplementary regulations were based on the Mike Batten/Tony Norman format, down to the repeated error in the kilometres to miles conversion, lulling me into a false expectation before the event. An early instruction of an MRJ was only worked out when I found an UMRJ instruction.

At lunch on the Friday, I asked one of the Victorian crews about map priority, as in some areas during the event we had four different maps covering the same area. I may have asked the wrong crew, but the concept seemed foreign. I give the instructions to Andrew to look at after each event, so I'm not able to check how badly I stuffed up, but my query was based on an instruction to enter an unmapped road junction on the Bright map (it was off the map). There was a mapped road junction on the Mount Beauty map that used an old alignment. I arrived at a manned control on the new unmapped road and scored a WD for that one. Getting into the mind of Steuart and understanding how he thinks might take some time.

We'd started off from Albury heading south and then to Tangambalanga. Finding the right gravel road out to the south took two attempts for us, and most didn't find it. We then gave that advantage back as Andrew and I couldn't work out which junction of black and white roads in a grid square was meant as there seemed to be none in the correct grid square, despite it being a black and white photocopy. All the CRC crews got this one wrong, so the Victorian crews might have seen these Broadbents maps before.

From there, the route took us southeast along Kiewa Valley, using a mix of roads, mostly sealed. The Happy Valley Road is a fun drive, in this case broken up by several Z boards in a short distance. Mostly the bitumen was in much better shape in

the Victorian sections of the event than NSW. Which is good news for me, as I'm planning on having three nights in Bright driving various roads in the area in November.

Shortly after lunch my BMW started running badly. The post-event investigation by Border BMW in Albury showed that crank angle sensor and toothed gear were dirty, and although not a direct diagnosis, after cleaning, the car is running properly again. Days two and three – which count for the CRC championship – would have to be done in Andrew's Ranger.

The Friday afternoon was spent attempting maintain my temper with Allianz roadside assistance (selected for greater towing distance than NRMA) in Victoria. The end result was Ross and John adding an extra two hours to their day to collect Andrew and me from the Porepunkah Pub and the BMW spending three nights in Bright before getting towed to Albury. The basic summary is that two phone calls that should have taken less than 10 minutes to get service, each took more than 35 minutes. By the look of the route that I had plotted, we'd missed out on some good roads that I know quite well from running Alfa Romeo club tours through the Victorian Alps. The run northwest to Stanley and then Beechworth is particularly good fun in a good car.

We made it back to Albury to join the dinner 30 minutes late. I thought Steuart, Tom and the other organisers did a great job with the food. As we'd DNF'd and the morning road cards were not collected until the finish of the day, we'd no idea how went in the morning. The Tour had no VRCs to record, and instead were tested on the accuracy of their answers to questions, with the more points the better.

Saturday had an unusual feature, with a short, competitive, drive to breakfast from Albury to Tallangatta. We made a mess of the question on this stretch. After a breakfast – egg and bacon rolls in the park near the shops – it was off to the Omeo Highway and then back up the Yabba Road, running

along both sides of the Mitta Mitta River. The Tour stayed on the bitumen while we got to visit the Tallangatta Valley area, which is a sealed road dead end.

At this point, I was getting the sense that my route to the finish was too long. Steuart's instructions said we should arrive at Bullioh VIA from the north, which on the map was the Granya Rap Road. The following instruction was to use a short section of unmapped road. So the instructions on the route to the VIA come after the VIA location. Right! After that moment of enlightenment, we found the first VRC of the morning, about halfway through.

We missed two realignments along the Murray Valley Highway around Koetong and Shelley. I don't know what we missed, but Ross and John found them on the way to clean-sheeting the morning. The Guys Forest Road to Walwa will be a good road again if it gets properly resealed. The Walwa General Store put on a nice lunch in the local hall, with plenty to eat.

In the afternoon, Andrew and I largely redeemed ourselves for our morning errors. Our only error was a WD into a control a through road where there was a hint that the Director had used 60m of unmapped road. I probably wasn't helping myself by failing to work out the map scale. The event documentation suggested that some of the maps would be 1:250,000 scale, but with an imperial grid, which would normally be 10,000 yards, so about 36mm. The grid spacing was 5 cm, and the supplied romer didn't work, so it was probably a 1:182k map. Putting a control there (Lui and Ruth putting up with some miserable weather) didn't give us long to think about the correct route.

Sunday was in many ways, more of the same. Some similar roads as we headed out to Corryong for lunch. We revisited Tintaldra and spotted Lui's car at the exit on a linking road. Half the navigation crews went one way, and the rest the other. In the afternoon there was a control where Lui was given the wrong WD instructions, so most of the field would have had a WTF moment. There was another

mystery alignment around Koetong.

Near the end of the event was a section along Jarvis Creek Road and Sirls Road from old Tallangatta towards Bethanga. There were some great views over the Hume Weir on the early sealed section on Jarvis Creek Road. Andrew then got to test out the traction control a few times on the Sirls Road section, which was 13 km of dirt. 'The older I get, the faster I was' rally drivers really enjoyed Sirls Road, but being single lane, we were stuck for much of it behind a ute. A complex herringbone – which VIAs did it relate to, and which map is it on? – was resolved by a decision not to oppose Tour traffic as we re-joined the bitumen. We didn't find the last realignment of the day – only two crews did – and made our way back to Albury. I didn't want to delay my lift back to Canberra – Ross and John again coming to the rescue – and I was pretty confident there would be nothing left to find after Bellbridge.

The Autumn Glory Tour featured great roads, and it will be worth doing just for the drive, given I expect it will be run on similar roads in the coming years. It would be harder to set a shortest mapped route challenge as there are relatively few suitable roads in some areas. I do feel that many of the alignment challenges appeared to be marginal in terms of the 2mm rule in the National Touring Standing Regulations, but for this area, it is easier to come up with a unique winner. The navigation, if you ignore looking for realignments, is quite easy too. Just don't look at your score, and enjoy the mix of sealed and unsealed roads.

I'll be interested to see what Jon, Ron and John come up with through their surveys and meetings. I enjoyed the Analogue Run, but it was much more familiar than the new roads in the Cootamundra Trial and the different cars and navigational variables with the Autumn Glory Tour. As I've been given the reins for the Tour d'Course next year, that has given me something to think about. The instructions are to stay away from the Southern Highlands, but for a one day, joint Alfa Romeo club event, it needs to be close to Sydney. Time will tell there.

Photos from the Autumn Glory Tour of Northeast Victoria

By Martin Leaver



At the Start on Saturday



At the Start on Saturday



Some American muscle



Doug and Xanthea's Porsche behind.
Then Dom and Tanya's Focus RS



The TVR is Lindsay and Shaun Atkinson's.

Autumn Glory Tour of Northeast Victoria Continued



At lunch in Walwa on Saturday



The towie couldn't find a hook, but it drove up at least.



VRCs look a bit different in Mexico This one was a makeshift Z (which could also be an R) board



HRA / CRC Club Championships

MASTERS

#	Crew	Day 2	Day 3	Total	Event Position	HRA	CRC
13	Harper/Vaux	41	41	82	1	1	
9	Carmody/Douglas	60	30	90	2		
15	Hartmann/Hartmann	127	30	157	3	2	
1	Inglis/Leaver	86	90	176	4		1
5	Cooper/Warner	86	101	187	5		2
3	Reed/Batten	131	180	311	6		3
7	Panetta/Henderson	217	71	288	7		4
11	Seaton/Seaton						
17	Jay/Jay						

APPRENTICES

#	Crew	Day 2	Day 3	Total	Event Position	HRA	CRC
21	Bott/Evans	239	112	351	1		1
23	Lawrence/Genner	187	172	359	2		2
19	Thompson/Brocklebank	273	153	426	3	3	3



OBSERVATION TOUR CATEGORY



2023 Autumn Glory Tour Overall

Car	Crew	Club	Day 1	Day 2	Day 3	Pos	Total
6	Dominic Votano / Tanya Votano 2016 Ford Focus	CRC	248	256	312	1	816
20	Doug Barbour / Xanthea Boardman 1980 Porsche 930	CRC	246	254	314	2	814
12	Gerry Bashford / Anne Bashford 1974 Porsche 911 Targa	HRA	239	251	316	3	806
8	Ian Swan / Val Swan 1967 Ford Mustang	HRA	243	254	307	4	804
34	Alex Ross / Jenny Ross 2013 Toyota RAV 4	NA	246	244	312	5	802
4	Dana Dupere / Todd Gilmour 2005 Maserati 4200 Spyder	CMA	232	256	310	6	798
14	Jon Dickson / David Elphick 1982 Alfetta GTV	CRC	238	249	307	=7	794
2	Bernard Corbett / Colin Bray 2018 Alpine A110 Premier Edition	MGCC	234	250	310	=7	794
16	Warren Herrick / Glenda Lawrence 1984 Toyota Celica	CRC	232	251	307	9	790
22	Roland Ware / Paula Ware 2004 Mercedes CLK500	MC	235	247	302	10	784
10	Bob Watson / Jenny Watson 2014 Renault Clio	HRA	232	249	301	11	782
30	Vanessa Jay / Taylor Jay 2013 Mercedes A200	HRA	217	251	310	12	778
33	Bill Clifford / Margaret Clifford 2008 Mercedes Benz E 280 CDI	BMSA	209	248	314	13	771
29	Gerald Lee / Cate Lee 2007 Mazda MX5	CRC	229	243	297	14	769
32	Steve Blair / Kerrie Eather 1992 Nissan Pathfinder	AHRG	214	233	314	15	761
18	Brian Canny / Anna Canny 2012 Porsche Boxster	HRA	225	187	294	16	706
24	Paul Anderson / Paul Saigar 1970 Chrysler Hunter	HRC	221	237	220	17	678

Family Award

Car	Crew		Pos	Total
8	Ian Swan / Val Swan	1967 Ford Mustang	1	804
34	Alex Ross / Jenny Ross	2013 Toyota RAV 4	2	802
10	Bob Watson / Jenny Watson	2014 Renault Clio	3	782

All Female Crew

Car	Crew		Pos	Total
30	Vanessa Jay / Taylor Jay	2013 Mercedes A200	1	778

Team Award

Car	Crew			Total
8	Ian Swan / Val Swan	1967 Ford Mustang		804
10	Bob Watson / Jenny Watson	2014 Renault Clio		782
12	Gerry Bashford / Anne Bashford	1974 Porsche 911 Targa		806
Total				2392

NOTICE BOARD



LOST AND FOUND

A pair of prescription glasses were found in the Mittagong RSL carpark at the start of the Analogue Run on April 15.

These glasses are still in the possession of Tony Norman.

Please contact him on 0402 759 811 if they are yours.

Thanks Tony

Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

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

49 Wongawilli Rd Wongawilli NSW 2530

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

Types of Conditional Registration available to CRC members

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

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

Procedure for renewing at the RMS:

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

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

Club Rules in addition to RMS Conditions

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

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

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

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

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

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

CRC CHAMPIONSHIP POINT SCORE

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic	Best 8 Days	
	2 day	2 day	1 day	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor										
John Cooper	36	40	16						92	1
Andrew Inglis	36	34	20						90	2
Robert Panetta	32	36	18						86	3
Edul Dhondy	40m	38m							40	4
Graham Pettit	38								38	5
David Batten	34								34	6
Tony Wise			19						19	6
Rob Mifsud			17						17	8

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor										
Martin Leaver	36	34	20						90	1
Mike Batten	34	32	17						83	2
Ross Warner	36	40							76	3
Alan Walker	40m	38m	19						59	4
Phill Stead	38								38	5
John Henderson			18						18	6

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor										
Michael Brandt	30		14						44	1
Bruce Miller	26		15						41	2
Jon Mansell		30							30	3
Carol Both	28m								28	4
Graham Thompson		26m							26	5
Murray Baker	24								24	6
Alan Watson			13m						13	7

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor										
Glenn Evans	28m	30							58	1
Andrew Taurins	26		15						41	2
Andrzej Cieslak	30								30	3
Susan Genner		28m							28	4
Winton Brocklebank		26m							26	5
Nikki Baker	24								24	6
Marina Thiveos			14						14	7
Pam Watson			13m						13	8

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor										
Warren Herrick	18m		7						25	1
Dennis Oste	20								20	2
Geoff Boyd		20							20	2
Justin Bedingfield	16m		6m						16	4
Sergio Cariolato	12m								12	5
Glenn Evans			10						10	6
Edul Dhondy			8.5m						8.5	7
Michael Malgo			8.5m						8.5	7
Geoff Hempsall	8m								8	9
Tina Mansell	6								6	10

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor										
Glenda Lawrence	18m		7						25	1
John Learson	20								20	2
Jim Deves		20							20	2
Isla Murdoch	16m		6m						16	4
Irene Cariolato	12m								12	5
Jennifer Navin			10						10	6
Simone Dhondy			8.5m						8.5	7
Geoff Hempsall			8.5m						8.5	7
Michael Malgo	8m								8	9
Jonathon Mansell	6								6	10

CRC CHAMPIONSHIP POINT SCORE— Continued

Future Stars in a Rally Car

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Coot-amundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	1 day	2 day	Points to date	Position to date
Competitor										
Isla Murdoch	16m		6m						16	1
Simone Dhondy			8.5m						8.5	2

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

CRC Event Calendar 2023

Day	CRC Championship Events	Other events / notes
January		
Tuesday 24th		Club Meeting (Hawaiian shirt night!)
February		
Saturday 18th	The Ire of Man TT - (NA) Martin Leaver	
Sunday 19th	The Ire of Man TT - (NA) Martin Leaver	
Tuesday 28th		Club Meeting
March		
Saturday 18th	The Cootamundra Trial - (NA) HRC	
Sunday 19th	The Cootamundra Trial - (NA) HRC	
Tuesday 28th		Club Meeting
April		
Saturday 15th	Name TBC (NA) - Tony Norman	
Wednesday 26th		Club Meeting
May		
Friday 5th	Autumn Glory Tour of North Eastern Victoria	<i>Non CRC Championship day</i>
Saturday 6th	Autumn Glory Tour of North Eastern Victoria	
Sunday 7th	Autumn Glory Tour of North Eastern Victoria	
Sunday 21st	The Tulip Run - (NA) Jon Mansell	
Tuesday 23rd		Club Meeting
June		
Sunday 18th	Tour d'Course (NA) - Alan Walker	
Tuesday 27th		Club Meeting
July		
Tuesday 25th		Club Meeting
August		
Tuesday 22nd		Club Meeting
September		
Sunday 17th	The Sheep Station (NA) - Jon Mansell	
Tuesday 26th		Club Meeting
October		
Saturday 28th	Alpine Classic (TRE) - Alan Walker	
Sunday 29th	Alpine Classic (TRE) - Alan Walker	
Tuesday 24th		Club Meeting
November		
Tuesday 28th		Club Meeting- AGM
December		
Sunday 3rd		Club Christmas Party