

- Next meeting March 26
- Magazine deadline April 16

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

## ' Cootamundra Classic 800 - 20/21<sup>st</sup> April '



' **STOP** thinking about it - **Get your entry in NOW !** '

**Turn the page to read about;**

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- Championship Point Score
- CRC Event Calendar
- Car Maker Solution

## 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

Hi Everyone, here's your March Rally Directions, hope this finds you all fit and well, or as best one can be. We have had our first rally for the year with Tony Norman giving us such a great one day event, great roads, instructions, lunch and finish, a very well

thought out route making it a great day's participation. All done in the style of the old school Classic Rally Club format, all bitumen good roads with only a very minimum of unsealed good road. Thanks Tony and your small army of helpers. Well done. It's always easy to praise an event when everything just falls into place, no stress, lots of fun and ending up with a navigator who just plotted well, giving us a nice lot of zeros on our route / scorecard. Clean sheet just makes it that much better, and getting the sting in the tail correct over the other very talented Masters navigators is so pleasing. Thank you to "On the Ball Ross Warner", well done. Tony's Final Countdown will see him take a backward step away from setting rallies on his own but he has said he will be available to assist anyone that would like to have a go. Maybe someone in our Club may like to think about setting a rally for next year or even later this year. Again, thanks to Tony for his years of giving his time and expertise providing us with so many events.

We must remember that 2024 is an anniversary year for the Classic Rally Club, our 30th year since we kicked off. Celebrations will commence with at this year's Shannons CMC Display day. We will have our usual 12 cars up in area B and a double garage on Pit Lane, with 4 cars in the garage and 2 cars out in pit straight. Lots of promotion for the club to showcase the CRC to the public, looking for new members and entrants from other car clubs to join in on our rally events. We will be pushing for entries for the Alpine Classic. I will be looking for lots of members to provide cars and to help out including set up, pack up, manning the garage, handing out promotional material and generally being on hand to talk to the public about the Classic Rally Club. I am taking names as of now for cars and volunteers. So talk to me directly, email or phone. I hope I'm not knocked over with the

rush. The Club is planning more celebrations towards the end of the year. Early stage of planning details can't be released just yet, dates and venues still not confirmed, but it will happen.

Wendy and I are off again for another road trip in our 30 year old Falcon Ute, this time quite a bit shorter than the last two years. We are doing 11 days on the road before getting to Yass for the start of the 5 day Snowy Tour run by the Historic Rally Club. Quite a few of our CRC members are also involved with this Tour, around 30 plus cars have entered. We are looking forward to another great drive on many back roads and out of the way places. We will be taking in a few Quilt shops and old vinyl record shops. I'm addicted to buying old Beatles records and I've been told I needed Help. No way I already have that one. Our next main event will be the Cootamundra 800 Trial, see details in this mag or on our web page. Get your entries in to join in the fun and book your accommodation. Club competition points up for grabs.

Don't forget to check out our web page as Geoff Bott, our new promotional man, via Harriet our web page master, have included some video links for your viewing. Make sure you share them with your friends to spread the word of the CRC. Thanks Geoff for your time and talent in producing those short clips. The February meeting was a little light on with attendees. Hopefully we can increase our numbers for the March Meeting, Tuesday 26<sup>th</sup>. We will be starting a little earlier from now on so as to leave some time at the end of each meeting for some natter and social catch up. **Th new starting time will be 7.30.** Hope to see you all there early for a feed and drink before we go into the meeting room.

Our very multi talented Competition Secretary, Alan Walker did a fantastic job filling in for our Editor Chris last month, with getting the Feb edition of Rally Directions out with a full magazine. Well done Alan and thanks from all of us. Not sure if you are all aware and know that the Soul singer, Marvin Gaye, used to keep a sheep in his vineyard, he'd herd it through the grapevine.

Regards,

*John Cooper—President*



# THE FINAL COUNTDOWN - SCORES & RESULTS

Car	Driver - Navigator	DIVISION 1					DIVISION 2					O/A Total	Position in Cat'y
		Questions	VRC boards	Pass. Controls	Other	Div. Total	Questions	VRC boards	Pass. Controls	Other - Late	Div. Total		
M1	Batten - Batten	11	12			23	33		55	60	148	171	4
M2	Dhondy - Walker					0	22		75		97	97	3
M3	Inglis - Leaver					0			80		80	80	2
M4	Cooper - Warner					0					0	0	1
M5	Shaw - Arthurs		54	30		84	33		75	15	123	207	5
A10	Morey - Morey		12			12					0	12	2
A11	Horobin - Thompson	D.	N.	S.									-
A12	Brandt - Thiveos					0					0	0	1
A14	Bott - Evans		12			12	11				11	23	3
A15	Miller - Taurins		24	25		49					0	49	4
A16	Herrick - Lawrence	66	60	25		151	33	39			72	233	5
T19	Johnson - Johnson	50	12			62	11		25	60	96	158	9
T20	Walsh - Apostolou	17	12			29	17		50	60	127	156	8
T21	Limberiou - Limberiou	67	36			103	57	12			69	172	10
T22	Chilcott - Chilcott	D.	N.	F.									-
T23	South - Norman					0	11			60	71	71	4
T24	Oste - Oste	17				17	11				11	28	1
T25	Mellor - Mellor	34	36			70	24		25		49	119	5
T26	Mallyon - Mallyon	29	24			53	17				17	70	3
T27	Cooper - Barrett	72	12			84	77	48	50		175	259	12
T28	Cariolato - Cariolato	50	39			89	35				35	124	7
T29	Hill - Hill	11	12			23	17				17	40	2
T30	Mairs - Furlong	11	24			35	28			60	88	123	6
T31	Harlor - Harlor	116	72	25		213	66	24	75	60	225	438	14
T32	Warner - Brown	145				145	154		25	60	239	384	13
T33	Newton - Newton	61	51			112	D.	N.	S.				-
T34	Johnson - Gabriel	79	12			91	35		25	60	120	211	11
T35	Johnson - Naylor	85	12			97	D.	N.	S.				-

## The Final Countdown Trophy Presentation

Trophies for the first 3 places in each category will be presented at the March General Meeting on

Tuesday the 26th. — Tony Norman Event Director

## Upcoming Events

### **Tour of the Snowy**

**19 - 23rd March**

### **Cootamundra 800 Classic**

**20 / 21st April**

### **Tour d' Course**

**19th May**

### **Hidden Gems Tour**

**15 / 16th June**

### **Alpine Classic**

**26 / 27th October**

### **The Tour of the Snowy**

Allows entrants the choice of a multi-day drive through some of the great touring areas of NSW. Hosted by the HRC ( a non- championship event ) brings to chance to catch up with friends and make new ones. I know of some that are even taking the chance to enjoy a few days touring before the event to get to the start, and some that are even enjoying the first part to then continue to the Australian Grand Prix.

A nice tour to enjoy.

### **Cootamundra 800 Classic**

Taking us back down to the south west slopes and deep into the Riverina region. This championship event , allows crews a unsealed and a fully sealed route option based around Cootamundra. Ian Gilhome and his team are back at it again after last year and keen for us all to share in what the area has on offer. By all means get out and enjoy this one!

### **Tour d' course**

2024 celebrates the 20th running of the AROCA Tour d course, a single day navigational rally with a category to suit your level of experience. It is a wonderful way to explore some great roads and scenery whilst enjoying a level of challenge that suits you. Best of all the tour allows you to explore out on the open road, as you have your instructions in hand - no need to 'follow the leader' in a train of cars. This style has the best of both worlds, as you can get out there and enjoy the countryside, take on the joy of being in control of following the route and then catch up with the rest of the entrants for a beautiful warm lunch. This year marks a return to the Southern Highlands Winery, and best of all if you have had your fill of the great roads and would like to enjoy a longer lunch with some friends, just inform the director that you would like to stay on rather than take on the afternoon, then wind your afternoon away the way you like.

2024 has Martin Leaver taking the reins to put on yet another great instalment. Starting in Camden, with a lunch at the Southern Highlands Winery, with a finish at Sutton Forest Inn, it is sure to include some of the best roads the south highlands has on offer. Check out the flyer and keep an eye out for further updates.

### **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 !





[hrcnsw.org.au](http://hrcnsw.org.au)

# Tour of the Snowy 2024

and beyond into Gippsland and the High Country of Victoria !



## Tuesday-Saturday March 19-23rd 2024

Tour Organiser : Dave Johnson.

Visiting 10 of the 16 water reservoirs in the Snowy Hydro Electric Scheme and roads that are on the rarely visited list and now extended into Victoria with the help of Victorian Rally Championship winning navigator, Ian Richards. Regular format has about 2,200km with 35% gravel but with the optional Tarmac Course of similar distance.

**Yass - Braidwood - Narooma - Cooma - Khancoban - Kiandra - Cooma - Delegate - Orbost - Buchan Lakes Entrance - Omeo - Mitta Mitta - Jingellic - Tumut - Tumbarumba - Talbingo - Sue City - Yass**

We are introducing the Tarmac Option to our Regular format course for the same entry fee if that is your preference of road surface. Also an option of 2 or 3 days of Tour is available.

Dave and Ian have found some roads with long rally history as well as scenery that only the Australian Alps can give you. Research the Snowy Scheme before you drive through this world recognised engineering feat.

The course is easy to follow with Route Chart style instructions and is supplemented with maps already marked with the course.

There will be a end of Tour dinner on the Saturday night in Yass and private eating areas in the evenings throughout the event.

Register your Expression of Interest to receive all information updates by responding to [hrcroadtours@gmail.com](mailto:hrcroadtours@gmail.com). Enquiries to Dave Johnson 0493 812 474

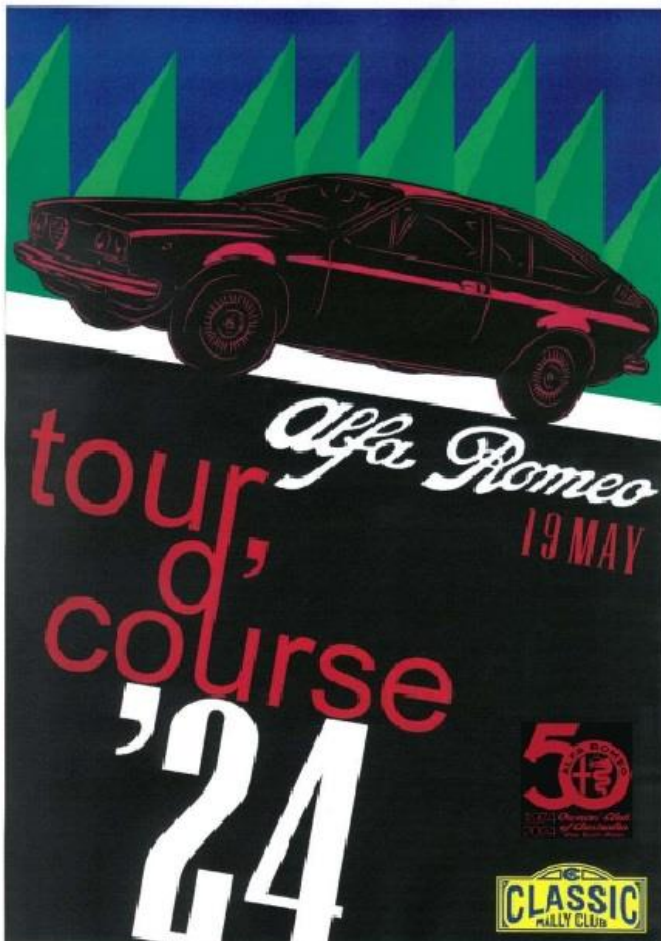
Entries will be accepted from all style of vehicles, classic and modern, as long as they are registered for use on the road (Trade Plate and Unregistered Vehicle Permits not accepted). Rally preparation of cars is not necessary but cars with low ground clearance are advised to enter the Tarmac Course .

All drivers need only to hold a full civil licence and all crew members need to be members of a MA affiliated Car Club. Membership of the HRC is available see the HRC website.

A Notice of the Event with additional details and Entry Form will be available shortly together with accomodation suggestions.

Entry Fee will be \$420 (Full 5 days) plus any function meals. Part Time Entry Fee 3 Day \$290 and 2 Day \$200. Meals and accommodation are not included in the Entry Fee.

Keep up to date on the HRC website under Future Events.



## Tour d' Course Sunday, 19 May 2024

Come along and be in the annual **TOUR d' COURSE** hosted by the Alfa Romeo Owners' Club, in conjunction with the Classic Rally Club.

You will travel through beautiful countryside covering approximately 300 km of some of the best roads in the Southern Highlands.

The three levels of navigation will be catered for:

**Masters, Apprentices, Tour**

There is no longer a requirement for Motorsport Australia licence, so there is no Social Tour category.

The TOUR D' COURSE is known for the fine food and this year is no exception. Lunch will be held at the Southern Highlands Winery. Finish will be at the Sutton Forest Inn.

The start and sign-on will be at the Camden Valley Inn, Remembrance Drive, Cawdor, where there will be good coffee and light breakfast options available to purchase, if required from 7 am. First car away at 9:00am.

Entry Form and Supplementary Regulations are available from:  
[www.alfaclubnsw.org.au](http://www.alfaclubnsw.org.au) or [www.classicalrallyclub.com.au](http://www.classicalrallyclub.com.au)

**Entry fee of \$125 includes lunch for two and all necessary maps  
Additional crew members; \$40 each**

For more information, please contact Martin Leaver 0408 986 128 or Andrew Inglis on 0419 441 765



2024



2024

# ALPINE CLASSIC

26 - 27  
OCTOBER



[thealpineclassic.com.au](http://thealpineclassic.com.au)





' SVEN off to the port  
- see you in Beijing '



Peking to Paris Motor Challenge 2024 - Day by Day Itinerary

DAY	Date	Day	Country	From	To
1	18 May 2024	Saturday	CHINA	Beijing	Datong
2	19 May 2024	Sunday		Datong	Hohoot
3	20 May 2024	Monday		Hohoot	Ordos
4	21 May 2024	Tuesday		Ordos	CAMP 1 (Nan Liang Tai)
5	22 May 2024	Wednesday		CAMP 1 (Nan Liang Tai)	CAMP 2 (Tengger Desert)
6	23 May 2024	Thursday		CAMP 2 (Tengger Desert)	Jiayuguan
7	24 May 2024	Friday		Jiayuguan	Dunhuang
8	25 May 2024	Saturday		Dunhuang	Dunhuang
9	26 May 2024	Sunday		Dunhuang	CAMP 3 (Gobi)
10	27 May 2024	Monday		CAMP 3 (Gobi)	CAMP 4 (Great Sea Road)
11	28 May 2024	Tuesday		CAMP 4 (Great Sea Road)	Urumqi
12	29 May 2024	Wednesday		Urumqi	CAMP 5 (Forest Park)
13	30 May 2024	Thursday		CAMP 5 (Forest Park)	Horgos
14	31 May 2024	Friday	KAZAKHSTAN	Horgos	Almaty
15	01 June 2024	Saturday		Almaty	Almaty
16	02 June 2024	Sunday		Almaty	Shymkent
17	03 June 2024	Monday		Shymkent	Kyzyl Orda
18	04 June 2024	Tuesday		Kysylorda	CAMP 6 (Akespe)
19	05 June 2024	Wednesday		CAMP 6 (Akespe)	CAMP 7 (Beyneu)
20	06 June 2024	Thursday		CAMP 7 (Beyneu)	Aktau
21	07 June 2024	Friday	AZERBAIJAN	Aktau	Baku
22	08 June 2024	Saturday		Baku	Baku
23	09 June 2024	Sunday		Baku	Baku
24	10 June 2024	Monday		Baku	Qakh
25	11 June 2024	Tuesday	GEORGIA	Qakh	Tblisi
26	12 June 2024	Wednesday	TURKEY	Tblisi	Erzurum
27	13 June 2024	Thursday		Erzurum	Sivas
28	14 June 2024	Friday		Sivas	Ankara
29	15 June 2024	Saturday		Ankara	Istanbul
30	16 June 2024	Sunday		Istanbul	Istanbul
31	17 June 2024	Monday	GREECE	Istanbul	Thessaloniki
32	18 June 2024	Tuesday		Thessaloniki	Igoumenista Ferry overnight
33	19 June 2024	Wednesday	ITALY	Igoumenista Ferry overnight	San Marino
34	20 June 2024	Thursday	SAN MARINO	San Marino	Genova
35	21 June 2024	Friday	FRANCE	Genova	Aix-les-Bains
36	22 June 2024	Saturday		Aix-les-Bains	Dijon
37	23 June 2024	Sunday		Dijon	Paris



# HIDDEN GEMS

**15 - 16 JUNE**

***SOCIAL WEEKEND TOUR AND FUN RUN  
- UPPER HUNTER REGION -***





The following article has been reprinted with the kind permission of Larry Santana of the US Classic MG magazine. The article is on Jeff West and John Henderson in the Alaska Mexico rally.





# FEATURE



## AN UNFORGETTABLE ROAD TRIP





**D**riving from Alaska to Mexico seems a challenging enough adventure to most people, even with a labyrinth of well-paved byways and highways to help ease the drive.

And in most cases, determined motorists can make the journey in a couple days, without pressing too hard.

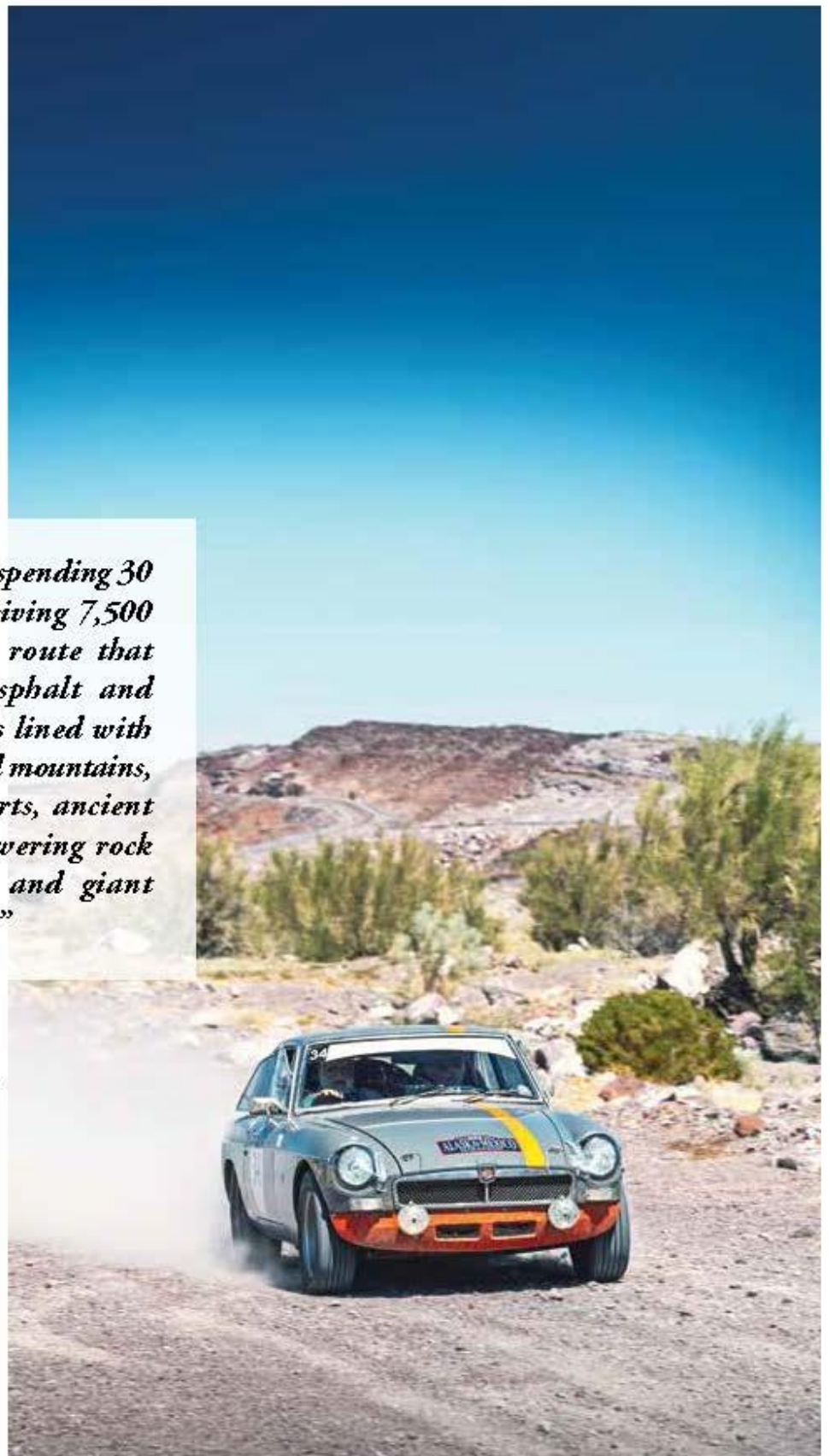
But imagine spending 30 days and driving 7,500 miles on a route that included asphalt and gravel roads lined with snow-capped mountains, rugged deserts, ancient canyons, towering rock formations and giant sand dunes.

Welcome to the Alaska to Mexico Marathon, organized by the Rally the Globe Vintage and Classic Car Club in Leeds, UK.

Forty-eight teams and that many cars started the rally in Anchorage, Alaska in August 2023 and ended in the Baja Peninsula, Mexico. Only 33 crossed the finish line.

Among those was a 1968 MGB GT driven by John Henderson and Jeff West of Australia, and prepared by Kevin

*“...imagine spending 30 days and driving 7,500 miles on a route that included asphalt and gravel roads lined with snow-capped mountains, rugged deserts, ancient canyons, towering rock formations and giant sand dunes.”*



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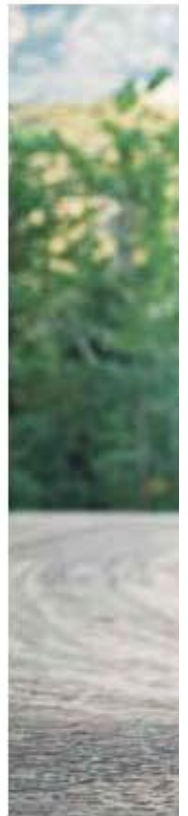


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Kemper of Sierra Classic Sportscar in Meadow Vista, CA.



*“Together, the friends have competed in several events, including the Classic Outback Trials in central Australia, the Sydney to London rally and a couple rallies across the US.”*

The GT was the only MG to compete in the torturous course, which crossed no fewer than 38 lines of latitude.

Henderson and West have been rallying together for more than a decade “He lives in a town near where we have our farm and we talked of rallying together. About 15 years ago, I bought a classic gravel rally car and we started -- me driving and Jeff navigating.”

Together, the friends have competed in several events, including the Classic Outback Trials in central Australia, the Sydney to London rally and a couple rallies across the US.







Henderson and West were planning to compete in another rally last year. When it was canceled, they learned about the Alaska to Mexico event and jumped at the opportunity. "It looked like fun," Henderson said.

He came to know Kevin Kemper through his shop in California, which among other things prepares British classics for endurance rallying.

"I emailed him to see if he knew of any classic rally cars for sale. He said no, but he had an MGB GT race car that he wanted to turn into a rally car and we came to an agreement."

*"Among other things, the MGB GT suspension was raised, a larger fuel tank was installed, a limited-slip differential was added and the cockpit was fitted with race seats, safety harnesses and rally instruments -- lots of rally instruments."*





Henderson, West and Kemper worked up a plan to develop the car for the torture ahead. Among other things, the MGB GT suspension was raised, a larger fuel tank was installed, a limited-slip differential was added and the cockpit was fitted with race seats, safety harnesses and rally instruments -- lots of rally instruments.

"The organizers also wanted the car fitted with a half roll cage and for us to carry two spare tires," Jeff West added. "We also needed to have tools and spares. That did not leave much room for anything else once our luggage was loaded."

"From a navigator's point of view, I needed two stop watches and a very accurate odometer. We used a Terratrip which reads to an accuracy of .01 of a kilometre."

Early on, the Australian rallyists had considered campaigning a Mercedes Benz 450SLC. But that plan fell through. However, the MGB GT proved itself.

"It had far better fuel economy, was easier to work on and was more nimble in little forest tracks," Henderson said. "But it was more challenging to fit our luggage. The Merc would have been faster with better acceleration, and it would have aircon."

The most challenging part of the event was maintaining your concentration, he said. "The most satisfying part of the event was finishing when a lot of people said an MG couldn't make it."

Jeff West remembers the last few days of the rally "when the outside



*"...the camaraderie among teams was amazing, he said. "Sharing tools and parts with people who were only two seconds ahead of you, knowing your help would keep them going," Kemper said.*





air temperature was touching 110 Fahrenheit. You really had to work on keeping hydrated."

Kemper, who traveled separately to support the MGB GT, remembers the memorable fun times as the MG tried to keep up with three fast-moving 1927 Bentley 4-1/2 Liter cars.

"These Bentleys sell for millions of dollars, yet here they were beating themselves up on pretty bad roads and racing in the company of an MGB."

On the other, the camaraderie among teams was amazing, he said. "Sharing tools and parts with people who were only two seconds ahead of you, knowing your help would keep them going," Kemper said.

"We're pretty happy with the final results – first in class by their scoring system. That excludes outright winners. And eighth overall in the classic category. Not too shabby against some very serious competition." ○

*"We're pretty happy with the final results -- first in class by their scoring system. That excludes outright winners. And eighth overall in the classic category. Not too shabby against some very serious competition."*



WORDS: LARRY SANATA  
PHOTOS: GERALD BROWN



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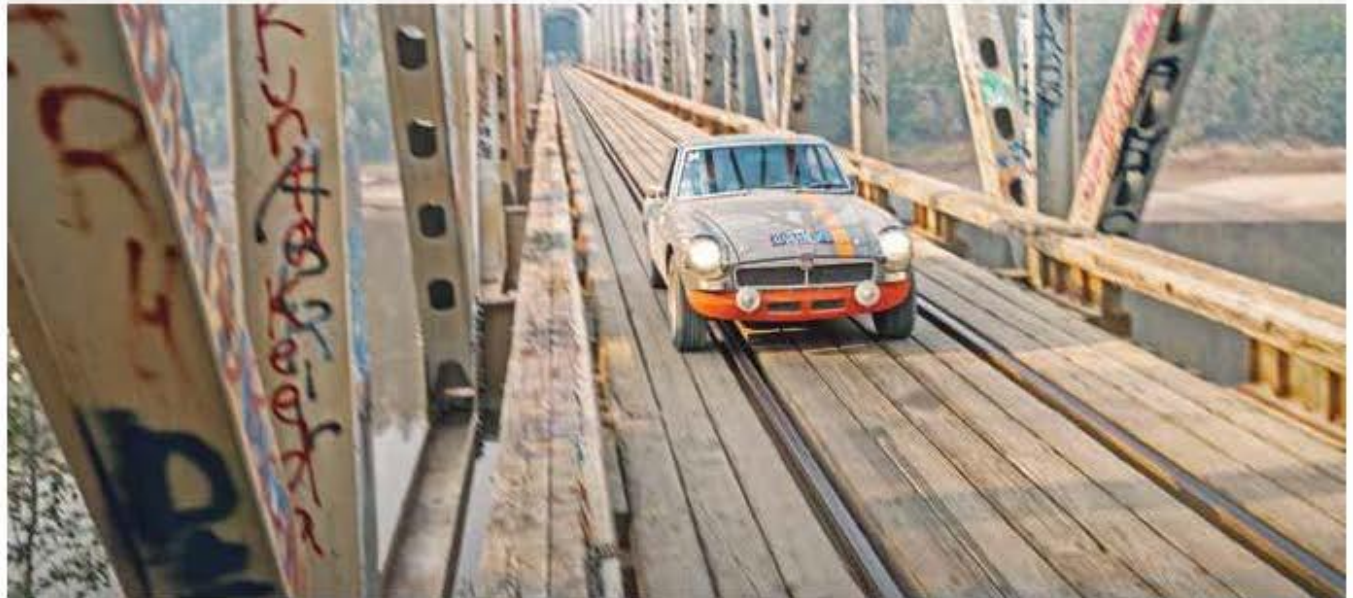




## RALLYING



### HE PREFERS TO DRIVE HIS CARS FOR ADVENTURE



**T**alk about an incredible career change. Kevin Kemper worked as a real estate attorney in California for almost 30 years when he decided it was time for a change.

"The world needed another British car shop more than another lawyer," said Kemper, who now owns and operates Sierra Classic Sportscar in Meadow Vista, CA.

It's this shop that was commissioned to create the MGB GT that competed last year in the torturous Alaska to Mexico Marathon at the hands of two Australians.

"We are passionate about road rallying in vintage British automobiles, and are one of the few shops that focus on building British classics for endurance rally," he said.

The shop also maintains British cars for customers throughout northern California and Nevada.

"My wife and I have had an interest in vintage rallying for many years. We prefer to drive our cars on adventures rather than polishing them for shows," Kemper said.

Before opening the shop, the couple used to rally Mercedes Benz cars, including a 1958 190 Pontoon and a 1978 280SLC. Also included in the mix was a 1963 Volvo 122S."

They eventually acquired a 1968 MGB GT for local rallies. "It became our primary rally runner because at that time

British cars became our mainstay and the MG is a great car."

It's that car that was further developed for serious long distance rallying and campaigned by John Henderson and Jeff West of Australia.

"We were able to build the car to their specifications before the event, and to provide support as needed."

***"We are passionate about road rallying in vintage British automobiles, and are one of the few shops that focus on building British classics for endurance rally..."***

Locating a car in North America also avoided the trouble and expense of transporting a car from Australia to here and back.

"We were very excited about this opportunity, as John and Jeff are a very experienced rally team and had





participated in many global rallies.” Here’s a detailed breakdown of what was done to the MGB GT by Kevin Kemper and his crew:

- Engine was built for maximum reliability rather than maximum performance. That included engine bored to 0.60 oversized pistons, lightened flywheel and stock camshaft, crankshaft and rods.
- Gearbox is a standard 4-synchro MGB unit with overdrive.
- Standard SU HS4 carburetors used along with Lucas 25D distributor, converted to full centrifugal advance and a Pertronix ignition unit.
- Engine cooled with a Mishimoto aluminum radiator and Revotec pusher fan kit. The electric fan is independently controlled by a thermal switch as well as a manual switch on the dash.
- An MGB tube-style rear axle is fitted with a Quaife-style limited slip differential. The axle is the shorter unit, specified for a wire wheel car, which enables 15” Triumph TR6 steel wheels to be fitted without rear fender interference.
- The interior of the car is fitted with Sparco EVO L seats, slightly modified to fit within the outer sills and parking brake lever on the passenger side. A rear roll bar is fitted to provide chassis rigidity and mounting points for the Sparco 6-point harnesses that were fitted.
- The dashboard is the original “pillow dash” armature, with the padding and cover removed, holes filled and powder-coated. A center switch panel is fitted to control ignition, dual fuel pumps, fan control and driving lights.
- The original wiring harness was

replaced and includes modern relays and fuses on all circuits. The main panel is located under the dash on the right side. The alternator is a Denso-style 60-amp unit.

- The front suspension is stock, with the addition of heavy-duty coil springs and polyurethane bushings. The rear suspension was originally fitted with seven-leaf GT stock springs and an additional helper spring for load-bearing. These springs were later re-curved along the rally route and an additional leaf added for strength. Adjustable lever shocks are fitted to the rear.
- Rally equipment is a Terratrip 202 GeoTrip GPS Rally Computer,

with electronic timers, and a GPS speedometer with a heads up display for the driver.

- A 16-gallon fuel tank was installed along with aluminum rock shields to protect the underside of the engine and the fuel tank. A new exhaust includes a stainless header routed over the rear axle for clearance.
- The car is painted MG Grampian Grey, which is the MGB GT’s original color. The stripe and valance are Kubota Tractor Orange. ○

WORDS: LARRY SANATA  
PHOTOS: GERALD BROWN  
KEVIN KEMPER



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APR08





Now for a bit of fun—thanks to Alan Walker

The answers are at the end of the magazine

# Car Makers



Find the names of the car manufacturers in the grid. The names may be vertically, horizontally or diagonally placed and may also be backwards. Which is your favorite car?

ACURA  
AUDI  
BMW  
BUICK  
CADILLAC  
CHEVROLET  
CHRYSLER  
CITROEN  
DAEWOO  
DODGE  
EAGLE  
FERRARI  
FORD  
GMC  
HONDA  
HUMMER  
HYUNDAI  
INFINITI  
ISUZU  
JAGUAR  
JEEP  
KIA  
LAMBORGHINI  
LAND ROVER  
LEXUS  
LINCOLN  
LOTUS  
MASERATI  
MAZDA  
MERCEDES BENZ  
MERCURY

V	O	L	K	S	W	A	G	E	N	P	O	N	T	I	A	C	P
C	H	V	I	M	E	R	C	E	D	E	S	B	E	N	Z	E	O
H	Y	Q	N	N	R	E	N	A	U	L	T	Z	H	A	E	R	R
R	U	R	F	P	C	I	T	R	O	E	N	Z	X	J	W	U	S
Y	N	K	I	A	E	O	N	L	V	L	V	B	B	D	M	Q	C
S	D	U	N	N	Y	U	L	Q	N	P	Y	F	Y	F	B	A	H
L	A	A	I	O	R	E	G	N	B	A	Q	I	O	M	L	K	E
E	I	V	T	T	D	U	A	E	N	D	S	R	U	L	J	C	F
R	S	K	I	B	B	K	T	S	O	U	D	S	I	L	K	G	E
O	S	Y	Y	D	X	C	E	A	Z	T	L	D	I	A	O	E	R
G	Z	I	G	I	K	U	Z	U	S	A	A	D	K	N	N	G	R
M	O	W	L	L	G	I	D	U	A	C	U	R	A	D	I	D	A
M	E	R	C	U	R	Y	X	S	U	B	A	R	U	R	T	O	R
J	A	J	V	C	H	E	V	R	O	L	E	T	G	O	A	D	I
S	K	Z	N	O	L	D	S	M	O	B	I	L	E	V	R	A	H
U	H	V	D	Y	L	E	F	Q	Q	E	L	G	A	E	E	E	B
T	Y	S	A	A	B	V	B	H	O	N	D	A	M	R	S	W	U
O	R	A	U	G	A	J	O	I	G	E	T	M	Q	H	A	O	I
L	A	M	B	O	R	G	H	I	N	I	U	G	M	C	M	O	C
B	X	M	I	T	S	U	B	I	S	H	I	H	B	J	X	Z	K

MINI  
MITSUBISHI  
NISSAN  
OLDSMOBILE  
PEUGEOT  
PONTIAC  
PORSCHE  
RENAULT

SAAB  
SATURN  
SUBARU  
SUZUKI  
TOYOTA  
VOLKSWAGEN  
VOLVO



# 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.



## CRC CHAMPIONSHIP POINT SCORE

<b>Masters Drivers</b>						
	Round 1	Round 2	Round 3	Round 4		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Alpine Classic	<b>Best 4 Days</b>	
	1 day	2 day	1 day	2 day		
<b>Competitor</b>					<b>Points to date</b>	<b>Position to date</b>
John Cooper	20				<b>20</b>	<b>1</b>
Andrew Inglis	19m				<b>19</b>	<b>2</b>
Edul Dhondy	18				<b>18</b>	<b>3</b>
Paul Batten	17				<b>17</b>	<b>4</b>
Dave Shaw	16				<b>16</b>	<b>5</b>

<b>Masters Navigators</b>						
	Round 1	Round 2	Round 3	Round 4		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Alpine Classic	<b>Best 4 Days</b>	
	1 day	2 day	1 day	2 day		
<b>Competitor</b>					<b>Points to date</b>	<b>Position to date</b>
Ross Warner	20				<b>20</b>	<b>1</b>
Martin Leaver	19m				<b>19</b>	<b>2</b>
Alan Walker	18				<b>18</b>	<b>3</b>
Mike Batten	17				<b>17</b>	<b>4</b>
Raymond Arthurs	16				<b>16</b>	<b>5</b>

## CRC CHAMPIONSHIP POINT SCORE— Continued

<b>Apprentices Drivers</b>						
	Round 1	Round 2	Round 3	Round 4		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Alpine Classic	<b>Best 4 Days</b>	
	1 day	2 day	1 day	2 day		
<b>Competitor</b>					<b>Points to date</b>	<b>Position to date</b>
Michael Brandt	15m				<b>15</b>	<b>1</b>
Bob Morey	14m				<b>14</b>	<b>2</b>
Geoff Bott	13				<b>13</b>	<b>3</b>
Bruce Miller	12				<b>12</b>	<b>4</b>
Warren Herrick	11				<b>11</b>	<b>5</b>

<b>Apprentices Navigators</b>						
	Round 1	Round 2	Round 3	Round 4		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Alpine Classic	<b>Best 4 Days</b>	
	1 day	2 day	1 day	2 day		
<b>Competitor</b>					<b>Points to date</b>	<b>Position to date</b>
Marina Thiveos	15m				<b>15</b>	<b>1</b>
Teresa Morey	14m				<b>14</b>	<b>2</b>
Glenn Evans	13				<b>13</b>	<b>3</b>
Andrew Taurins	12				<b>12</b>	<b>4</b>
Glenda Lawrence	11				<b>11</b>	<b>5</b>



## CRC CHAMPIONSHIP POINT SCORE— Continued

<b>Tour Drivers</b>						
	Round 1	Round 2	Round 3	Round 4		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Alpine Classic	<b>Best 4 Days</b>	
	1 day	2 day	1 day	2 day		
<b>Competitor</b>					<b>Points to date</b>	<b>Position to date</b>
Dennis Oste	10				<b>10</b>	<b>1</b>
Dave Hill	9				<b>9</b>	<b>2</b>
Tony South	7m				<b>7</b>	<b>3</b>
Rex Mellor	6				<b>6</b>	<b>4</b>
Strat Mairs	5				<b>5</b>	<b>5</b>
Sergio Cariolato	4m				<b>4</b>	<b>6</b>
Sean Walsh	3m				<b>3</b>	<b>7</b>
Marijke Lim-	1				<b>1</b>	<b>8</b>
Ron Cooper	1				<b>1</b>	<b>8</b>
Kim Warner	1				<b>1</b>	<b>8</b>
Kay Harlor	1				<b>1</b>	<b>8</b>

## CRC CHAMPIONSHIP POINT SCORE— Continued

<b>Tour Navigators</b>						
	Round 1	Round 2	Round 3	Round 4		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Alpine Classic	<b>Best 4 Days</b>	
	1 day	2 day	1 day	2 day		
<b>Competitor</b>					<b>Points to date</b>	<b>Position to date</b>
Anthony Oste	10				<b>10</b>	<b>1</b>
Rhonda Hill	9				<b>9</b>	<b>2</b>
Ted Norman	7m				<b>7</b>	<b>3</b>
Leigh Mellor	6				<b>6</b>	<b>4</b>
Irene Cariolato	4m				<b>4</b>	<b>5</b>
Jim Limberiou	1				<b>1</b>	<b>6</b>
Jim Barrett	1				<b>1</b>	<b>6</b>
Ivy-Rose Brown	1				<b>1</b>	<b>6</b>
Vince Harlor	1				<b>1</b>	<b>6</b>



**CRC CHAMPIONSHIP POINT SCORE— Continued**

<b>Future Stars in a Rally Car</b>						
	Round 1	Round 2	Round 3	Round 4		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Alpine Classic	<b>Best 4 Days</b>	
	1 day	2 day	1 day	2 day		
<b>Competitor</b>					<b>Points to date</b>	<b>Position to date</b>
Ivy-Rose Brown	1				1	1

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



