



# Rally Directions

April 2024

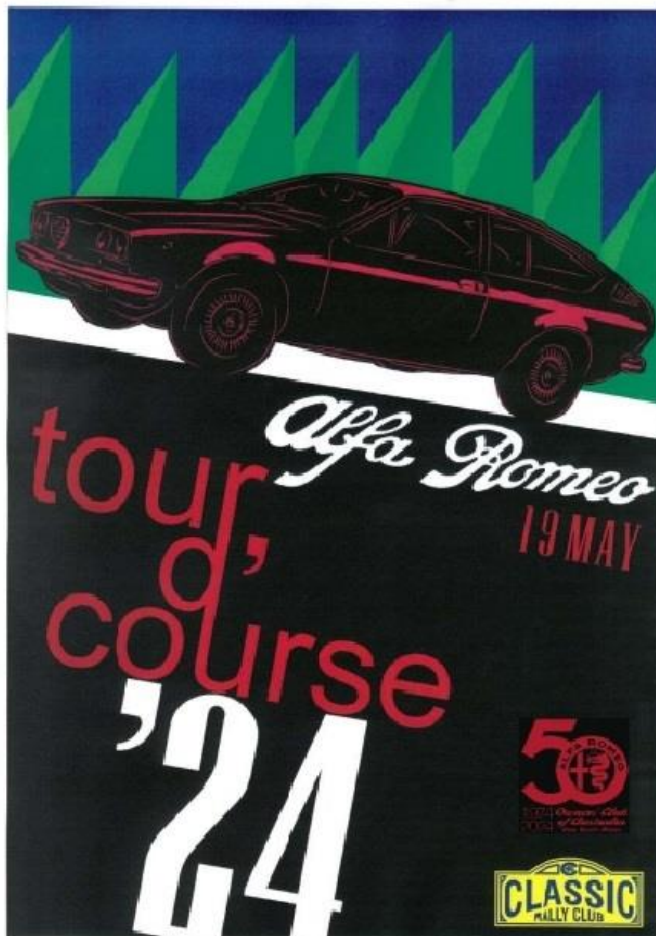
Issue #04

Dates to remember

- Next meeting April 23
- Magazine deadline May 21

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

## Tour d'course Sunday, May 19



### 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 Mittagong Golf Club. 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.classicrallyclub.com.au](http://www.classicrallyclub.com.au)

**ALL FOR JUST \$130 PER CAR FOR A TEAM OF TWO !**

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

## GET YOUR ENTRY IN NOW!!

### Turn the page to read about;

- John's Jabber
- Vale Gerald Lee
- Upcoming events
- Tour d'course flyer
- Southern Cross Reliability Trial
- Hidden Gems Flyer
- Alpine Classic Flyer
- The Final Countdown Flyer
- 1975 by Geoff Bott
- Tour of the Snowy Article
- Guest Speaker for next meeting
- A Bit of Fun Puzzle
- Tour of the Sunshine State Flyer
- Conditional Registration Instructions
- Championship Point Score
- 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 2024

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: Alan Walker	crc.comp@classicrallyclub.com.au	0432 511 709
Championship Pointscorer: Mike		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	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774

**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

Greetings, the April edition of Rally Directions comes to you with a heavy heart, after the news of losing another good CRC friend and putting together for the magazine a Vale for Gerald Lee. Cancer has a lot to answer for, being personally affected by it myself and so many others. I consider myself very fortunate to overcome, for now, the aggressive bout I had and feel for people like Gerald who have succumbed to this disease and his loved ones. So many of our flock have passed before us, as many members are progressing on in years.

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 on Sunday 25th August. 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. **Does this sound familiar, well I just copied it from last month's mag. I'm still standing and haven't been knocked over because I haven't had one offer for cars or help.** The Club is also planning more celebrations towards the end of the year. The early stage of planning details can't be released just yet, dates and venues still not confirmed, but it will happen.

By the time this publication comes out we should be fanging around Cootamundra, enjoying a well prepared Navigation Assembly, plotting around the 800 km route, set out by our two CRC Victorian members, Ian Gilmore and Peter Parry. Thanks to them and the officials who volunteered to help out. They have a good number of entries, all in budget and even 3 teams from the HRA in Victoria who are again challenging us NSW CRC crews to the Interstate competition trophy. They have been victorious over us a few times before. I would like to think we have a good chance as we have the strongest Masters line up competing that we have had for such a

long time. The donated Interstate trophy is held in the hands of the Victorians and they have indicated that even if we did win the challenge they would reluctantly have our CRC name engraved on it but it would remain locked away in the HRA safe. A bit like the English Test cricket ashes, never to leave their hands. Someone untied my shoelaces on April Fool's Day. I thought that it was a bit childish, but I still fell for it.

Tour d' course is coming up soon, 19th May. A one day rally, check details in the mag and website, start getting your entries in. Then a couple of social events, Hidden Gems 15th 16th June. A few weeks ago some of us enjoyed a 5 day drive around the NSW and VIC Alpine country in the Historic Rally Club's Snowy Tour, a non competitive social run over around 2500 kms. It was an extremely well organised run starting and finishing in Yass with a very well provided BBQ dinner and presentation outside in fantastic weather. Great roads, great people, good numbers, 37 cars plus officials around 35 CRC people, great scenery, great road book with both gravel and tarmac optional routes. It followed some of the roads that were used in passed rallies like the '66, '67, '68 Southern Cross, The Mineshaft used in many Castrol rallies, 1968 & 1993 London to Sydney Marathons, Rally of the Bay, numerous Alpine rallies. There was so much information about so many rallies and a great lesson on all the Snowy Mountain Hydro Scheme, dams and power plants as we passed by.

You all read in last month's Rally Directions about John Henderson's and Jeff West's Alaska Mexico Rally. Well now come and hear it first hand, right from the horse's mouth this coming General Meeting 23rd April at Strathfield Golf Club. Yes, **John will be our guest speaker** on the night, complete with his documentary photos. Meetings now start at 7.30pm, have a feed and drink beforehand and come along. Hendo will also be giving us a run down on this year's Peking to Paris Rally that he and sister Lui are leaving very soon for China to compete. The Volvo has already left our shores. John is ready to answer all your questions about both events, see you all there, let's get the numbers up a little while the evening weather is still good.

Regards,

*John Cooper*

**[Here's the link to the CMC April Preserve.](https://www.councilofmotorclubs.org.au/images/preserve/April-2024.pdf)**

**<https://www.councilofmotorclubs.org.au/images/preserve/April-2024.pdf>**

**This Preserve contains important information about the AMHF Survey and other reports.**



It's always so hard to write a tribute about such a great mate after the shock of receiving the sudden news of his passing.

Gerald Lee passed away at home in McLaren Vale SA on Thursday the 4th April, 2024 with family close by. He leaves behind his wife of 52 years Cate, their children, Simon, Tim and Megan and all the grandchildren. Gerald was dealt a huge blow shortly after making the big decision to pack up and move to South Australia to be closer to his family, a place he had fallen in love with. Shortly after settling in he became ill, resulting with him having to persevere through all of 2021 with some very extensive Chemo treatment for pancreatic cancer. Showing great spirit, determination and a "never give up" fighting attitude he seemed to have got through with a positive outcome, giving him a few years of respite, something that is not so common with this type of cancer. In late 2022 Gerald and Cate made the trip up to the Flinders Ranges, a part of the world he visited and loved, to do an afternoon IN and morning OUT control as officials for the Perth to Sydney Marathon. He endured standing out in the cold, wrapped up in CRC beanie and jacket. It was a pleasure to catch up and sit with them at dinner that night. In 2023 they also made the trip back to Sydney to be part of the Repco Mountain Rally Reunion that I had organised, being part of the so many others from that era and competition.

Gerald was an early member of the Classic Rally Club. Back in the first few years he was a very active CRC member, competing in the Masters category, usually with his regular navigator and good friend Ian Reddoch. I first meet him in a very early Jaguar Mountain Rally driving a Mini Cooper S, which unfortunately was written off in a traffic accident, resulting in the building up of another Cooper S to rally in. I believe his love of cars, rallying and racing began years before with the University Car club. So many different varieties of classics he has owned and enjoyed. He loved his Minis and I had the privilege of racing our Minis at Phillip Island together and camping out in the rain and also with us racing at Bathurst, attempting to conquer the Mountain. Being in his company was always a joy, great conversation, humour and his good will towards everyone. Gerald took over the Club's Editorial and production of Rally Directions Magazine in 2006, 07 and 08. So many memories from so many of us and so many good words from his vast and wide friends on Facebook depicting Gerald with words like " lovely guy, gentleman, friendly, jovial, great sense of humour, a glass half full type kind of guy, passionate 260Z owner, a privilege to know him, one great bloke, always smiling, one of nature's gentleman, irreplaceable, always enjoyed yourself in his company, a great competitor and always ready with a warm smile, friendly chat and offers of help if needed, " A very well respected, loved and liked down to earth man. The Classic Rally Club salutes you and bids you farewell,

## Vale Gerald Lee

Gerald had many loves in his life, Cate, his Family, Classic Cars, Mini's, Travel, Camping, Exploring, Car rallying and racing, Motorbikes, Dagwood Dogs, Food, Music, Sailing, just some things that come to mind and so many good close friendships he has made with us all within the Club. He will be very much missed by so many.

Good-bye old mate, a champion bloke, no longer suffering in pain.

Gerald's farewell will be in South Australia, on Friday the 19th of April and will be screened via a link for up to three months at,

<http://tinyurl.com/FairwellGerald> Always in control, he had requested to be dressed in his camping gear for his funeral. Happy Camping Gerald.

Our thoughts and sincere condolences go out to Cate and all his family. There are a few good months before Christmas to sort out " Who will make the Gravy".

Rest In Peace Gerald Lee.

JOHN COOPER

President, Life Member



## Upcoming Events

### **Tour d' Course**

**19th May**

### **Hidden Gems Tour**

**15 / 16th June**

### **Southern Cross Reliability Trial**

**7 / 8th September**

### **Alpine Classic**

**26 / 27th October**

### **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 change from 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 Mittagong Golf Club, 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.

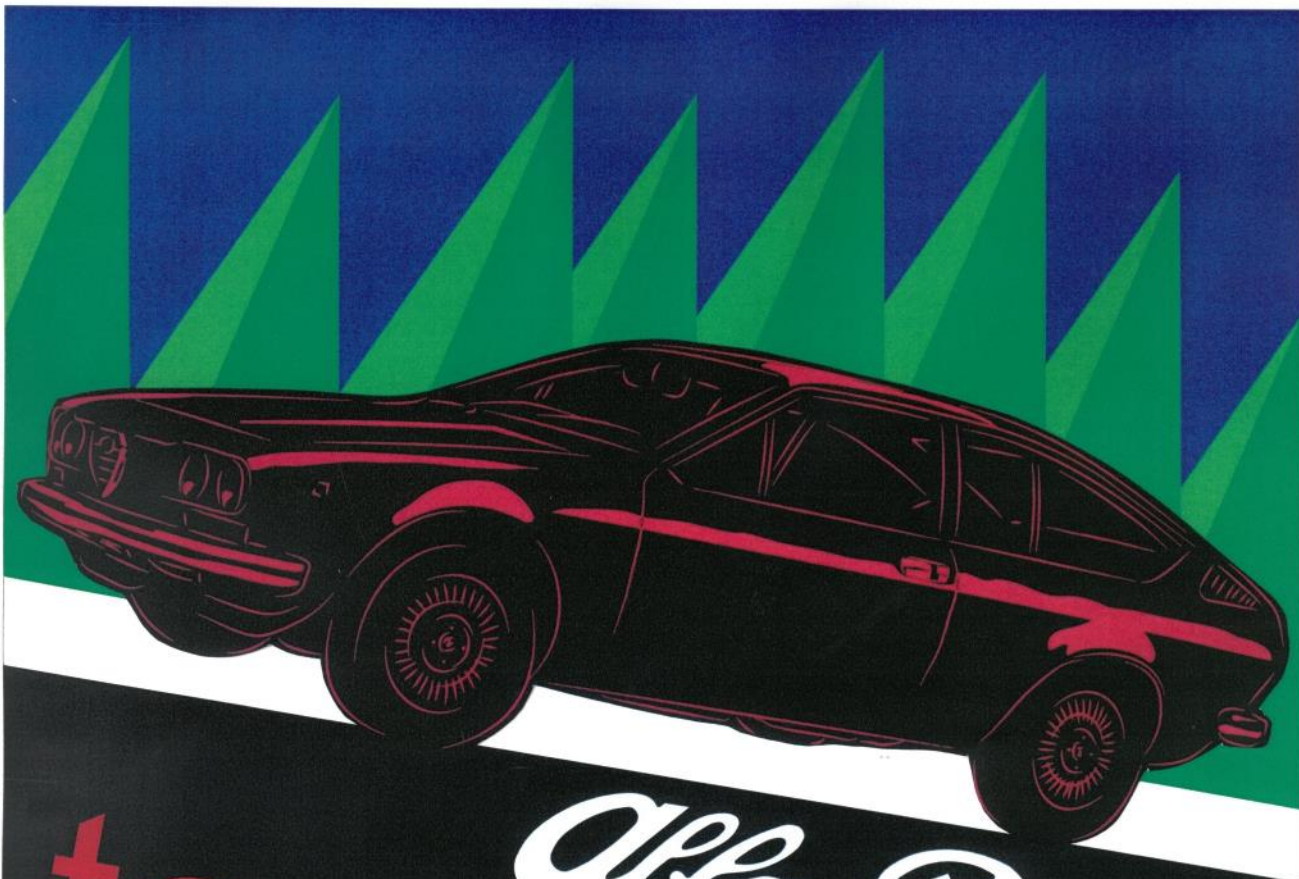
### **Hidden Gems Tour**

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 !

### **Southern Cross Reliability Trial**

'Please see over for a great announcement !'



tour,  
course

*Alfa Romeo*

19 MAY

'24

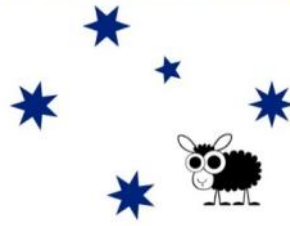


1974 Owners' Club  
of Australia  
2024 New South Wales





## *Southern Cross Reliability Trial*



### **New event announcement**

The Classic Rally Club is proud to announce a new opportunity to all CRC members. The Southern Cross Reliability Trial is running their inaugural event, and is to be held

**7<sup>th</sup> – 8<sup>th</sup> September, 2024**

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

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

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

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

**Regards**

*Alan Walker*

*Classic Rally Club - Events Secretary*

[crc.comp@classicrallyclub.com.au](mailto:crc.comp@classicrallyclub.com.au)

## Hidden Gems Social Tour 15 & 16 June 2024



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

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

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

### Event Timetable

There will be 3 divisions

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

### Contact

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



2024



2024

# ALPINE CLASSIC

26 - 27  
OCTOBER

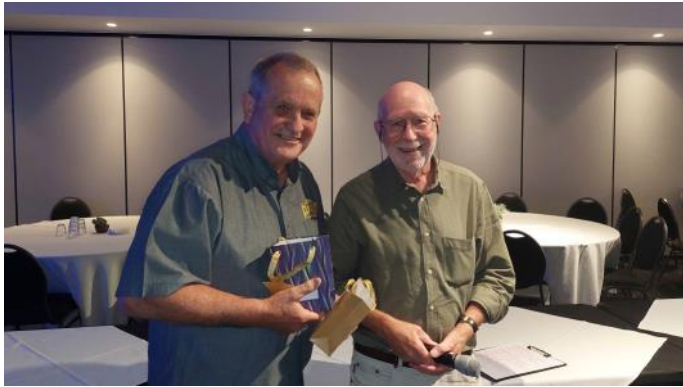


[thealpineclassic.com.au](http://thealpineclassic.com.au)

## THE FINAL COUNTDOWN PRESENTATION



Event director—Tony Norman



1st Place Masters: Navigator — Ross Warner  
Driver — John Cooper  
Presenter — Tony Norman



3rd Place Masters: Navigator — Alan Walker  
Driver — Edul Dhondy  
Presenter — Tony Norman



3rd Place Apprentices: Navigator — Glenn Evans  
Driver — Geoffrey Bott  
Presenter — Tony Norman



2nd Place Tour: Navigator — Rhonda Hill  
Driver — Dave Hill  
Presenter — Tony Norman

## 1973—Geoffrey Bott

A chance discovery of a map fragment led to the stirring of a few old memories the other day. The Rothmans Walkerville 500 was a round of the South Australian Rally championship. It had been directed by a very experienced and senior fellow for a number of years by the name of Ivar Stanelis (later involved with the failed Classic Adelaide). He finally retired as director at the end of 1972. Having a bit of time on my hands, I decided to put my hand up to be the Director of the following event.



In retrospect it was probably a rather ambitious decision as I had principally been a driver and never been a navigator (nothing has changed). At the tender age of 23 optimism knows no bounds. I called for volunteers from the Walkerville All Cars Club and we had a group of about 10 guys come on board. This was a major event of some consequence in those days and was quite important for the reputation of the club but like most clubs it all falls to the volunteers.

Being a totally inexperienced organiser I applied basic logic to the whole process and divided the event up into three divisions and put three teams together for the management of each division on the basis that I would then oversee the total event. My fellow club members attacked the job with some considerable enthusiasm. The event was centred on Burra in South Australia and ran around into the Flinders Ranges and then back down towards Adelaide, finally ending at Eudunda just outside of the Barossa Valley.

In those halcyon days we had prima facie speed limits. This meant that you could really do any speed you liked in the open countryside, however if a policeman pulled you over you had to be able to justify your speed and demonstrate that it was not unsafe. I don't actually ever remember a year and anyone having to prove that their speed was safe but let's just say that as long as you looked after the speed limits in the town which a course in those

days was 35 miles per hour and keep your nose clean generally everything was fine. Nobody took any great interest in how these events were run from the point of view of the police and various other official bodies long as we kept ourselves to ourselves and didn't upset any locals. Happy days indeed!

After several months my boys presented their divisional routes to me and we finally managed to get a comprehensive set of instructions drawn up. My major assistants were Mark Tillet and his wife who had typed up all of the instructions and acted as general secretary. Mark used to be a salesman for a Ford dealer as I recall. We pressed his XA Falcon demonstrator into duty as a route checker along with my Prince Skyline GTB and occasionally the Hillman Imp that I used to rally at that time. We had great fun thrashing around the dirt roads and in the bush setting up the event, sometimes having more fun than what you would have if you are a competitor.

Unfortunately my inexperience showed when we held a meeting one night at my home to get all of the control keepers organised for the event, a few days prior to its running. I grossly underestimated the amount of time it would take to get these people organised we had a queue about 50 people stretching out my front door out into the garden and some of the street while Mark frantically

scribbled instructions on bits of paper in order to get the control keepers placed on the map. Fortunately it was all done with good humour and most of the guys were really experienced so there weren't any great problems.

By this time we had attracted entries but unfortunately only 24 cars actually decided to run because I suppose the reputation of the somewhat inexperienced director and his team probably put out a few bad vibes. Anyway the group that did enter was extremely enthusiastic and included Tom Barr Smith in a HQ Holden which was a works rally car of the day, borrowed from the GM factory. Sadly I can't remember any of the other entrants almost 40 years later.

However the event went off pretty well. I acted as zero car in the Skyline and covered the entire route, making sure that all the controls were in place. As mentioned, all the control keepers were pretty experienced and of course we had done quite a lot of preparation getting all of the cards and everything else organised before the event. As the name implied, it ran over 500 miles and that meant that the vehicle started at about 4.00 PM on the rally didn't finish until about 10 AM in the morning with two divisional breaks at Burra. This meant we could conduct our activities in the middle of the night, largely out of sight and sound of all the locals.

I do not recall any major prangs and the weather was kind to us. At the end of the event I discovered that there was a big problem with a missing gate marker although it was in place when we traversed the course as zero car. What that meant was when the field came hurtling up to a farmers gate blocking the mapped road, if there was no marker on it, they were not permitted to enter it. On the night this caused great deal of confusion as half the field found it there but the other part remaining half didn't as it had mysteriously gone missing.

In this instance it was impossible not to use that road. By the time they had worked it out, this delayed a number of the backmarkers unfortunately. As I knew that the gate market was definitely there when I went through the decision was then up to me as director to try and adjudicate.

I decided that the results of the stage stood. There was an official protest which went to a CAMS tribunal. Fortunately the tribunal upheld my decision and Tom Barr Smith was declared the winner.

With cigarette company Rothmans as sponsor we actually had a whole \$500 worth of sponsorship money and the use of their pavilion at the Adelaide Showgrounds for the trophy presentation. We had also managed to con various people into donating sets of tyres, spotlights and various other things as secondary prizes.

So came the great day of the presentation and all it remarkably well. I was very amused when one competitor said in praise of the event it was really great as "it was almost like three different people had set the course with the different divisions and gave us a huge amount of variety" which of course was exactly what had happened.

With perspective, it was one of those events in your life that taught you a great deal. Ultimately this led me to have the confidence to propose an event such as the Repco Mountain Rally in 1991.

As a side issue I had a great time in the 1964 Prince Skyline. It went like the clappers for a 2 litre car despite me stacking it within 24 hours of buying it (another story). When I decided to sell it there was a major dummy spit by the car. I had advertised it, the buyer turned up and we decided to take a test run down the road. We only got about a kilometre from my home when the nut on the end of the crankshaft decided to unwind itself, fall off, and that allowed the timing chain to get out of sync. The pistons hit the valves and succeeded in bending 10 of the 12 and broke a couple rockers as well. I managed to get a head off of another engine by ringing every wrecker in Adelaide. The very last one that was in the phone book had one off of a Prince Gloria sedan, the same engine so I simply used that, the original cam and it was as good as gold.

# TOUR OF THE SNOWY - a different aspect

## Paul Morton

Garth Taylor and myself over the last several years have become well known as control officials. As the Motorsport Australia licence restriction has now been lifted we decided to sign up for the Tour of the Snowy as participants. On top of that, we decided to take Garth's vehicle rather than the Landrover. He owns a 2021 MG PHEV and it would be interesting to see how the car performed for an event like this. For the unenlightened, the MG is a Hybrid model (Petrol/Electric). Garth has owned it for 2 years now and it suits his new lifestyle in Forster down to the ground.

The only problem that we could foresee was that it doesn't have a spare tyre. Not good for a tour such as this. A can of Finileak will not repair a slashed sidewall caused by a pothole or stick. Ebay to the rescue and we had a weightsaver for the car. The wheelwell for the spare is filled in with batteries in a Hybrid so the tyre was ratchet strapped in a vertical position behind the rear seats using very conveniently placed tie down points. And that is where it remained for the event - unused.

The Tour itself was a 5 day event that was to take the crews from the start at Yass to the overnight stops at Cooma, Cooma, Lakes Entrance, Tumut then back to Yass. Within the tour were two separate drives. One containing gravel and one that was all tarmac. We obviously chose the tarmac route which would cover about 2200km.

The day before the run we made our way to Yass. A prang on the dipper at Mittagong saw us take two and a half hours to do about 15km to get around it. The good point - this was the best economy of the entire week with the car using only the battery. Electric motors only work when it is moving and during this the petrol motor is off, so 15km or around 1/4 of the electric range. We had the car set up so that it would charge from the motor as well as regenerative braking to keep it at around 50% battery. This kept the range at no lower than 30% of battery.

## DAY 1

Tour of the Snowy Road Book Page 5

**Day 1 Schedule: YASS to COOMA**

Section	Location	Regular Route	Tarmac Route
	Cooma departure	9:00 – 9:30	
1	YASS to BRAIDWOOD	234 km (42% gravel)	126 km
	Braidwood arrival	12:30 – 13:30	10:40 – 11:10
	Braidwood refreshment / lunch break	1 hour	10 mins
	Braidwood departure	13:30 – 14:30	10:50 – 11:30
2	BRAIDWOOD to COOMA	198 km (49% gravel)	364 km
	Tarmac lunch break *		1 hour
	Cooma arrival	18:30 – 18:00	17:20 – 18:00

\* Tarmac Option lunch at location of choice

Historic Rally Club of NSW & ACT



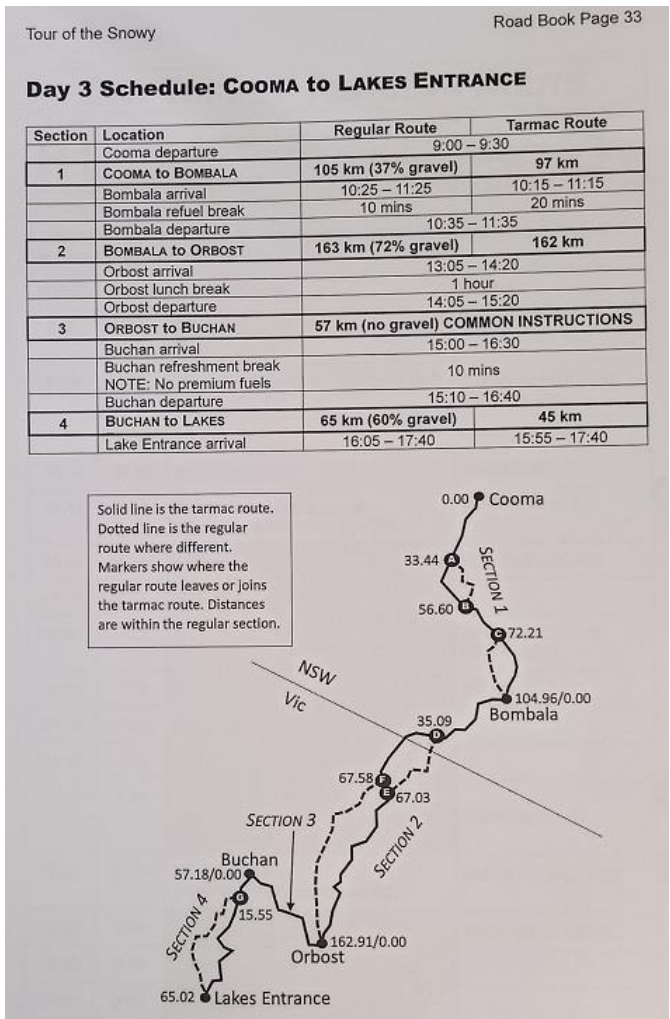
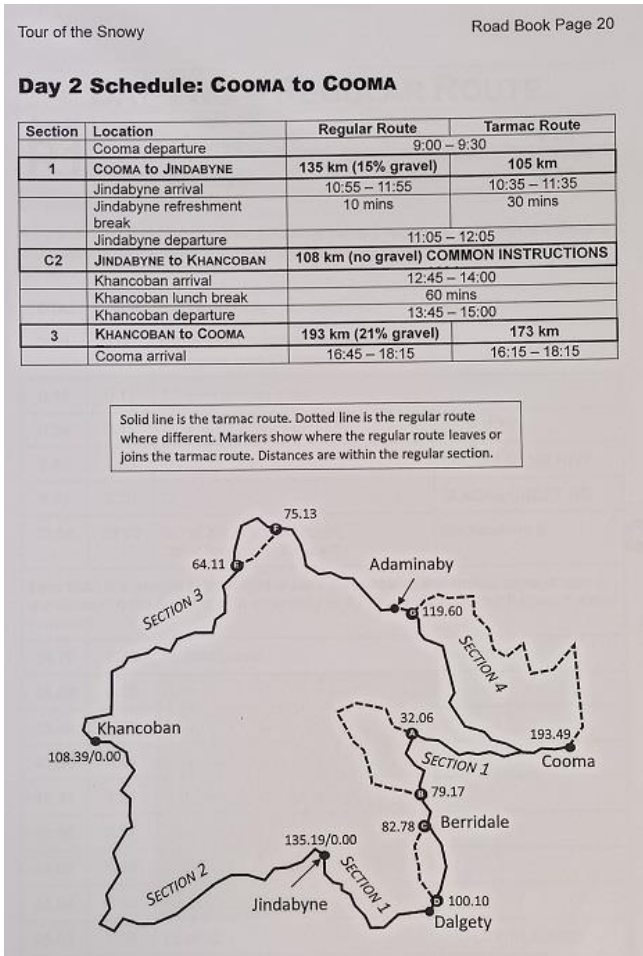
**Mal and Garth**

The first day consisted of nearly 500km. We left Yass and went cross country to Braidwood getting the hang of the navigation and tweaking the Terratrip (portable mount with a satellite sender) to read

correctly. The tarmac route then dropped down to the coast at Batemans Bay then followed a coastal route as far south as Merimbula. This was probably the most annoying part of the entire event – Lexus and Tesla drivers!!! The route then headed inland up through Nimitabel to our overnight at Cooma. After check in we had a well deserved drink with Mike Batten and Mal Sinfield (Car 1) in the Motel’s barbecue area. Then dinner at the club – great first day.

## DAY 2

The second day was a round trip from Cooma return of 390km. Lunch break is to be at Khancoban and we got there via Berridale, Dalgety, Jindabyne and Thredbo – over the top. A great drive, although some of the classics discovered they had no brakes at the bottom of the mountain. The MG had full batteries. Our return journey to Cooma was through Adaminaby.



Lookout



Entrance

## DAY 3

Day three saw our trail plummet from the heights of NSW to sea level in Victoria via 360km of countryside. The route went from Cooma to Bombala across the plateau then down to Orbost in Victoria through the forests. From here we drove to Lakes Entrance via Buchan. A very diverse day of driving that made you appreciate power steering.



Trees



Snowy Day 3  
(photo Greg Yates)

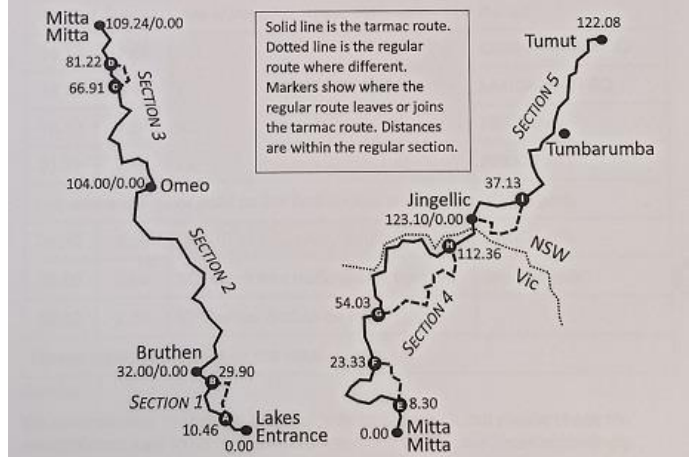
## DAY 4

Tour of the Snowy

Road Book Page 47

### Day 4 Schedule: Lakes Entrance to Tumut

Section	Location	Regular Route	Tarmac Route
1	LAKES ENTRANCE to	32 km (28% gravel)	33 km
	Bruthen arrival	8:00 – 8:30	
	Bruthen breakfast break	8:30 – 9:15	
	Bruthen departure	15 mins	
	Bruthen departure	8:45 – 9:30	
C2	BRUTHEN to OMEO	104 km (no gravel)	COMMON INSTRUCTIONS
	Omeo arrival	10:05 – 11:05	
	Omeo refuel break	10 mins	
	Omeo departure	10:15 – 11:15	
3	OMEO to MITTA MITTA	109 km (14% gravel)	107 km
	Mitta Mitta arrival	12:05 – 13:20	11:55 – 12:45
	Mitta Mitta lunch break	55 mins	1 hour 5 mins
	NOTE: No premium fuels		
	Mitta Mitta departure	13:00 – 14:15	
4	MITTA MITTA to JINGELIC	123 km (41% gravel)	142 km
	Jingellic arrival	15:00 – 16:30	14:55 – 16:25
	Jingellic refreshment break	10 mins	15 mins
	NOTE: No fuel		
5	JINGELIC to TUMUT	122 km (12% gravel)	112 km
	Tumut arrival	16:50 – 18:30	16:40 – 18:20



Mighty MG

The fourth day was to take us to Tumut back in NSW via 500km of roads that went “over the top” again. Even Omeo had a charge station. They located it near the discharge station. We of course only required one of these. Lunch was at Mitta Mitta after another power steering run. Garth was at this stage getting sick of me saying either “I've been

here before” or “the last time I was here it was a dirt road” every time we reached somewhere obscure. Our afternoon was from Mitta to Tumut via Jingellic. We took on a quick splash of fuel at Tumbarumba just to be sure, then proceeded to the final control via a scenic drive through Tumut because of a bad call in the road book. My congratulations to Dave Johnson, this was one of two we found in a 5 day event covering over 2000km. I have made more mistakes in this article.

## DAY 5



**Barby 1**



**Omeo**



**Barby 2**



**Mitta**



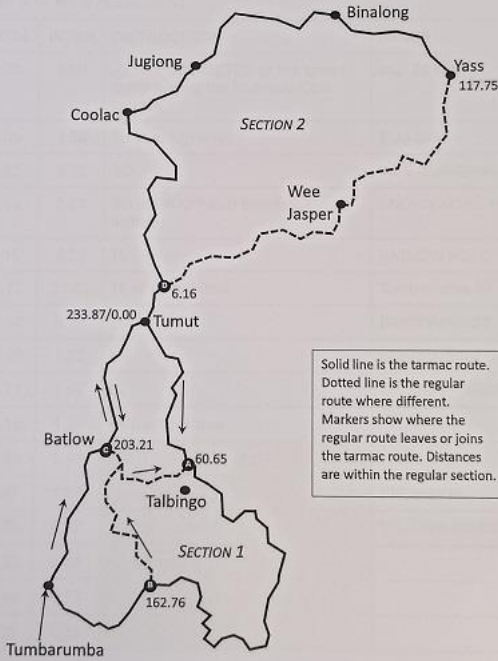
**Tumut**

Our final day was to be about 400km worth with the morning doing another plunge into the Snowy Mountains and back to Tumut for lunch. The loop went up past Talbingo and onto Tumbarumba via some steep and scenic roads put in for the Snowy Scheme. It then returned to Tumut via Batlow for lunch. The afternoon turned into a bit of a mess through no fault of the organisers. The gravel Guys were supposed to return to Yass via Wee Jasper. Bridge out, road closed, follow tarmac route. The tarmac route was then rerouted from Coolac up the Hume to Yass. I think this was due to a pushbike event using a lot of the roads we were to utilise. I once had a pushbike event isolate the lunch venue on a run. The only place that had any record of the event was their webpage and the signs and barricades they put up the night before. You can do nothing except reroute at the last minute.



**Day 5 Schedule: TUMUT TO YASS**

Section	Location	Regular Route	Tarmac Route
	Tumut departure		9:00 – 9:30
1	TUMUT to TUMUT	234 km (24% gravel)	239 km
	Tumut arrival		12:30 – 13:45
	Tumut lunch break		1 hour
	Bruthen departure		13:30 – 14:45
3	TUMUT to YASS	118 km (37% gravel)	164 km
	Yass arrival (finish)		15:30 – 17:00



The event finished with a barbecue at the motel at Yass. A really enjoyable event and well worth the effort despite neither one of us owning a classic car anymore – my Land Rover only LOOKS old. The MG ran flawlessly throughout with some rough stats below.

Fuel consumption

Petrol average 6.8 L\100km

best 6.5

worst 7.1

Electric

Average 2.1kw\100km recharging done by vehicle and regeneration. Fully charged range is 60km, on the tour we maintained an available range of 20-30km.

**Paul Morton**



“Well, lemme think. ... You’ve stumped me, son. Most folks only wanna know how to go the other way.”

**NEXT MEETING Tuesday the 23rd of April**

**Don't miss it!!**

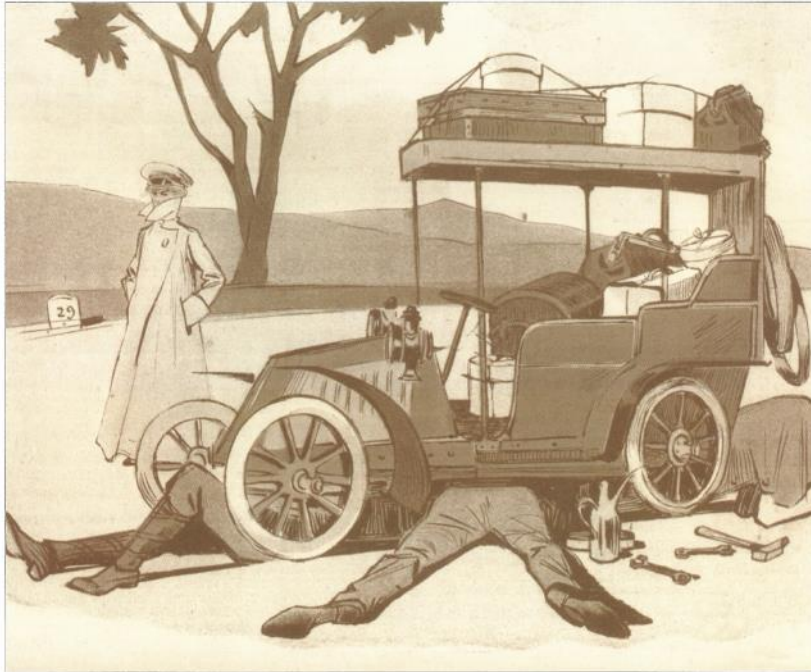
Come and experience a Guest Presentation by John Henderson including a 30min video recounting tales of the Alaska / Mexico trip with Westie.

**AN UNFORGETTABLE ROAD TRIP**



Now for a bit of fun—thanks to Alan Walker

# The Odometer



The odometer of the car in the picture is at 15,951 miles at the moment when the accident occurs. The irritable lady notices that the figure is reversible. In other words she can read the same number from back to front. Because she is idly waiting anyway, she starts wondering when this will next occur. She decides it will be an awfully long time! But after the car has been fixed, they break down again only two and a half hours later. And again the odometer is stuck at a reversible number.

How fast did the car drive in those two and a half hours?

## ANSWER

The first digit can never have changed in only two and a half hours. So number 1 is your first and therefore last digit in the new odometer reading. The second and therefore fourth digit changes into 6. If the new number in the middle is 0, 1, or 2, the car went 110, 210, or 310 miles in the two and a half hours. So, clearly, it was 110 miles and the car drove at 44 miles per hour.

16061

The Odometer



# Tour to the SUNSHINE STATE

14 - 17th (Wed - Sat) August 2024

Tour Organiser: Ian Richards assisted by Winton Brocklebank



Exploring the country on either side of the NSW-Queensland border, the tour is inspired by the 1969 Southern Cross Rally and is traversing many of its competitive sections.

The scenery is spectacular and the roads are on the most part magnificent.

The terrain varies from the coastal hills to the rugged Great Dividing Range and beyond to the grazing country of the Darling Downs.

**Murwillumbah (Start) - Nimbin - Lismore (Overnight) - Woodenbong - Aratula - Toowoomba (Overnight) - Leyburn - Texas - Warwick - Toowoomba (Overnight) - Nanango - Kilcoy - Kallangur (Finish)**

A social, non-competitive Tour with the option of Regular (with gravel) or Tarmac Course of about 1,700 km.

Both courses are fully route charted and supplemented with detailed maps.

1, 2 and 3 days options are available and particularly suitable for those who may wish to attend the Historic Leyburn Sprints.

Social events will include a dinner in Toowoomba with a number of guests from the 1969 Southern Cross and a casual end of event function at the finish.

All registered vehicles are welcomed, from historic to modern. Roads surfaces are of excellent quality so rally preparation is not necessary, however cars with a low clearance should opt for the Tarmac Course.

Drivers must be licenced and all participants must be a member of a Motorsport Australia Affiliated Club.

A Notice of Event, Entry Form and Guide to the Event will be posted on the HRC website. <https://hrcnsw.org.au>

Entry Fees: (excluding meals and accommodation)  
\$350 (Full Tour). \$290 (3 days). \$220 (2 Days). \$130 (1 day)

**Enquiries to Dave Johnson 0493 812 474**

**Email Expressions of Interest to [hrcroadtours@gmail.com](mailto:hrcroadtours@gmail.com)**

## Tour to the Sunshine State – Accommodation Guide

### Murwillumbah (Tuesday August 13)

Officials are staying at the Murwillumbah Motor Inn, 17 Byangum Road

There is not a huge range of accommodation in Murwillumbah but it would be possible to stay further afield, e.g. Pottsville, Cabarita Beach, Kingscliff or even Ballina.

### Lismore (Wednesday August 14)

Officials are staying at the AZA Motel, 114 Keen Street

There is limited accommodation in Lismore and it is often quite heavily booked by trades and related people associated with the flood recovery. Casino is only 20 minutes away, Ballina is 30 minutes.

### Toowoomba (Thursday & Friday August 15 & 16)

Officials are staying at the Riviera on Ruthven Motel, 730 Ruthven Street.

There is a plethora of accommodation in Toowoomba. The Thursday evening function is at the Toowoomba Sports Club, 360 Ruthven Street.

### Kallangur (Saturday August 17)

Officials are staying at the Kallangur Motel, 1517 Anzac Avenue.

There is plenty of accommodation in the wider area, including at North Lakes, Redcliffe, Petrie or into the northern suburbs of Brisbane.

# 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 Limberiou	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				<b>1</b>	<b>1</b>

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>	
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 900 (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>	
Tuesday 28th		Club Meeting
<b>June</b>		
Saturday 15th	<b>Hidden Gems Social Weekend Tour and Fun Run - Glenda Lawrence and Warren Herrick</b>	
Sunday 16th		
Tuesday 25th		Club Meeting
<b>July</b>		
Tuesday 2nd	<b>Social Tour Lithgow Small Arms Factory and Lunch Run - John Cooper</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>		
Saturday 7th	<b>Southern Cross Reliability Trial (TRE) Promoted by SCRT</b>	Jon and Tina Mansell
Sunday 8th		
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
Tuesday 26th		Club Meeting- AGM
<b>December</b>		
Sunday 1st	<b>Club Christmas Party</b>	To be Confirmed