

- Next meeting June 25
- Magazine deadline July 16

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

30 years of the Classic Rally Club



**Classic Cars
Good Times
Great Friends**

Turn the page to read about;

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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
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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 vehicles	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 June Jabber

June already, EOFY posted everywhere, half a year gone. I'm sure the older we get the faster the time passes us by. So here is the June edition of Rally Directions. Welcome everyone reading this and trust you and your loved ones are doing okay. Not only does time catch up with most of us but the older we get the more health issues we seem to encounter. There has been no competition rallies since last month but our first two day Social run has just been held. A big thank you to Glenda

Lawrence and Warren Herrick for organising the weekend with 24 cars taking part in the Hidden Gems Social Tour, a big thanks to you two for organising such a great weekend.

If you didn't get to join us on the Hidden Gem Social make sure you put it on your to do list next time. Glenda and Warren presented us with a well organised weekend. There were two well thought out routes with very informative, accurate and simple route charted instructions available for you to pick, either doing the complete tarmac route or tackling the alternate route comprising both tarmac and scarcely used gravel back roads. Not car breaking gravel but quite good roads, almost void of any other vehicles, huge mountain climbs, public roads through working farms with livestock and some not so welcome wildlife hopping across the roads. The Tarmac crews didn't miss out on great driving sealed roads, magnificent scenery to take in. Saturday's start was at the Pie in the Sky at Cowan. It drew around 20 odd starters with the remaining northerners joining in at Morpeth and lunch at the Paterson pub. It was so good to have so many family member crews, from husband and wife, partners, father and sons and just friends teaming up. With a social MA permit, no paperwork and an entry fee of just \$25. Bring on the next one, so easy to organise, so how about a few new people put their hands up to plot a route, organise a Saturday night venue and two lunch stops. Go for it. Unfortunately Saturday was wet and misty up in the mountains. It kept the dust down but made it interesting encountering so many water crossings and floodways. Apparently the water levels were down from last week and no one had any issues crossing them. It was Muswellbrook overnight and a great get together at the local Workers Club. Sunday started a little foggy but became a beautiful sunny winter day. Breakfast was at the Scone Warbirds Museum with an optional tour inside to look at the Warbird planes for some. Finish was at the Denman Pub for a sit inside in a

private room for lunch and giving everyone an early afternoon departure to get home. Once again a big thank you to Glenda and Warren, great job and thoroughly enjoyable.

As the Club celebrates our 30th year we will be enlarging our regular Shannons Display Day presence, with not only having our normal 12 car allocation in Area B up against the fence as per last year, but also we have a double garage in pit lane to showcase another 6 cars, 4 in the garage and 2 out in the pit lane. I still have many vacancies to fill for display cars and await your confirmation to help out on the day. We have access on the Saturday to set the garage up so I will be looking for a few helpers and members to help promote the CRC on the Sunday in the garage all day. Free tea and coffee for all members helping, let us know.

We have another Social permitted run on Tuesday the 2nd July. Just a casual drive up to Lithgow to explore the Small Arms Museum, have a coffee and some lunch, visit a WW2 gun placement, or do your own thing. It's a no cost midweek event, just pay for your own Museum entry and lunch. It's open to members, friends and guests. See the flyer in the magazine, will be happening rain, hail or shine, one starter or 100. Again just let me know so I can print off enough direction sheets to get you there from the morning start location in Windsor.

A couple of thank you's. Thanks Len Zach for your prompt assistance to me when asked and thank you Geoff Bott for downloading all the Club's photos accumulated over the years on CDs, a big task. We now have digital access to over many 100s of past rally photos and videos and will shortly be working out how to best utilise this facility for your benefit. I had an email from our lovely retired rally friends from up Queensland way, Heather Dux letting me know they are doing well, Don will be celebrating his 87th birthday shortly as well as their 66th Wedding Anniversary, so good to hear from them. They send cheers to all their fellow CRC friends and expressed that they had so many good times coming down to do our events, champion people they are.

Most of you would be familiar with our Club's couple Dom and Tanya Votano. Known for his many cars, but also their involvement with the renowned Shitbox Rallies, fundraising for the Cancer Council (NSW), with their involvement spanning 19 years, with raising a total of \$503 504.00 (that's over half a million). That is just one hell of a generous commitment to such a worthy cause, so many of our loved ones, friends and CRC members have been affected by this terrible disease. Our congratulations and thanks go out to you two from myself and all the Classic Rally Club members. Enjoy

your latest Shitbox Rally adventure in your Pink Barbie Bus Camper M2. You made Barbie famous and revived the pink trend long before this current movie and resurgence we now are subjected to. Enjoy and have fun.

We had a nice lunch and shared many catch up stories. I will be hopefully writing up a story about our encounter to share more history motorsport information for a future magazine article.

For those of you old enough or have knowledge of past rallying from the 1960's, you would be familiar with the name Gus Staunton, who was synonymous with BMC, British Leyland, Works teams, Young Lions Racing, Founding President of the now Mini Car Club, Rally Director and co-ordinated the BMC team assault in Australia for the 1968 London to Sydney Marathon, plus lots lots more. Well just this week, straight after the weekend's Hidden Gems Social it was a change of vehicles then myself, brother Ron and Jim Barrett, all who were associated with Gus in some way, visited the 93 year old on his property / farm in Boorowa.

Don't forget to keep an eye out on the Peking to Paris rally coming to an end after over a month of competition. At the time of writing this Jabber Matt Bryson and UK navigator Mike Pink in the Leyland P76 are in the lead and with Hendo and Lui fighting their way back into the top ten after an unfortunate small wrong road error saw them drop down from third place. Good luck both CRC crews, say safe and finish strong.

--
Regards,

John Cooper

Below is the link to the **CMC JUNE PRESERVE**.

Please circulate this amongst your Club Members so that the information is shared.

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

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Found recently in an Australian Classic Car Magazine dated March 1995



Mid Week Wander, Social Run

Lithgow Small Arms Museum

Tuesday 2nd July 2024

Admission \$10

concession \$7

9.00am for a 9.30 Departure

Start- Macquarie Park Windsor

1st exit at roundabout over Windsor bridge

Route instruction provided at start

Coffee Stop- Bilpin Fruit Bowl

Lithgow Small Arms Museum

69 Methven St Lithgow

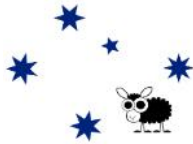
Lunch - The Lithgow Bowling Club

RSVP — John Cooper 0414 246 157

johncoopclassic@gmail.com

MA Social Permit # 4,782

Southern Cross Reliability Trial



Hi everyone,

We hope you are well and keeping warm,

Did you know that our Early Bird entry fees for the 2024 Southern Cross Reliability Trial were due to finish at 9pm on Monday 17th June? However, with this issue of Rally Directions coming out later than that. We have chosen to help all competitors we are extending the early bird entry period up to 9pm Friday 21st June, 2024.

The payment plan is

Early Bird \$550.00 per team - **\$200 deposit plus 2 payments of \$175.00 as per Supplementary Regulations**

Early Bird entry is **NOW** available from entries opening up to 9pm Friday 21st June 2024.

After 9pm Friday evening, all entries will be:

Normal Entry \$600.00 per team - **\$300 deposit plus balance of \$300 before closure of entries as per Supplementary Regulations**

Supplementary Regulations and other information is available on our website at
<https://www.drivetekmotorsport.com/tt-series-and-rally>

Please follow the link below to the online entry form

https://docs.google.com/forms/d/e/1FAIpQLSc9v-fXDdKUnEfptH_BJ2FNsg0MJQjYS-MsdVa9YwCllvguhA/viewform?usp=sharing

or on the Classic Rally Club website at,

<https://www.classicrallyclub.com.au/index.php/the-club/calendar/southerncrossrel24>

Looking forward to seeing you at the 2024 Southern Cross Reliability Trial.

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Regards

Jon Mansell



Hello all,

Just a quick Alpine update for you, as I know that now the enjoyable Hidden Gems event has been run, most of your focus will be on the next competitive events –

The Southern Cross Reliability Trial. (7th/ 8th Sept.), and

The Alpine Classic (26th/27th Oct.)

These two events will finish off 2024 with two great two day events !

(now that is a Richie Benaud special !)

The Alpine will be taking us from Lithgow to Bathurst back to Lithgow.

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

One of the NSW's biggest Agricultural Shows, held in Borenore just west of Orange that weekend. That means that accommodation is at a premium, Orange will be swamped, so the Saturday night accommodation in Bathurst may well become difficult to find, so please make your bookings for the Saturday night NOW.

No need to miss, just get onto it now.

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

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

That's right - we want you !

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

Thank you,

Your Alpine Team.

2024



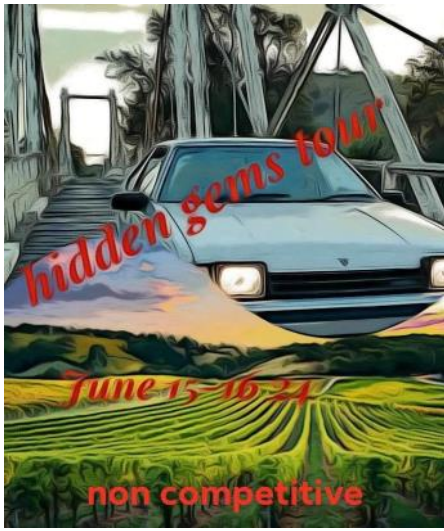
2024

ALPINE CLASSIC

26 - 27
OCTOBER



thealpineclassic.com.au



A few photos from our Hidden Gems social tour this weekend. Seems everyone was having such a great time.

We had 24 cars complete either a full tarmac route or combination tarmac and dirt (over 900 km route charted), great scenery and pleasant meal breaks at some of our favourite venues in Cowan, Paterson, Muswellbrook, Scone and Denman. Warren Herrick and I really enjoyed everyone's company and sharing some of the Upper Hunter area's hidden gems.

Glenda and Warren



The Editor requested from the Microsoft AI software “Copilot in Windows” a description of the Classic Rally Club.

Below is the result.

“The Classic Rally Club Chronicles”

The Birth of a Passion

In the sun-drenched land of New South Wales, where eucalyptus leaves whispered secrets and the scent of gum blossoms hung heavy in the air, a community of passionate enthusiasts gathered. They were not racers; they were navigators, poets of the road. Their canvas? Sealed roads that crisscrossed the countryside.

The Classic Rally Club

Behold the **Classic Rally Club of New South Wales**—the beating heart of classic navigational rallying on the east coast of Australia. Their mission? To celebrate the art of driving, the thrill of discovery, and the camaraderie of fellow petrolheads. These were not mere races; they were symphonies composed by steering wheels and odometers.

The Rules of Engagement

Classic rallying was not about speed; it was about finesse. The emphasis lay in using navigational skills to follow intricate route instructions. Imagine vintage cars—Alfa Romeos, MGs, and Jaguars—gliding along winding roads, their occupants deciphering cryptic clues. Each turn was a stanza, each checkpoint a verse.

Eligibility and Adventure

Any road-registered vehicle with at least two seats was eligible to participate. The classics emerged from their garages—their chrome grilles winking in anticipation. The **Blue Mountains**, the **Hunter Valley**, and the **Southern Highlands** became their playgrounds. The sunroof opened, and the wind carried whispers of forgotten tales.

The Monthly Gatherings

At monthly meetings, enthusiasts swapped stories. They discussed rally strategies, shared anecdotes of missed turns, and reveled in the thrill of discovery. The **Classic Rally Club** was more than an organization; it was a fellowship—a secret society of map-readers and odometer whisperers.

The Coastal Odyssey

Picture this: a crimson Alfa Romeo Spider, its leather seats worn but dignified. The navigator, a woman with windswept hair, traced her finger along the route instructions. The sea sparkled on one side, and ancient forests whispered on the other. The Spider hugged the curves, its engine humming a sonnet.

The Hidden Gems

The rallies led participants to hidden gems—the crumbling ruins of convict-built bridges, forgotten vineyards, and roadside diners where pies tasted like nostalgia. They paused at scenic lookouts, their eyes drinking in vistas that stretched to infinity. And when night fell, they parked under star-studded skies, sharing tales around campfires.

The Legacy

The year 1994 etched itself into the annals of classic rallying. The roads bore witness to tire tracks and whispered secrets. The camaraderie transcended time, and the odometers spun stories. And as the sun dipped below the horizon, the classics returned to their garages, their exhaust notes fading but never forgotten.

Note: The Classic Rally Club may have aged, but its spirit still roars through the curves of memory.

Synthetic Fuels

by

Geoff Bott

Synthetic fuels, also known as synthetic liquid fuels or synfuels, have the potential to be an alternative to electric cars for several reasons. These fuels can be made from a variety of sources, including renewable energy and carbon capture from the atmosphere, making them a sustainable solution to traditional fossil fuels. Additionally, synthetic fuels can be used in existing internal combustion engines, making them a more accessible option for people who may not have access to charging infrastructure or who prefer the driving experience of a traditional car.

One of the main advantages of synthetic fuels is that they can be made from a wide range of feedstocks, including renewable energy sources like wind, solar, and hydro power. This means that they can be produced without contributing to the greenhouse gas emissions that are associated with traditional fossil fuels. Furthermore, synthetic fuels can be produced through carbon capture and utilization, which involves capturing carbon dioxide from the atmosphere and using it as a feedstock for fuel production. This makes synthetic fuels a promising solution for reducing greenhouse gas emissions and mitigating the effects of climate change.

Another benefit of synthetic fuels is that they can be used in existing internal combustion engines, which are found in most of the cars on the road today. This makes them a more accessible alternative to electric cars, which require significant changes to existing infrastructure and may be less convenient for people who are used to driving traditional cars. Additionally, synthetic fuels can be used in a variety of vehicles, including cars, trucks, boats, and airplanes, making them a versatile solution for reducing emissions in the transportation sector.

Synthetic fuels also have the advantage of being able to store energy in a form that can be easily transported and used, unlike electric cars which require access to charging infrastructure. This means that synthetic fuels can be produced in one location and transported to where they are needed, making them a more practical solution for people who live in remote areas or who travel long

distances. Furthermore, synthetic fuels can be stored in existing fuel infrastructure, such as gasoline stations, which eliminates the need for new charging infrastructure to be built.

In addition to these benefits, synthetic fuels can also improve the driving experience for people who prefer the feel of a traditional car. Synthetic fuels can be designed to have similar properties to traditional gasoline and diesel, including high energy density, fast refueling times, and consistent performance. This means that drivers can continue to enjoy the driving experience they are used to, without sacrificing sustainability or performance.

Despite these advantages, there are also some challenges associated with the production and use of synthetic fuels. One of the main challenges is the cost of production, which is currently higher than traditional fossil fuels. However, as the technology advances and production methods become more efficient, it is likely that the cost of synthetic fuels will decrease, making them a more competitive alternative to traditional fossil fuels.

Another challenge is the limited infrastructure for producing and distributing synthetic fuels. Currently, the production of synthetic fuels is limited to a few pilot projects, and the infrastructure for distributing these fuels is not yet well established. However, as the demand for synthetic fuels increases and more production facilities are built, it is likely that the infrastructure for producing and distributing these fuels will become more widespread.

In conclusion, synthetic fuels have the potential to be a promising alternative to electric cars, offering many benefits including sustainability, accessibility, versatility, and improved driving experience. While there are still some challenges associated with the production and use of synthetic fuels, these can be overcome as the technology advances and the demand for sustainable fuels increases. As a result, synthetic fuels are likely to play an important role in reducing emissions and mitigating the effects of climate change in the transportation sector.

AROCA NSW Tour d'Course 2024 Final Results

cat#	Driver	Nav	VRC	MPC	Questions	Q part error	Time	DIV.1.Total	VRC	MPC	Questions	Q part error	Time	Div.2 total	Total Points	Placing
Masters																
2	Dominic Vatano	Michael Stephenson		9	3	2		219	3	0	0	5		108	327	1st
4	Edut Dhondy	Alan Walker	13	5	3		338	338	1	0	1			26	364	2nd
1	Robert Panetta	Mike Batten	11	6	3		346	346	1	0	4			71	417	3rd
5	Peter Jakrot	Valerie Jakrot	10	5	2		290	290	5	0	7			160	450	4th
3	John Cooper	Ross Warner					DNS	DNS						DNS		
Apprentices																
9	Michael Brandt	Marina Thiveos	7	3	3	1		212	2	1	2	1		82	294	1st
6	Geoffrey Bott	Jonn Bott	7	1	3		152	152	9	1	5			204	356	2nd
8	Bruce Miller	Andrew Taurin	6	2	3		171	171	8	1	5			193	364	3rd
Tour																
16	Geoff Hemsall	Michael Malgo	0	0	0	2		12	0	0	0	0		0	12	1st
11	Toby Oste	Helen Oste	0	0	0	2		12	0	0	1	0		15	27	=2nd
12	Dennis Oste	Anthony Oste	0	0	1	2		27	0	0	0	0		0	27	=2nd
20	Tony Wise	Chris McDonald	0	0	1	2		27	0	0	0	0		0	27	=2nd
23	Bernard Corbett	Madelon Corbett	0	0	0	3		18	0	0	1	1		21	39	5th
18	Strat Mairs	Eddy Furlong	0	0	1	2		27	0	0	1	0		15	42	6th
19	Kim Warner	Ivy-Rose Brown	0	0	1	3		33	0	0	1	0		15	48	=7th
34	Tim Mallyon	Liam Mallyon	0	0	1	3		33	0	0	1	0		15	48	=7th
17	Dave Johnson	Sarah Amarego	0	0	1	4		39	2	0	0	1		28	67	9th
14	Glenn Evans	Jennifer Navin	0	0	3	4		69	0	0	0	0		0	69	10th
30	Jonathon Loosli	Helen Loosli	0	0	1	3		33	1	0	2	0		41	74	=11th
37	Sergio Cariolato	Irene Cariolato	0	0	1	3		33	1	0	2	0		41	74	=11th
32	Nicholas Hundley	Matt Hundleby	1	0	0	3		29	0	0	3	1		51	80	13th
26	Laurie Mason	Edward (Ted) Norman	1	0	1	3		44	0	0	3	0		45	89	14th
31	Charles Daggert	Sophia Gardner	0	0	0	6		36	0	0	5	0		75	111	15th
50	Eddy Failta	Theo Karatzis	2	0	1	2		49	2	0	3	0		67	116	16th
36	Shaneen Dhondy	Nina Dhondy	0	1	3	3		93	1	0	1	0		26	119	17th
22	Maros Chakupka	Stephanie Amanatidis	0	0	6	2		102	2	0	4	0		82	184	18th
28	Paul Wajon	Ross Wallace	0	0	6	3		108	1	0	5	1		92	200	19th
29	Hamish Ultratharm	Direk Ultratharm	2	1	3	2		109	2	0	1	0		1	97	206
24	Matthew Friere	Lucas Friere	3	1	4	3		141	2	0	3	0		67	208	21st
15	Rex Mellor	Leigh Mellor	1	0	1	2		38	5	0	8	0		175	213	22nd
21	Neil Campbell	Kirsten Campbell	3	0	3	1		84	5	0	5	0		130	214	23rd
13	Colin Grundy	Barbara Grundy	1	0	2	4		65	2	0	5	0		157	222	24th
7*	Warren Herrick	Glenda Lawrence	11	3	4		271	271	1	0	0	0		11	282	25th
33	Keith Mitchell	Craig Phillips	2	2	3	3		145	3	0	7	0		198	343	26th
10	Marcus Phillips	Michael D'Ambrosio	0	0	2	3		48						DNS		DNF
25	Phil Goodwin	Trish Flynn	0	0	1	3		33						DNS		DNF
27	Isla Murdoch	Justin Beddingfield	4	0	2	4		98						DNS		DNF
35	Harry Barker	Stephen Barker	2	0	0	5		52						DNF		DNF

Tour d'Course 2024 Briefing by Martin Leaver



Some Competitor's Cars in the Carpark



Some Competitor's Cars in the Carpark Continued



Introduction

The Classic Rally Club was a foundation donor to the Australian Motor Heritage Foundation for their project to undertake an economic value study on the historic vehicle market. Through our early support they were able to gain enough sponsors to fund the study.

One of the benefits of the study is that it can be used to remind politicians and governments of the contribution to the economy from Historic vehicle owners and their vehicles.

Below is a good summary of the report by motoring journalist David Berthon.

Peter Reed June 2024

Australian Motor Heritage Foundation Economic Value Study of Australia's historic vehicle sector produces some staggering results



Most weekends it's easy to find an enthusiast enjoying his historic collector car in and around Sydney.

But how big is our historic vehicle industry? It's a question that's been the subject of much interest for many years.



However, a new Economic Value Study conducted by the Australian Motor Heritage Foundation has produced some staggering results. The Foundation garnered results from over 6,000 respondents from 800 motoring clubs around the country and confirmed owners spend close to \$10 billion in annual expenditure on historic vehicles.



The Economic Value Study (EVS) study, was conducted by the Mercurius Group (TMG) for the foundation and found owners spend close to \$10,240 per vehicle per year on an estimated 970,000 historic vehicles. Historic vehicles represent 4.4% of Australia's 21 million total vehicle fleet. Around 50% of the survey respondents own only one historic vehicle, the other 50% owning 2 or more vehicles.

'Historic' vehicles are in 2 categories: those 15 to 30 years old defined as "classic" vehicles and those over 30 years old defined as "heritage" vehicles.

The dedicated team of enthusiasts at the Australian Motor Heritage Foundation, located in a purpose-built building at Sydney Motorsport Park, rightly point out the study has shown that the historic vehicle movement is a large and vibrant part of Australia's society and economy.

According to Hugh King, Chairman of the AMFH, "the findings of this report have certainly highlighted the significance of the historic vehicle sector to both the community at large and the economic sector."

The survey also revealed the total annual economic impact including both direct and indirect secondary expenditure is \$25.2 billion: with the sector creating almost 79,000 jobs -42,000 direct and 37,000 indirect. These jobs generate \$6.2 billion in wages and salaries annually.

The motor industry has been quick to respond to the survey results. Stavros Yallouridis, CEO of the Motor Traders' Association of NSW (MTA NSW), said the AMHF's survey gave yet more irrefutable evidence of the significant contribution of the automotive sector in the broader Australian economy. "The automotive sector is one of the backbones of our economy and is also at the heart of our communities. This survey, and the enthusiastic response, highlights the necessity for Australia to back its automotive sector with world-class training, local skills development and career pathways," he continued.

Copies of the full report can be downloaded from the AMHF website (www.motorheritage.org.au)

David Berthon
Motoring Journalist
Chairman, RACA Motoring Committee

CRC Temporary Membership Policy

With the passage of time and the arrival of new entrants and Event Directors at CRC events it is timely to restate the CRC policy on short term (temporary) membership, for participation in a single CRC event. For clarity this facility is called Single Event Membership.

Single Event Membership is a facility available to allow people who are not yet CRC members to enter a CRC event and have the benefit of applicable insurance cover and perhaps licence coverage- if applicable, to the event.

It is also a marketing tool to assist new comers to CRC events assess whether this style of motoring activity suits them, at low cost. It is intended to be a come-and-try capability for new entrants to CRC events.

How it works:

1. For payment of a fee of \$10 (subject to revision but correct as at mid 2024) any individual who wishes to enter a CRC event but is not EITHER a CRC member, OR a member of an invited club) can obtain short term membership, valid until the end of the month AFTER the application is received.
2. If a person wishes to proceed to normal membership from single event membership, then the \$10 fee is refundable against the annual membership fee.
- 3 The application form for single event membership will be available on the CRC website, or may be part of event entry form documentation with event supplementary regulations etc.
4. Membership cards will not be provided to such short term members, and such members will not have voting rights at CRC meetings.
5. The age and type of vehicle is not relevant to single event members, although usage of classic vehicles is strongly encouraged.
- 6 .The CRC Membership Secretary (currently Glenn Evans) will maintain a separate register of single event members and Event Directors will liaise with the Membership Secretary to ensure record keeping covering the details of single event/short term members is complete and accurate.

Tony Kanak

Secretary CRC Inc.

12/6/2024

CRC CHAMPIONSHIP POINT SCORE

Masters Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor						Points to date	Position to date
Edul Dhondy	18	40m	19			77	1
John Cooper	20	35	0			55	2
Andrew Inglis	19m	32m	18			53	3
Robert Panetta		35	18			53	3
Graham Pettit		38				38	5
Dominic Votano			20			20	6
Paul Batten	17					17	7
Peter Jakrot			17			17	7
Dave Shaw	16					16	9

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to	Position
Competitor						date	to date
Alan Walker	18	40m	19			77	1
Mike Batten	17	30m	18			65	2
Ross Warner	20	35				55	3
Martin Leaver	19m	32m	18			53	4
Phill Stead		38				38	5
John Henderson		35				35	6
Mike Stephenson			20			20	6
Valerie Jakrot			17			17	7
Raymond Arthurs	16					16	9

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentices Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor						Points to date	Position to date
Bruce Miller	12	24	13			49	1
Michael Brandt	15m	30m	15m			30	2
Geoff Bott	13		14			27	3
Joyce Lawrence		26m				26	4
Bob Morey	14m					14	5
Warren Herrick	11	0				11	6
Peter Thomson		0					

Apprentices Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor						Points to date	Position to date
Andrew Taurins	12	24	13			49	1
Andrzej Cieslak		30m				30	2
Marina Thiveos	15m		15m			30	2
Susan Genner		26m				26	4
Graham Thompson		22m				22	5
Teresa Morey	14m					14	6
John Bott			14			14	6
Glenn Evans	13	0				13	8
Glenda Lawrence	11	0				11	9

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor						Points to date	Position to date
Doug Barbour		20				20	1
Strat Mairs	5	10	5			20	1
Michael Malgo		18m				18	3
Dennis Oste	10		8			18	3
Sergio Cariolato	4m	16m	1m			16	5
John Croft		14				14	6
Geoff Hemsall			10m			10	7
Dave Hill	9					9	8
Toby Oste			8m			8	9
Tony Wise			8			8	9
Tony South	7m					7	11
Rex Mellor	6		1			7	11
Kim Warner	1		3.5			4.5	13
Tim Mallyon			3.5			3.5	14
Sean Walsh	3m					3	15
Dave Johnson			2m			2	16
Glenn Evans			1m			1	17
Marijke Limberiou	1					1	17
Ron Cooper	1					1	17
Kay Harlor	1					1	17
Jonathan Loosli			1m			1	17
Laurie Mason			1			1	17
Shaneen Dhondy			1m			1	17

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to date	Position to date
Competitor						Points to date	Position to date
Xanthea Boardman		20				20	1
Geoff Hempsall		18m				18	2
Anthony Oste	10		8			18	2
Irene Cariolato	4m	16m	1m			16	4
Annette Croft		14				14	5
Michael Malgo			10m			10	6
Rhonda Hill	9					9	7
Helen Oste			8m			8	8
Chris McDonald			8			8	8
Ted Norman	7m		1			8	8
Leigh Mellor	6		1			7	11
Ivy-Rose Brown	1		3.5			4.5	12
Liam Mallyon			4			4	13
Jennifer Navin			2m			2	14
Jim Limberiou	1					1	15
Jim Barrett	1					1	15
Vince Harlor	1					1	15
Helen Loosli			1m			1	15
Nina Dhondy			1m			1	15

CRC CHAMPIONSHIP POINT SCORE— Continued

Future Stars in a Rally Car							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	The Final Countdown	CRC Coot-amundra 800 Classic	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Best 5 Days	
	1 day	2 day	1 day	2 day	2 day	Points to	Position
Competitor						Points to date	Position to date
Ivy-Rose Brown	1		3.5			4.5	1
Sean Walsh	3m					3	2
Shaneen Dhondy			1m			1	3
Nina Dhondy			1m			1	3

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

CRC Event Calendar 2024

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

Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

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

49 Wongawilli Rd Wongawilli NSW 2530

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

Types of Conditional Registration available to CRC members

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

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

Procedure for renewing at the RMS:

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

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

Club Rules in addition to RMS Conditions

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

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

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

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

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

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