

Dates to remember

- Next meeting August 27
- Magazine deadline September 17

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



Bob Holden and his mini with President John Cooper at the recent Tour to the Sunshine State



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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

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Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
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
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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. Welcome to the August Rally Directions Magazine. I hope you are all fit and well, or as best we can be expected to be at our age as we all seem to be maturing faster than we would like. It's been a pretty busy month for me with the preparation for

the Shannons Day display, my XG Ute preparations, planning and packing for Wendy's and my 5 week Road Trip in the Ute to Tasmania. There was a recent short road trip with Bob Holden to the HRC Sunshine Tour, medical tests and treatments for us both and general household and family duties. My advanced apologies for not being available to attend the September General Meeting and it may be a very short September Jabber whilst we are covering all the back roads around Tassie but will be back in time for the October Meeting and straight after there is the Club's Alpine Classic. You won't want to miss that one, our major rally for the year, now run under the MA no speed license requirements. Don't forget to book your accommodation early in Bathurst.

The CMC Shannons Display Day on Sunday the 25th will probably be over by the time the Mag comes out. We will be showcasing the CRC's 30year Anniversary with 12 of our members' cars on show in area B with 2 more in Pit Lane and 4 in the double Garage. It should be a good showcase and display to promote our Club to a large attendance showing off what we do, hopefully, with the intention of gaining a few more members and interest that may result in entries to this year's Alpine Classic. If you weren't lucky enough to get one of the club's tickets to bring your car along and you have your mag before Sunday, how about coming along anyway to check it out. We will be in Garage 35 & 36. Look for all the new Club banners and Flags.

The Historic Rally Club conducted another successful Tour last week up north of our State and into southern Queensland. It was called The Tour of the Sunshine State. It retraced the route of the 1969 Southern Cross rally which was won by



another of our CRC Rally legends, Dave Johnson, with Andrew Cowen in an Austin 1800. Both Dave and that Austin were there last week with quite a few more oldies that did the '69 rally. Unfortunately the sunshine didn't appear until the last couple of days with rain affecting the route slightly on day one and leaving the roads and water crossings wet and interesting for the remaining days. All in all it was another very successful event run by the HRC, one of the now becoming popular non-competitive social tours, retracing old rally and trial days and routes. It's especially enjoyable as it attracts so many of the oldies to come along who were the competitors, organisers or officials in the day so they can relive and pass on to us their stories about those times. As I was pushed for time, I couldn't enter the rally but didn't want to miss out completely catching up with more rally friends from Victoria and Queensland and be a small part of the social aspect. So, I chose to drive though Taree to get up to the start location of Murwillumbah. I

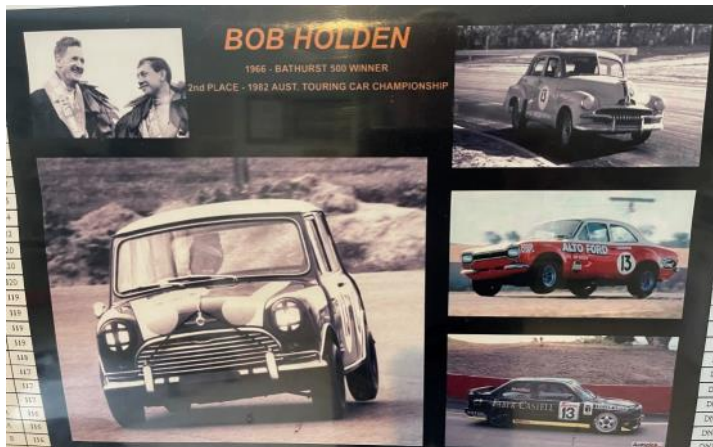


hatched a plan to pick up another one of our CRC Legends, 92 year old Bob Holden, from his farm. It was such a pleasure and privilege to take Bob away on a 3 day road trip, to allow him to catch up with so many of his old rally and racing mates. We

managed to get to the dinner for registration, a couple of start locations, another dinner in Lismore and an interesting lunch stop at Nimbin. Bob was such a great travelling companion in the car covering all those Ks with his stories about everything from his childhood, his push bike racing, winning the 1966 Bathurst in a Mini Cooper S, his cars, so many other people in the rally and race car era, the driving techniques and experiences, a mind boggling 34 Bathurst drives, including the first 3 Armstrong races at Phillip Island before the big race was shifted to Bathurst and that doesn't include any of the many 12 hour Bathurst races. He spoke about so many overseas trips relating to competition cars and manufactures, so much achieved in his mostly privately funded career. I decided to stay over with Bob and Colleen, his wife for over 30years, at their invitation for a great home cooked meal and a chance to examine all his

don't hesitate, get your entry in early and help encourage others to come along and join in the fun. The Alpine Classic is a CRC run event and has many years of history under our banner with Cams/Motorsport Australia and continues on with their support with our approach to remove speed licence fees for the running of our navigation rallies. Supp. regs should be out soon. There it says," Naked Running", which means no GPS, music or any other technical devise, I wish I knew that before I went for my morning jog. I'm also chasing the return of the perpetual shields and trophies so it won't be a last minute panic at the end of the year as I need time to have them engraved Your help would be appreciated.

If you haven't been to a Club meeting lately, why not come along to this month's meeting on the 27th of August, come along at around 6.00/6.30 for a meal with us. They have new caterers with a new menu, all meals for this month are half price, bargain! Meeting now starts at 7.30, see you all there. If I could choose to have one superpower, it would be invisibility, I just want to make myself clear, cheers for now, JOHN



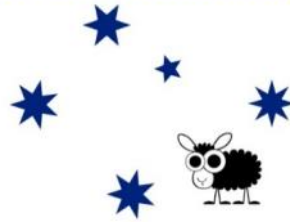
trophies and framed wall plaques ,including one from the 1958 Mobilgas Round Australia Trial. Bob was very thankful for the road trip and it was certainly a very memorable time for me to spend the one on one time with a true sporting legend as Bob Holden.

Our 30 year Anniversary celebrations will be highlighted at our end of year Presentation and Christmas function at Mulgoa Hall on the 23 November (see the notice in this mag). If you are in touch with any past members please give them a nudge to come along and be sure to put the date in your own diary to be there. One last club rally, the Alpine Classic, again see the details elsewhere in the mag. We are looking for a big field of entries to support Alan Walker's huge effort to put this rally together for us. If you haven't already entered,





Southern Cross Reliability Trial



2024 Southern Cross Reliability Trial

7th – 8th September, 2024

Hi everyone,

Its all go behind the scenes at SCRT. We have had a few hold ups and a few small changes to the route etc but we are set to GO!

Firstly, entries are still open and close on Friday 30th April 2024. Don't miss out. You'll kick yourself if you don't enter!!

Saturday 7th September will be the first of a series of new style events from us. Doable navigation, great roads, a few challenges and a lot of fun. Not to mention great food across the weekend at some amazing venues.

Day 1 starts at Regatta Point ACT with lunch along the way and finishing back in ACT. Dinner is at the Hellenic Club in Moore Street Civic and we have a few surprises there as well.

Day 2 starts again at Regatta Point ACT with lunch along the way at a fantastic old Hotel on a road less travelled. The afternoon will wind you back to Goulburn where we will finish at the Gordon Hotel again. This is close to the motorway so its an easy run home for everyone. (especially Tina and Myself lol)

Both days take in some truly spectacular roads and scenery with only 2 or 3 roads previously used in CRC competition.

Emails are on their way out to entrants over the next few days.

We hope to see you there so get that entry in!

Cheers

Jon Mansell

PS. We are looking for a sweep crew. No experience necessary so If you can help out, please contact myself or Lui



2024

CLASSIC RALLY CLUB

30th Anniversary Celebrations

**Invitation to Members,
Past Members and Families**

Club Championship Awards

Trophy Presentations

Christmas Luncheon

Hot Christmas Lunch & Desert Tea & Coffee

SATURDAY 23rd NOVEMBER

From 12 noon

MULGOA HALL

Littlefields Road, Mulgoa.

BYO Drinks

RSVP John Cooper

0414 246 157 johncoopclassic@gmail.com

Fun Rally to get to Mulgoa Hall.

Stay tuned for further details on Fun Rally details

2024 **CLASSIC** RALLY CLUB 2024
ALPINE CLASSIC
26 - 27
OCTOBER
thealpineclassic.com.au



30
CLASSIC RALLY CLUB
1994 - 2024



2024 ALPINE CLASSIC

The 'GREAT RACE' isn't the only incredible motorsport event held in October!

One of the Classic Rally Clubs best kept secrets is The Alpine Classic, a two day touring event that takes crews over some of the greatest, and less travelled touring roads found in the central west of NSW, just over the 'hill' from Sydney.

Starting in Lithgow, with an overnight stop in Bathurst, with a return leg to finish near Lithgow. The event has crews travel over 750km in two days, taking in the picturesque vistas of rolling hills and tree lined roads out in the NSW countryside. All the while taking part in a navigational challenge that sees who can put their skills to the test and come out on top.

The main objective is to enjoy the drive!

CRC events have three main categories, Masters, Apprentices and Tour. The Masters and Apprentices rely solely on navigating from various maps with instructions used to 'plot' the desired route. These two categories aren't necessarily suited for beginners but well worth the challenge once a crew is up for it. Tour, our most popular category are supplied with a full route charted course - consisting of all distances and instructions for every turn. Best of all though is that in this style of event in most cases we can avoid 'follow the leader' type driving, allowing you to take in the scenery and enjoy the open road.

A great benefit of enjoying public roads and abiding by all of the road rules is that you don't require a specialised car or motorsport license, just a road registered car and a civil drivers license. Our aim as a club is to bring a wide range of people together that enjoy all makes and models of vehicle. We enjoy finding out about you and what it is about your vehicle that you enjoy most.

The Alpine Classic and the CRC provides an event with the intent to give you a feel of a rally from the 50's and 60's, think of the Mini's in the Monte Carlo rally, or even a Mille Miglia.

The CRC's intent is to remove the need for speed - our events aren't races by any means.

We replace the 'speed' with teamwork and navigational skill to keep it challenging and enjoyable at your desired level. Best of all provide a thoughtful and safe way to enjoy your car and a different facet of motorsport.

As you can see, there are many reasons for you to consider enjoying the Alpine Classic. Above all, you and your crewmate will be among friends enjoying what we love most - a fun time together, interesting cars and best of all a drive like no other.

If you would like any further information or would like to be added to our contact list, please feel free to email our

Event Secretary at crc.comp@classicrallyclub.com.au



Alpine Classic 2024 – UPDATE

Hello everyone, very happy to announce the entries have been open for a little while now and we have already cracked a dozen entries ! Thank you to those who have entered, looking forward to many more.

So make sure you get yours in and also make sure you have booked your **accommodation** for Saturday 26th October in Bathurst. (Officials will be at the Country Lodge Motor Inn, Bathurst)

The dinner on Saturday night is being held at Bathurst Panthers.

You might also think about accommodation for Friday 25th if you opt to stay in Lithgow the night before the event. Try the Zig Zag Motel, Lithgow.

A big thank you to Harriett for making sure all our documents are up on the CRC website classicallyclub.com.au and they are also available at thealpineclassic.com.au

Please see some of the wonderful sights from a recent trip that Lauren and I took to check the course. Our editor - Chris McDonald has managed to include them in this magazine.

As you can see from the photos, the area certainly has enjoyed some rain and the countryside is looking amazing. I can't promise you the rainbow you may see in the pics, but I can certainly say that you will enjoy each and every one of these scenes and many, many more.

The event distance clocks in at approximately 857Km !

That's right 857km ! So plenty of driving and some really wonderful interesting roads to tour over the two days. This years event certainly leans toward much longer stretches and really only drops you in through a town for fuel or lunch. A true touring event that includes the challenge of a level of navigation that suits you.

There is a little bit of unsealed within the run, but 'little' is correct at just under 3.3% equaling just 28Km total of good unsealed roads. With the longest section being 12Km. So your car may end up a little dusty/ dirty, but it shouldn't be an excuse to miss this great event.

I am trying very hard to make sure there is a good balance for the 'challenge' element of the 2024 Alpine Classic, but very conscious that we are

ALL there to have a great time and really enjoy the drive.

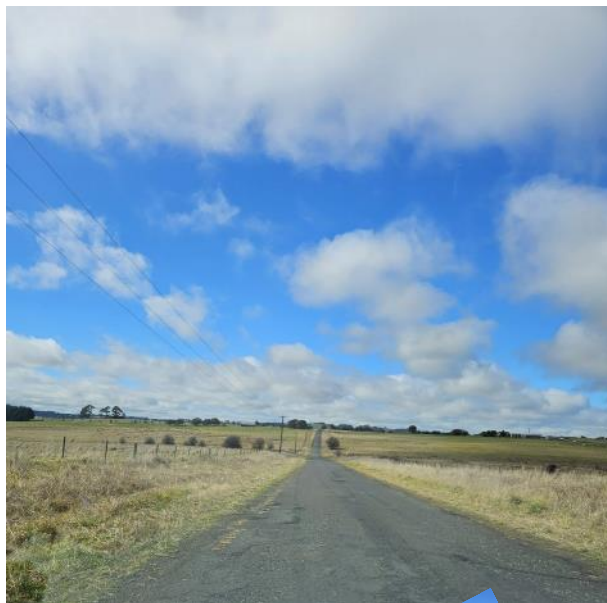
We are looking forward to seeing as many of you come along as possible.

Thanks very much,

From the Alpine Team

Lauren, Lui and Alan

Here is a sample of the roads being used in the Alpine Classic



Tales from an Ageing Locksmith:

Classic Cars can be fitted with locks and keys systems that are no longer up to date. No- who'd a thought it!

Yes its true- and getting keys cut for an older vehicle that still has working locks can be a challenge. A good illustration is 1950s to 1970s British automotive locks- fitted by BMC and others to doors, boot locks, glove boxes etc.

Though once very common- the British made Wilmot Breeden locks are now long obsolete, the company ceased lock manufacture sometime around 1984. No doubt their demise was related to the demise of the UK vehicle manufacturing industry and perhaps unwillingness to face up to innovation from elsewhere in automotive locks- such as electronic types.

So with the demise of Wilmot Breeden, master die-casters etc- the main UK Go-To source for window winders, door handles, ash trays and other accoutrements for cars was no more.

Now to the picture- on the right hand side is an original 50 plus year old Wilmot Breeden series FR key. Once I would have been able to source a key, I believe from the dealer or importing agent for the vehicle by quoting this number, FR834. Now in 2024 I didn't try this...

Having some foresight however for protection against loss of keys I had a duplicate made last century. That is the key with the Uni 20 marking. For some reason Wilmot Breeden named their automotive locks Union.

Visiting my nearest major, and well –established locksmith business, a consultation with a thick master reference book showed that indeed the correct key blank for the make and model of car was in fact still, and only the Uni 20 blank. But he had none. His computer said “obsolete”. The elder proprietor made some contacts over a week with his circle of locksmithing folks to no avail.

Now this was not an emergency, but the original English key would struggle to unlock/lock the boot lately, whilst the duplicate on the Uni 20 blank works properly.

So I said to the locksmith upon hearing the no result on another Uni 20 blank- “Surely there is another blank from the wall-full you have, that can be made to work”? Perhaps it was slow day or the subtle challenge that produced his co-operation, but only several minutes later the key cutting machine was switched on and plus a light touch of extra grinding on the point, by hand, I now had a third key. This is the one marked TL7 on the blank. What it was supposed to be for, I do not know. But it works perfectly.

So whilst it may take some leg work and persuasion, some degree of substitution of key blanks and fettling may continue to unlock your classic motoring pleasure. Oh- it was \$19 all up.

Tony Kanak



June, 1960

1960 BP RALLY

Australian

2/6

MOTOR SPORTS



L. F. Paige presses on through the typical slushy conditions which prevailed everywhere on the BP Rally route.

Photo: STANLEY C. MULLINS

in this issue

1960 BP RALLY

SILVERDALE HILL CLIMB — 8th MAY

REVENTLOW'S SCARABS ARRIVE IN EUROPE

SPRINT MEETINGS — CASTLEREAGH AND W.R.E.I.



Rally winners, Kevin Lott and Frank Gilfoyle receive their prize money from Victorian BP Assistant Manager, Mr. Darby.

1960 BP RALLY **was a giant-killer**

conducted by L.C.C.A.

May, 5th — 8th

Sponsored by BP Australia Ltd., and run for the third successive year by the Light Car Club of Australia, the BP Rally this year followed in essential pattern the successful plan of the earlier years — alternative start points in three States, a 440 mile Assembly Stage on good roads, and then the Trial Stage.

The planning for this year's event was, as may be expected, extremely prolonged and intricate. It started over a year before, when Donald Thomson and John Pryce were out on detailed survey, plotting from maps, examining roads, both charted and uncharted, measuring and timing sections "from the Murray to the sea". The route had to take into account not only all the usual trial hazards, but also the needs of refuel every 200 miles or so, a meal for tired crews every five hours, an overnight rest at Ballarat, and the precise timing of the arrival at the finish.

As finally planned, the Rally was a very tough and forbidding task; and as it turned out, it became a terrifying enterprise, probably by far the hardest road event ever run in Australia. For not only did it pour with rain, accompanied by blinding sleety winds and some snow throughout the event itself, but most of Victoria was deluged by up to six inches in the preceding week. The good earth just couldn't take any more; normally dusty gravel roads became slushy mud-slides; shallow fords were waist-deep; earth roads were quagmires; and arid stony gold mining areas were temporary lakes. So bad were the surfaces throughout that at one time a general abandonment might even have been a possibility.

It speaks volumes for the quality of the crews that so many finished. It is almost incredible that there were no accidents, except one or two shunts which need not have happened. As Thomson said after the finish, "I don't believe that any country anywhere could produce a field so skilful and determined as these boys here — I'm satisfied that the Monte Carlo winners would have been about 30th, if they'd finished at all".

There's a vast difference between a Rally taking place over a well-published route, on good hard surfaces and adequate maps, and one like the BP. Certainly the former might produce more finishers, but after all, the overcoming of apparently insuperable obstacles is a test of character as well as of the car and crew, and the field in the BP measured well up to any standard of this kind. In the many details in which it might have broken down, it survived the extraordinary strains of the weather, and in part this was due to the meticulous check survey done by John Pryce and Graham Hoinville only a fortnight before the Rally, and in part by the five official cars that preceded, accompanied or followed the event.

Of the original 68 who entered, a very pleasing interstate entry presented themselves at various starts. Five South Australians were amongst the 63 actual starters, though none survived the course. The fact that these included Lance Fiebig, who was a place-getter in the last Round Australia event, shows how tough it was. Thirteen also started from Goulburn, including several famous N.S.W. trials crews. Of them too, only Doug Stewart, twice winner of the Ampol

Trial, and Vince Brown, who drove a 40-50 Rolls Royce round one of the Ampols, finished in their Skodas. Most enthusiastic, if distance means anything, must have been Reg Bolton, who drove across from Perth to be in it. Unfortunately, he too had to give it away after 10 controls.

The Assembly Stage was enlivened this year by a preliminary assembly at Echuca, here, without warning, the whole field was put into a complicated series of constant average speed sections for the last 80 miles or so, with the result that only four were clean at Shepparton, namely, the two Gazelles of Terence Kerrigan and Claude Turner, Bob Bell's Holden and Les Powell's Anglia.

After only a couple of hours rest, with Rally fever building up to an extraordinary pitch, the Trial Stage was on. It was to comprise 44 Time Control sections at an average distance apart of only 33 miles, together with nearly 35 other Controls, some passage controls and some secret time checks. The whole Trial Stage was grouped in seven Divisions, and it was laid down that any competitor who failed to complete a Division in a certain period was to be out.

First Division took cars in a wide semi-circle round Shepparton, first west to Redcastle and Costerfield, then south-east to Avenel, then north and east to Benalla. It included a dangerous bog on the very first section which laid several so low that they were still there next morning; a 100-yard long lake at Redcastle, up to 2 ft. deep, and 3 miles of tracks in a huge area of paddocks. By Benalla, casual-

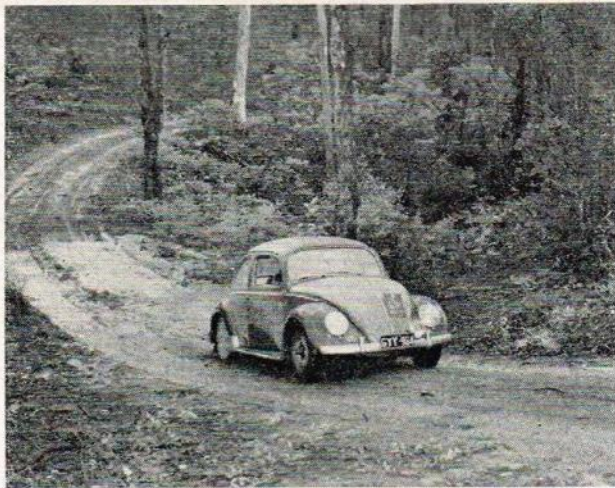
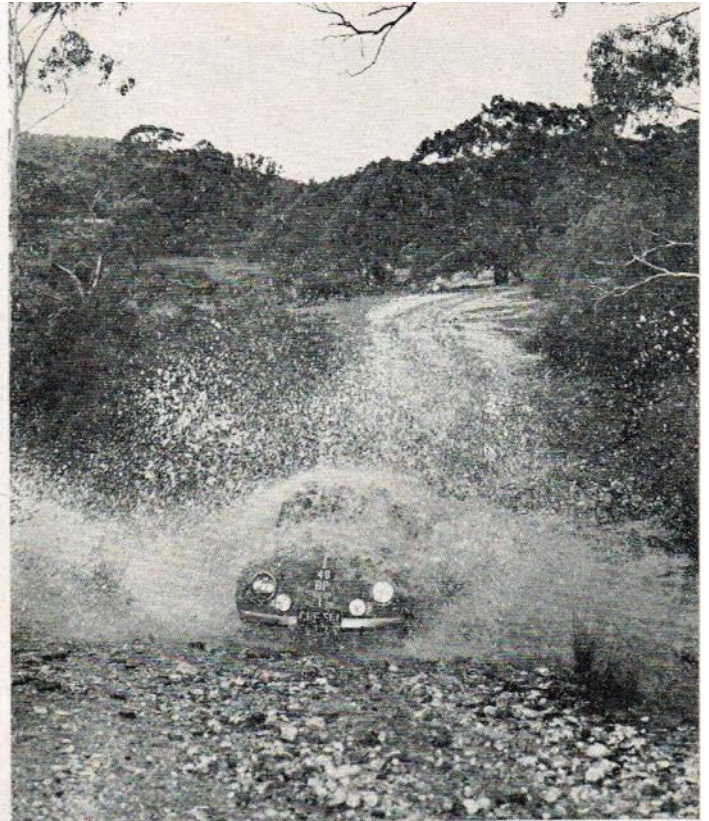
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Above: A common site along the trial route — competitors stopping to dry their electrical systems after tough water crossings. This is Car 1, a Hillman special driven by L. L. Cumming of Hamilton (Vic.).

Above right: P. J. O'Sullivan of Bendigo sends spray high, as he puts his Volkswagen through a water crossing.

Centre right: This trial was so tough that even trials organiser, Donald Thomson, did not get through unscathed. Here he is hopelessly bogged in one of his own traps near Yea. The official car was finally towed out.



Above: This is what competitors preferred to call "good" road. R. Christie is motoring through some typical Australian bushland near Drummond, south of Castlemaine.

Right: The rally kept drivers and navigators on the job night and day. This is Jack and Wes Nalder from Stawell roaring through the mud in their Ford Zodiac on a night section near Mahaikah.





It was "all hands to the rescue" when Ian Stevenson's 'Goggo' Dart started to slowly disappear after sliding into an old mineshaft at Magpie, near Ballarat.

Photograph: S. C. MULLINS

ties were already looming up, and Harry Firth and Doug Hughes had shot to an early lead. After a mid-night snack, the boys were off to the lower ranges (the Alps used last year were under 15 ft. of snow that night), and thence via Tolmie and Jamieson to a grey dawn at McMahon's, near Warburton. Breakfast at Seville was a welcome sight for the survivors, which is what the field comprised by now, as no less than eleven of the 63 were out by then.

Through Toolangi and Thomson's Corner, the field streamed north again to Tea Tree Creek, passing en route through another 200 yd. lake near Woodbourne. Here Reg Smith tackled the water at about 55 m.p.h. in his Herald, with the inevitable result that the pots were filled with it and the con-rods were unequal to the task of compressing it in the combustion chamber. In such a case, something's gotta give, and it did. Tsk! Tsk!

The organisers made a snap decision to cut a whole control section before Seymour owing to impassable roads and because the field was an hour behind time and as the field set off for Ballarat the eventual winner Kevin Lott was leading, with Harry Firth close handy. Two others beside Reg Smith were now out, Les Cumming's Hillman with bearing trouble and Lou Molina through illness. A few miles further on the MG TF gave it away, which perhaps may have saved the same decision further on — it was no trial for open cars.

After Macedon, the crossing of which drew a heavy toll of points, a constant average speed section from Toolern Vale to the Durdiwarrah Ford was run after dark, and then at last came the welcome overnight rest at Ballarat.

Next morning, the route led south through an ancient mining area near Magpie, and then via Brown's and Happy Valley — another ghost town — to Colac, en route to Warrnambool. The cold wind and rain were still unremitting, and the more than 200

officials who staffed Controls deserve the highest praise. At Warrnambool several hopes crashed. Caught by the "Total Running Period" provision, Doug Hughes and Harry Firth amongst several others crashed from leading positions to far down the list; the organisers took a rapid decision here to allow those who should have been out to continue with a heavy points penalty, but even so there were only 40 cars still in it after the 2 hours meal break at Warrnambool, and as dark fell it must have been pretty bleak one way and another for the survivors. However, the run to Horsham proved easier than any so far, and was indeed enlivened by the fabulous reception given the crews by practically the whole population of Casterton, which turned on a real V.I.P. welcome, widely appreciated and commented upon. Moreover, some roads in this western part were to have been sand traps, and the rain packed them down nice and hard. By Horsham, when another meal and fuel stop was taken, the sole Simca of Murray Blaskett from S.A., Bruce Wilkinson and Terence Kerrigan in the Gazelle, and old faithfuls, Bob Bell and Bruce McPhail in the Holden Station Wagon, were also out. At that point there were still 300 miles to go, and no one felt safe or sure.

Kevin Lott, Geoff Russell and Kevin Young were leading at this stage, and indeed it was anybody's trial. First out of Horsham, in the black dark of early Sunday, was an obscure road corner near Kanya, and as the map was conveniently wrong here, several were caught by lateness.

This was followed by a run to Avoca, which was only a prelude to what proved to be the only Control at which everybody lost points. From Avoca, a long route-chart led cars to McCardle's Ford, and there they were directed to enter Alma from the S.W. The road was obscure, little used and unmapped. Penalties at Alma, which was even more impossible than Tarnagulla last year, ranged from 4 points

to 131 points, and indeed some missed it altogether and went straight to Bendigo. Kev Young and Kev O'Neill found this the turning point for their hopes of second place, which, without the penalty they got at Alma, they would have achieved.

First in was Geoff Russell in the Peugeot, but as to the rest, it was a sight to behold! Lights everywhere except in the poor old navigator's minds.

After a couple of hours wound-licking at Bendigo, it was tally-ho for Tullamarine and then St.Kilda, where an advanced piece of L.C.C.A. organising and a progressive City Council had actually closed off part of the Lower Esplanade, just like in civilised countries. The run to Melbourne was quite a trial in itself and in fact took the toll of three final wayfarers, Les Tucker in the other Hillman, Graeme Bunge in the only Fiat, and Ted Kelly in the last surviving Holden but one.

Thus 33 of the 63 starters actually arrived at St. Kilda, to be greeted by a frozen but interested crowd, and to have their car and skill tested by a final sub-event through the straw bales and witches' hats.

It turned out to be a Continental car benefit, with Volksies taking the chief honours, interrupted only by a Peugeot 403. There's no real doubt that certain well-publicised makes are well suited to suburban roads, but hit the deck when the whips are cracking. Vanguardians are an exception, as veteran Bob Scarlett showed by coming 6th, and by this sturdy make taking the Teams Prize for the second year in succession. The Anglia, too, showed out well, all finishing and taking 1st and 3rd in their class. Apart from these, Les Paige's Vanguard and Max Newbold's Herald, all the rest of the first fifteen came from Europe, as indeed did 23 of the 33 finishers.

Smallest car to finish was the Goggomobil, which is hardly the car for such a midwinter burst. However, Ian Stevenson did plug on despite a severe electrical breakdown, and created much interest along with some undeserved criticism. An unnoticed good performance was that of Ray Christie who would have been amongst the top four but for a massive points penalty.

Winner was Kevin Lott with Frank

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AUSTRALIAN MOTOR SPORTS, June 1960

BP RALLY cont. from page 214

Gilfoyle; they have had only a half dozen trials or so, and deserved their win for determined and skilful driving and first class navigating. They headed several famous crews, and seem destined for many more wins. Geoff Russell with Dave Anderson and Wally Walsh were a sound second, and Kevin Young, former Round Australia winner, third. Fourth was Jack Ellis, who with Mal McPherson and Frank Guymer have been in every Round-Victoria, and are always a danger to other hopes.

Real heroes of the Trial were the officials — especially in the mountains where snow was actually falling. But it was a homeric task to finish in the 1960 BP. There can certainly hardly ever be a tougher one, but as in 1959, again the commonest word at the finish was "fabulous", and despite threats, Donald Thomson was NOT dunked in the sea at St. Kilda. It wouldn't have surprised us if he had been, just the same.

PROVISIONAL RESULTS

	Pts. lost
1. K. Lott, Volkswagen	132
2. K. L. Russell, Peugeot 403	172
3. K. Young, Volkswagen	247
4. J. K. Ellis, Volkswagen	274
5. W. Murphy, Volkswagen	311
6. R. Scarlett, Vanguard	311
7. D. Opie, Volkswagen	416
8. G. Hughes, Ford Anglia	454
9. M. Newbold, Triumph Herald	845
10. P. Coffey, Ford Anglia	894
11. L. F. Paige, Vanguard	921
12. J. C. Stretch, Volkswagen	1313
13. V. Brown (N.S.W.), Skoda Oct.	1641
14. L. D. Stewart (N.S.W.) Skoda Oct.	1948
15. I. Stevenson, Gaggomobil Dart	2477

The following competitors, each of whom failed to complete at least one Division within the stipulated Total Running Period, and should have been excluded under Gen. Supp. Reg. 42, were permitted to continue with a penalty for that Division of full points lost for every Control in the Division. Irrespective of their points total, they are placed after every competitor who was not so penalised. The award of any prize apparently won by a competitor in the following list is at the discretion of the Promoters.

16. R. Christie, Volkswagen	873
17. R. Bird, Skoda	985
18. N. Price, Ford Anglia	1000
19. A. D. Hughes, Vanguard	1049
20. J. H. Alward, Volkswagen	1055
21. C. R. Turner, Singer Gazelle	1069
22. P. J. O'Sullivan, Volkswagen	1080
23. H. Firth, Austin Lancer	1160
24. K. Kamble, Volkswagen	1268
25. R. Lilley, Peugeot 403	1313
26. K. J. Harper, Peugeot 403	1491
27. L. Powell, Ford Anglia	1498
28. W. Coe, Peugeot 403	1509

29. R. B. Young, Volkswagen	1549
30. S. McGlashan, Porsche	1960
31. K. Theiler, Volkswagen	2290
32. L. Sheahan, Volkswagen	2338
33. C. W. Weir, Holden	2478

No other competitor completed the course.

TEAMS PRIZE. As every team that completed the course contained at least one member who failed to comply with the T.R.P., the award of the Team Prize is also at the Promoters' discretion.

1. Vanguard (Nos. 6, 38, 42)	2364
2. Volkswagen (19, 29, 40)	2659
3. Ford Anglia (23, 34, 41)	2846
4. Volkswagen (4, 26, 46)	2851
5. Peugeot 403 (13, 31, 36)	2976
6. Volkswagen (2, 33, 51)	3291

No other team completed the course.

DIVISIONAL PRIZES

Div. I (Shepparton to Benalla)	
A. D. Hughes, Vanguard	3
Div. II (Benalla to Seymour)	
C. R. Turner, Singer Gazelle	Nil
Div. III (Seymour to Ballarat)	
G. Bunge, Fiat 1100	1
Div. IV (Ballarat to Warrnambool)	
L. F. Paige, Vanguard	9
Div. V (Warrnambool to Horsham)	
J. K. Ellis, Volkswagen	Nil*
Div. VI (Horsham to Bendigo)	
K. Young, Volkswagen	1
Div. VII (Bendigo to Melbourne)	
L. D. Stewart, Skoda	Nil*

* Ties on the above Divisions were determined by the relevant competitors' times in the sub-event.

INTERSTATE START PRIZES

New South Wales: K. F. Lott (Volkswagen) Goulburn.
South Australia: L. F. Paige (Vanguard) Mt. Gambier.

WOMEN CREW MEMBER'S PRIZE

K. Hughes (Anglia) with Mr. and Mrs. D. Scott.

The only protests received were against the placing of the IN Control at Seymour, and were dismissed by the Stewards after a hearing on May 11th.

Austin 7 Owners

For all spare or special parts, mechanical repairs, reboring and porting, etc. Bodies or chassis made or altered to order. Alloy sumps, heads, 15" wheels, hydraulic back plates. J.W.F. Fibre Glass Bodies.
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Interstate enquiries welcomed.

Call, Ring or Write.

JOHN FLEMING
Merri Bridge Motors

64 St. George's Road,
Northcote, Victoria.
JW 1000

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 date	Position to date
Competitor						Points to date	Position 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	Position
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 date	Position to date
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	
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 900 (NA) Ian Gilholme and Peter Parry	
Sunday 21st		
Tuesday 23rd		Club Meeting
May		
Sunday 19th	Tour d'Course (NA) - Martin Leaver	
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		
Saturday 7th	Southern Cross Reliability Trial (TRE) Promoted by SCRT	Jon and Tina Mansell
Sunday 8th		
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		Club Meeting
November		
Saturday 23rd	30th Celebrations and Club Christmas Party	John Cooper
Tuesday 26th		Club Meeting- AGM
December		

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.