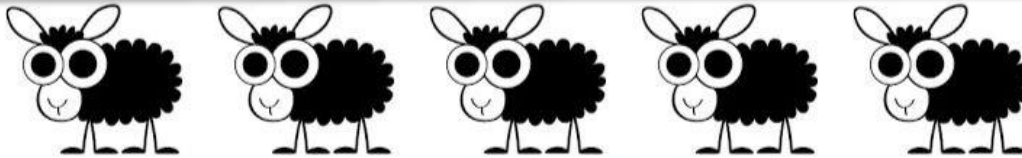
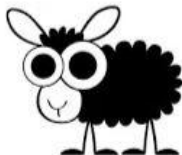
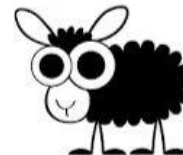
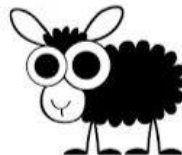
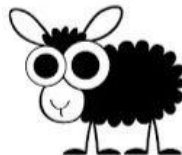
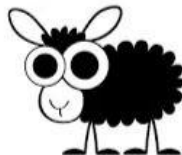
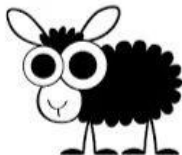
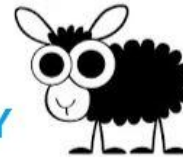


The official Organ of the Classic Rally Club Inc.

(Affiliated with Motorsport Australia)

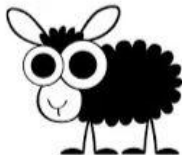
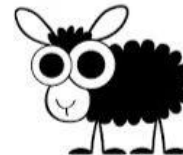
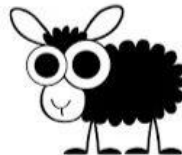
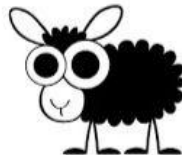
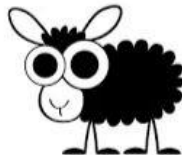
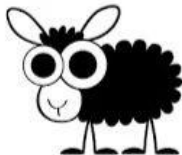
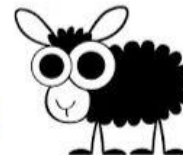


**THE SHEEP STATION  
RELIABILITY TRIAL**  
Saturday 30th - Sunday 31st, MAY

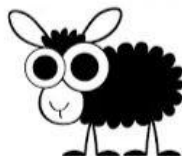
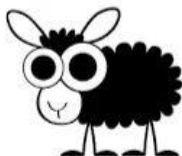
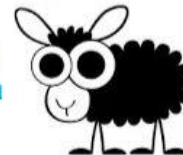


All info and entries at

[www.drivetekmotorsport.com](http://www.drivetekmotorsport.com)



Full tarmac route, later start on Saturday,  
plenty of social fun - all wrapped around a  
fantastic weekend of touring.



Turn the page to read about:

- President's Report
- Sheep Station Flyer
- Tour d'Course Flyer
- Hidden Gems Flyer
- Shoalhaven Sojourn Presentation
- Peter Harper and Sunbeam
- Transport for NSW information
- Championship Point Score
- CRC Event Calendar
- Conditional Registration Instructions

## Classic Rally Club Officers and Contacts 2026

Position Name	Email	Phone (please make calls before 9.00pm)
President: Alan Walker	crc.pres@classicrallyclub.com.au	0432 511 709
Secretary: Glenn Evans	crc.sec@classicrallyclub.com.au	0414 453 663
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: TBA	crc.comp@classicrallyclub.com.au	
Championship Pointscorer: Martin Leaver		
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	0403 037 137
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	
<b>C.A.M.S. Scrutineers</b>	<b>email/location</b>	<b>Phone (please make calls before 9.00pm)</b>
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
Glen Innes (Bronze)	Figtree	0409 293 241
<b>R.M.S. Inspectors for Club Plate vehicles</b>	<b>email</b>	<b>Phone (please make calls before 9.00pm)</b>
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 Canada Bay Club, 8 William Street, Fivedock.

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.



## MAY PRESIDENT'S REPORT

May brings us the next event ( Sheep Station ) on the 30 – 31<sup>st</sup>, I'm looking forward to heading down south and stretching not only the legs of our favoured ride, but also blow the cobwebs out of my ' rally brain '. I'm sure Jon and Tina Mansell have put together another very enjoyable event and i can't wait to catch up with everyone there.

Drivetek Motorsport has been working overtime to ensure we can get the events rolling again, and even with the impacts the Great Western Hwy closure has had on the considerations of an event from Lithgow to Canowindra it has been decided that the postponed Sheep Station could be expanded – more social opportunities added and would alleviate any issues of having crews impeded by the roads closures.

### SHEEP STATION RELIABILTY TRIAL, MAY 30/31<sup>st</sup>

**New expanded format with an easy start from Sutton Forrest, overnight in Goulburn followed by the full intended run from Goulburn to Harden, returning to Goulburn.**

It is an ALL tarmac event, so no excuses with whichever vehicle you'd like to bring.

With a slightly later start on the Saturday and starting within a reasonable distance of the Sydney metro area – only the Saturday night accommodation will be required by many. The aim is to deliver a fantastic social event with all the categories of competition that you desire all for a reasonable cost. Jon and Tina have again made a huge effort to get this one up considered all of the external factors at play – and the best bit .....

**ALL THE HARD WORK IS DONE !**

We just need you to get on board and come along and enjoy a great weekend with friends – just what our events are for !

So check out,

<https://www.drivetekmotorsport.com/about-3>

**or**

<https://forms.gle/fsFxoC9u3zo9fZer9>

get all the information you need and follow up by getting your entries in asap.

Directors can create events, but they are only **MADE** by you – the incredible teams that get out there and enjoy them.

I'd like to thank Andrew Taurins, as for those that attended last months club night meeting know, we enjoyed a special presentation of his new upcoming venture - 'Motorvotion'. It was also a fantastic way to learn more about another club member. IT also boosted numbers in attendance for the evening. In the

future we have noted that 'special presentations' may well be included in club nights several times throughout the year.

Last months magazine was a bumper issue full of some great content. I can't thank enough Chris McDonald for all of his efforts with the editorial role of the magazine. Special tanks also needs to given to the other contributors. Geoff Bott slipped in an adventure in his E type, and John Cooper gave us a wonderful tribute to long time member Bill Stevenson, the mystery member and the article 'The High Road' a previous article as seen in mini experience recounting a trip in his mini cooper.

Glenn Evans is again doing a top job with the amount of 'roles' he takes care of within the club, even down to the recording and publishing of the minutes for you. A well deserved 'Thank You' is required for him.

All well worth a read if you happened to miss them. So if you have something you find interesting – guess what , we might too ! please feel free to share it with us as we'd love to add it in an upcoming issue. All of the past issues of Rally Directions are available on the CRC website. And yes I am getting very close to having ALL of the past issues dating back to 1994 to be added to the records for use of our members.

Remember – right now is the time to get yourself sorted for the upcoming two events

## **Sheep Station Reliability Trial - May 30 - 31<sup>st</sup>**

## **AROCA Tour d Course – June 28<sup>th</sup>**

So lets get out there, jump at the chance to enjoy another great weekend away with your rally mates and enjoy a well and truly deserved run in the countryside !

I'll see you at the Sheep Station Reliability Trial

Alan Walker - CRC President

# 2026 Sheep Station Rally – Back to Our Roots!

Join us for the **9th running** of the iconic **Sheep Station Rally** as we return to our original name in 2026!

Mark your calendars for **Saturday 30<sup>th</sup> & Sunday, 31st May 2026** and get ready for a full tarmac, one and a half day event that promises excitement, challenges, and stunning scenery.

## Event Highlights:

### Day 1

- **Start: Sutton:** Forest NSW
- **Finish:** Goulburn, NSW

Saturday night dinner and socialising (dinner at competitors expense)

### Day 2

- **Start & Finish:** Goulburn, NSW
- **Lunch Stop:** Harden, NSW
- **Distance:** 400 kilometres of competitive rallying
- **Route:** Experience many new roads and visit fresh localities, all set against the breathtaking backdrop of the Southern Tablelands
- **Surface:** Full Tarmac

**Navigation Categories:** We'll be using our usual style of navigation across three categories, for all levels:

- **Pro:** Full map reading with additional route charts through towns.
- **Pro Am:** A mix of Route charts and Map reading in each section.
- **Pro Sport:** Fully route charted, with additional tulips and information.

Sign-on will be conducted on Saturday morning at Sutton Forest, with a late sign-on available early Sunday morning for those arriving on the day.

**Entries:** Entries are open and will close on **Friday, 22nd May.**

**Entry link is on our website:** <http://www.drivetekmotorsport.com>

Whether you're a seasoned competitor or new to the sport, the Sheep Station Rally offers a unique opportunity to test your skills, explore new terrain, and enjoy the camaraderie of the navigational rally community. With a revitalised route and a commitment to delivering a top-quality event, 2026 is set to be our best year yet.

**Don't miss out on this milestone rally – join us as we celebrate tradition and innovation on the roads of NSW!**

For more information and entry details, visit our website: <http://www.drivetekmotorsport.com>

# Tour d' Course

## Sunday, June 28<sup>th</sup> 2026

### The 25th Anniversary

This year marks a very special year the 25th Anniversary of the AROCA Tour 'd Course. It is the second longest running Classic Rally Club championship event only behind that of the Alpine. To mark the special occasion, this year's event will be a re-run of that very first event back in 2001.

Taking in many of the best touring roads in and around the **Southern Highlands**. The route has vast sections of some nice long stretches to really enjoy the day out with your crew and car. The day will consist of a morning and an afternoon division with an overall total distance for the day of approximately 250km.

As per usual the event will break for a 'sit down' catered lunch at '**The Local Italian**' restaurant in Bargo, for a relaxed hearty meal and catch up with fellow attendees before taking on the afternoon portion encompassing just over 90km. All culminating at **Hotel Bargo** for the finish.

The event start is at the **Leafy Latte Café**, located at the **Tahmoor Garden Centre**.  
**First car away at 9:00am.**

The event caters for all levels of experience and challenge:

- **Masters** for full mapping navigation
- **Apprentices** for full mapping navigation with hints
- **Tour** for a fully route charted instructions

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)

**Entry fee of \$130 includes lunch for two and all necessary maps**  
**Additional crew members; \$50 each**

For more information, please contact [tourdcourse@gmail.com](mailto:tourdcourse@gmail.com)  
Alan Walker on 0432 511 709 or Tony Wise on 0417 211 848



## AROCA TOUR D COURSE 2026

As many of you know this year brings about the 25<sup>th</sup> Anniversary of the Tour d Course.

This year is a re running of the very first event, with very minor tweaks to bring it up to date.

As you can imagine even in the southern highlands there have been road upgrades and improvements over the last two and a half decades and some previous 'cautions for stop sign cross roads' have now been updated to round about or traffic lights turn left etc.

The route that will be taken is still 99.9% true to that chosen by Hamish Duff way back in 2001.

I'm sure you will find that the countryside has changed and grown a bit over that time, but rest assured that the original spirit of the event runs deep.

The course will take you over 150km in the morning through mainly the areas that are still very beautiful and not built up too much. It is full of long stretches and great scenery, with only small sections of built up areas where needed.

The afternoon is much shorter at around 95kms. It too will cover some great roads for your enjoyment. Of note is the 'observations' ( questions ) as we know over the last decades of rallying that small adjustments have been made and implemented into each event. Reviewing the questions used for the original TDC it was found that there were a few where the competitors would have had to stop and really look at take note at a few to make sure they get them right. Rest assured these have been updated to allow the spotting and recording much easier whilst ' on the move' so to speak.

So by all means we'd love to have you along to enjoy the  
25<sup>th</sup> anniversary of the AROCA Tour D Course.

Look forward to seeing you there.

Information and entries available at the CRC website, and also through the AROCA website.

# Tour d' Course

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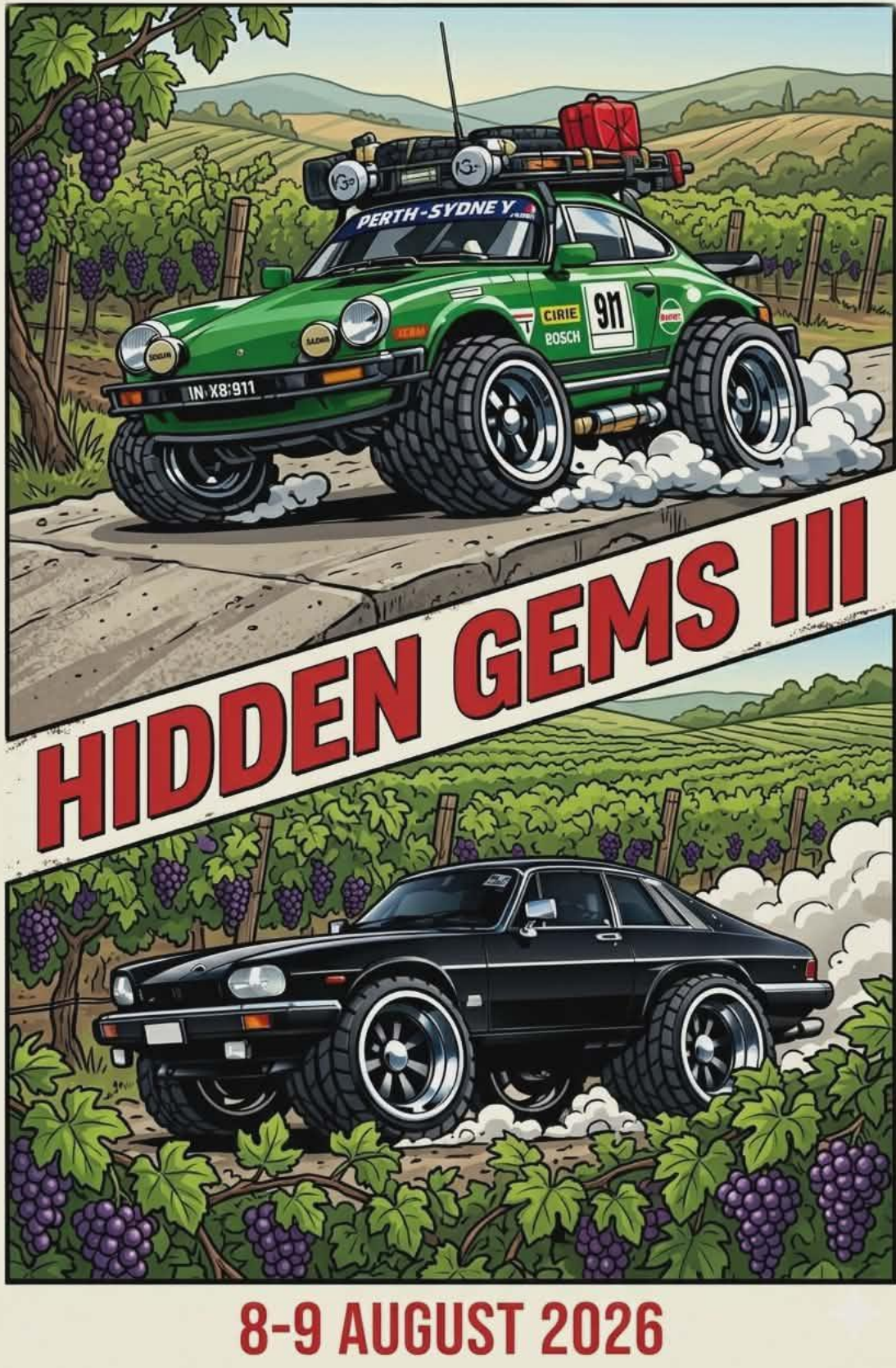
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**Additional crew members; \$50 each**

For more information, please contact [tourdcourse@gmail.com](mailto:tourdcourse@gmail.com)  
Alan Walker on 0432 511 709 or Tony Wise on 0417 211 848



The third CRC Hidden Gems social run will be held 8 & 9 August, 2026. It will start near Sydney on Saturday morning, with dinner and an overnight stay in Muswellbrook and finish at Denman for lunch on Sunday. Once again, we're offering a choice of a regular (with some dirt) route and a tarmac route, both with great Upper Hunter Valley scenery. Save the dates - we'll let everyone know when entries open.

Glenda Lawrence & Warren Herrick (whgrallies@gmail.com)



# SHOALHAVEN SOJOURN TROPHY PRESENTATION



**1st Place Masters Driver - Robbie Panetta  
Navigator - Alan Walker  
Presenter - Tony Norman**



**2nd Place Masters Driver - John Cooper  
Navigator - Ross Warner  
Presenter - Tony Norman**



**3rd Place Apprentice Driver - Geoff Bott  
Navigator - John Bott (absent)  
Presenter - Tony Norman**



**2nd Place Tour Driver - Tony South (absent)  
Navigator - Ted Norman  
Presenter - Tony Norman**



**3rd Place Tour Driver - Chris McDonald  
Navigator - Roger Bortfield (absent)  
Presenter - Tony Norman**

## Peter Harper and Sunbeam



YouTube has a great series of period documentaries from the Rootes Group Archives and after watching a series of these I was reminded of how important one of their drivers was. I'm sure

Thommo knows all about him.

Peter Harper was one of the most capable yet under-celebrated British racing drivers of the 1960s. Closely associated with the Rootes Group competition programme, Harper became the company's principal development and racing driver during a period when British manufacturers were using motorsport as both a proving ground and a marketing tool. While he never achieved the widespread fame of some contemporaries, Harper's technical ability, speed and mechanical sympathy made him invaluable to Rootes as it attempted to establish credibility for its sporting models, particularly the Sunbeam Alpine and later the powerful Sunbeam Tiger.

Harper's background was typical of many British drivers of the era. Born in the United Kingdom in 1928, he entered motorsport through club racing, the traditional pathway for aspiring drivers in post-war Britain. The 1950s were a golden age for amateur competition, with events organised by clubs across the country providing a training ground for future professionals. Harper quickly developed a reputation as a determined and skilful competitor. What distinguished him from many others was not only his speed but his mechanical understanding of the cars he drove. This trait would later prove particularly attractive to manufacturers seeking drivers who could also assist with development work.

His early racing career involved a variety of machinery, but it was sports car racing where Harper truly excelled. The discipline rewarded

consistency, endurance and mechanical sympathy—qualities that became hallmarks of his driving style. By the early 1960s, his performances had attracted the attention of Rootes, which was expanding its involvement in international motorsport. The company owned several well-known marques including Hillman, Humber, Singer and Sunbeam, but it was through Sunbeam that Rootes pursued sporting prestige.

The arrival of the Sunbeam Alpine in 1959 gave Rootes an attractive sports car capable of competing with rivals such as the MG and Triumph ranges. However, to succeed in export markets—particularly the United States—the company needed motorsport credibility. Harper became a key figure in achieving that goal. His role went beyond simply driving the cars; he worked closely with engineers and mechanics to refine the Alpine's handling, reliability and performance.



One of the most significant episodes of Harper's career came in endurance racing. Events such as the 24 Hours of Le Mans were regarded as the ultimate test of both driver and machine. Rootes entered the Alpine in the early 1960s to demonstrate the car's durability and efficiency. Harper proved ideally suited to this challenge. His smooth driving style helped conserve the mechanical components while maintaining competitive lap times over long distances.

During the 1964 running of Le Mans, Harper was involved in one of the more dramatic moments of the race. Driving a Sunbeam Alpine equipped with an experimental fastback hardtop designed to

improve aerodynamics, he suffered a spectacular accident when the car became airborne on the Mulsanne Straight. The incident occurred at very high speed and destroyed the car, yet remarkably Harper survived with relatively minor injuries. The crash highlighted both the risks of endurance racing at the time and the experimental nature of the modifications being tested by manufacturers seeking any competitive advantage.

The experience did little to diminish Harper's reputation. If anything, it reinforced his standing within Rootes as a driver capable of handling demanding and sometimes unpredictable machinery. Soon afterwards, he became closely associated with the Sunbeam Tiger, a more powerful evolution of the Alpine that incorporated a Ford V8 engine. The Tiger had been developed with input from American racing legend Carroll Shelby, whose experience with the Cobra made him an obvious partner for the project.



Harper played an important role in demonstrating the Tiger's capabilities in competition. Compared with the Alpine, the Tiger offered dramatically increased performance, but harnessing that power required careful chassis tuning and development. Harper's feedback was instrumental in refining the car for both racing and road use. His work helped establish the Tiger's reputation as one of the most exciting Anglo-American sports cars of the decade.

Motorsport during the 1960s was evolving rapidly. Manufacturers were increasingly treating racing as a laboratory for engineering development, and drivers like Harper were essential to this process. Unlike many modern professionals who specialise purely in driving, competitors of Harper's



generation were deeply involved in the technical aspects of their machines. They discussed suspension geometry with engineers, evaluated braking performance and often suggested practical improvements based on their experience on the track.

Harper's contribution to Rootes extended beyond headline race results. Much of his work occurred during testing sessions, development programmes and promotional events. Manufacturers frequently relied on racing drivers to showcase their cars to journalists and potential customers. Harper's ability to communicate the qualities of the cars he drove made him a valuable ambassador for the brand.

Despite his accomplishments, Harper never achieved the celebrity status enjoyed by some of Britain's best-known racing drivers of the period. Figures such as Jim Clark and Graham Hill dominated the headlines through their successes in Formula One. Sports car specialists like Harper often operated outside the spotlight, even though their work was crucial to the development of production vehicles and the reputations of manufacturers.

The eventual decline of the Rootes competition programme in the late 1960s marked the end of an important chapter in Harper's career. By this time the automotive industry was undergoing consolidation, and Rootes itself was absorbed into the expanding Chrysler organisation. As corporate priorities shifted, factory racing programmes were scaled back or discontinued.

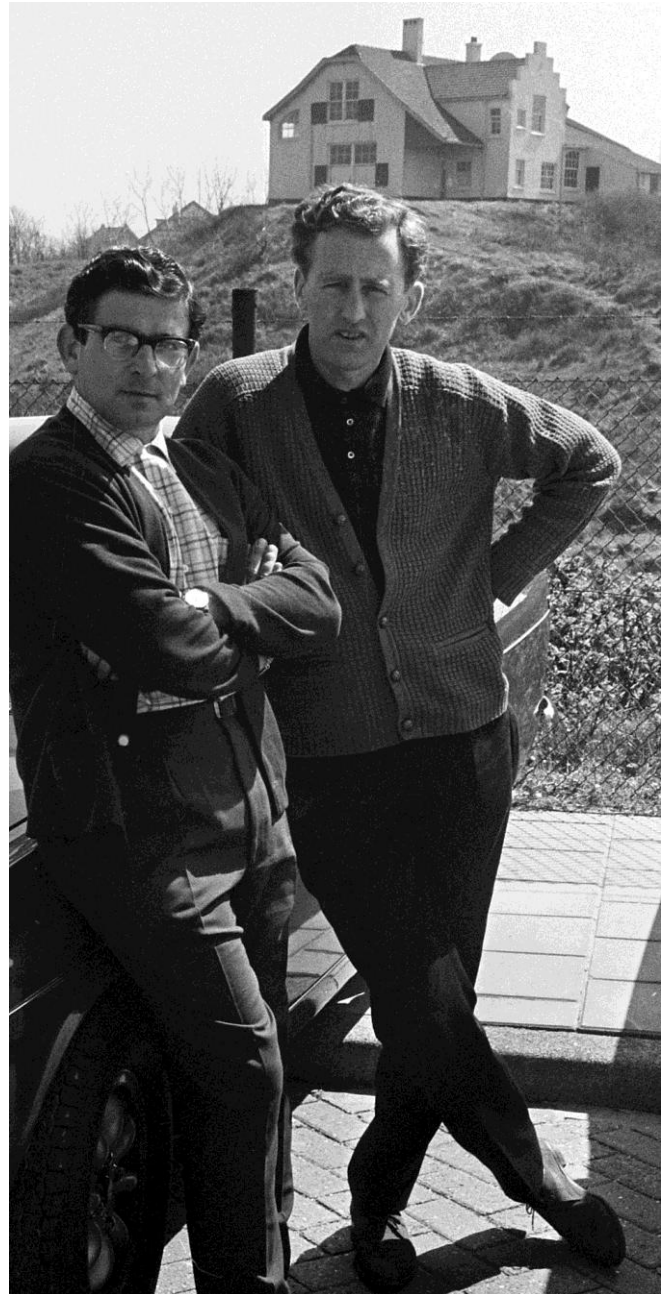
Nevertheless, Harper's influence remained evident in the legacy of the Sunbeam sports cars

he helped develop and race. The Alpine and Tiger continue to enjoy enthusiastic followings among collectors and historic racing enthusiasts. Many of the cars that survive today still carry the engineering refinements introduced during the development work undertaken in the 1960s, work in which Harper played a central role.

Looking back, Peter Harper represents a particular type of racing driver that was common during the mid-twentieth century but is rarely seen today: the driver-engineer. His skill behind the wheel was matched by an understanding of mechanical systems and a willingness to work closely with designers and engineers. For manufacturers like Rootes, such drivers were indispensable.

Although history often remembers the champions who won world titles, the contributions of drivers like Harper were equally important in shaping the development of performance road cars and the reputation of the marques they represented. Through his work with the Rootes Group, Peter Harper helped demonstrate that British sports cars could compete on the international stage, combining performance, durability and distinctive character.

In the broader story of British motorsport, Harper stands as a reminder that success is not measured solely in trophies or headlines. Sometimes it lies in the quiet but essential work of testing, refining and proving the machines that enthusiasts would later come to admire.





Transport for NSW

[View online](#)

## DRIVE Lite Historic and Classic Vehicles

April 2026



Welcome to the April 2026 edition of DRIVE Lite - Historic Vehicle Scheme (HVS) and Classic Vehicle Scheme (CVS).

In this edition, we share how our recent inspection of historic and classic vehicles at Silverwater went, and update you on what guidelines are coming into effect from 1 July 2026 for retrofitting seatbelts to pre-Australian Design Rules (ADR) vehicles.

Transport for NSW (Transport) wants your help in shaping the [2031 Road Safety Action Plan](#). Have your say by completing a survey or attending an upcoming forum.



## **Compliance for historic and classic vehicles**

**Conditionally registered vehicles from five car clubs were recently inspected at Silverwater.**

[Read more](#)



## **Retrofitting seatbelts to pre-ADR vehicles**

**Updated vehicle standards resources will take effect from 1 July 2026.**

[Read more](#)

## CRC CHAMPIONSHIP POINT SCORE 2026

For 2026, there are six events with nine days of competition. This will mean the best six results will be scored. The requirement to use a classic car for all but two days of rallying has been dropped, with crews in classic cars being given a bonus point for each day of rallying. Crews that do not finish will receive placing points based on the number of divisions completed. In the case of the Shoalhaven Sojourn, the crew that retired in Division 2 was scored above the crew that did not complete Division 1. Crews that enter, but do not start will be given one point. The different scoring ranges for Masters, Apprentices and Tour have been removed. This gives more placings for Tour crews to accrue points, and makes it easier to compare the consistency between the categories.

<b>Masters Drivers</b>										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6				
	Shoalhaven Sojourn	Sheep Station Rally	Canowindra Reliability Trial	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Classic Car Bonus Points			
	1 day	1 day	2 day	1 day	2 day	2 day			<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>										
Robert Panetta	20						1		<b>21</b>	<b>1</b>
John Cooper	19						1		<b>20</b>	<b>2</b>
David Shaw	18						1		<b>19</b>	<b>3</b>
Bruce Miller	17						1		<b>18</b>	<b>4</b>
Edul Dhondy	18								<b>18</b>	<b>4</b>

<b>Masters Navigators</b>										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6				
	Shoalhaven Sojourn	Sheep Station Rally	Canowindra Reliability Trial	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Classic Car Bonus Points			
	1 day	1 day	2 day	1 day	2 day	2 day			<b>Points to date</b>	<b>Position to date</b>
<b>Competitor</b>										
Alan Walker	20						1		<b>21</b>	<b>1</b>
Ross Warner	19						1		<b>20</b>	<b>2</b>
Ray Arthurs	18						1		<b>19</b>	<b>3</b>
Andrew Taurins	17						1		<b>18</b>	<b>4</b>





# CRC Event Calendar 2026

Date	Event	Promoter
<b>January</b>		
Tuesday 27th		Club Meeting (Hawaiian shirt night!)
<b>February</b>		
Saturday 28th	The Shoalhaven Shuffle	CRC - Tony Norman
Tuesday 24th		Club Meeting
<b>March</b>		
Tuesday 24th		Club Meeting
<b>April</b>		
Tuesday 28th		Club Meeting
<b>May</b>		
Sat 30 <sup>th</sup> – Sun 31 <sup>th</sup>	The Sheep Station Rally (Revised dates)	Drivetek Motorsport – Jon Mansell
Tuesday 26th		Club Meeting
<b>June</b>		
Sunday 28 <sup>th</sup>	AROCA - Tour d'Course 25 <sup>TH</sup> Aniversary	AROCA / CRC
Tuesday 23rd		Club Meeting
<b>July</b>		
Tuesday 28th		Club Meeting
<b>August</b>		
Sat. 8 <sup>th</sup> – Sunday 9 <sup>th</sup>	Hidden Gems Tour	CRC
Tuesday 25th		Club Meeting
<b>September</b>		
Sat 19th – Sun 20th	The Southern Cross Reliability Trial (Provisional)	Drivetek Motorsport – Jon Mansell
Tuesday 22nd		Club Meeting
<b>October</b>		
Saturday 24th	Alpine Classic	CRC - Alan Walker
Sunday 25th	Alpine Classic	CRC - Alan Walker
Tuesday 27th		Club Meeting
<b>November</b>		
Sat 8 <sup>th</sup> to Sun 14 <sup>th</sup>	Southern Cross 60 <sup>th</sup> Anniversary Tour (Provisional)	HRC
Sunday 22nd	CRC Xmas Party	CRC - Alan / Lauren Walker
Tuesday 24th		Club Meeting– AGM
<b>December</b>		

# 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 Party insurance cover both at a very reduced cost. The Classic Rally Club is very grateful to the RMS and 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 is an accord between the RMS and individual car clubs. An annual signature and club stamp required to ensure you are a financial member of the CRC RMS Form for HVS 1259
- 2 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
- 3 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 from RMS 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 send 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 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 will charge 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.