



2026 AROCA Tour d'Course Crew Briefing

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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 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.



JULY PRESIDENT'S REPORT

With the Tour d'Course and a wonderful field tagging along for the fun and of course the lunch still in our minds we do have to look forward to what is up next.

The Hidden Gems tour is the flavour of the upcoming month in August. Glenda and Warren have put together another fantastic weekend away (8/9th) and both Lauren and I are certainly looking forward to it again.

The weekend will be loaded with a beautiful drive and plenty of time for a social catch up with many other club members. The 'Tour' style of this event means a relaxed style that is easy for those keen on a simple adventure with enough guidance, but plenty of time to enjoy the sights as you tour through them. A welcome change for many navigators that are used to having their heads deep in a map! Maybe an opportunity to swap sides in the car?

Remember if you prefer ALL sealed roads, this event has that option for you, so by all means don't miss this one if you are looking to get out on some wonderful touring areas in the Upper Hunter.

August also has the CMC Shannons Display day at Sydney Motorsport Park on Sunday 16th. A huge day that brings all makes and models out on display, so well worth a look.

Just a friendly reminder that even though the Hidden Gems is a Tour – ALL of our events throughout the year run a tour category, so if you and your crew prefer the laid back social side intertwined with a very enjoyable drive, please by all means get out there and enjoy what your CRC has on offer.

So, if you missed out on the Tour d'Course, the remaining half of 2026 still has some great chances to wash the dust off and blow the cobwebs out of your beloved vehicle – and get it out on the open road – where it should be! Team up with your preferred partner in crime to enjoy the perfect chance for a social catchup and of course some really great drives.

A great way to catch up with fellow members is to attend the upcoming club night on the 28th July at The Canada Bay Club – Five Dock.

I wish you all the very best – so get out there and enjoy it, and remember we love to hear from you.

So drop the editor a message crc.editor@classicrallyclub.com.au

Enjoy the read and I look forward to catching up with you soon.

Alan Walker

CRC President



HIDDEN GEMS III



8-9 AUGUST 2026



ENTRY FORM

To be held under the FIA International Code including Appendices and the National Competition Rules of Motorsport Australia

Hidden Gems Social Tour (Non-Competitive)

Saturday and Sunday 8 & 9 August 2026

Motorsport Australia Permit 7081

Office Use Only

Date received... ..

Amount paid... ..

Receipt No... ..

Car No... ..

Driver

Name... ..

Address... ..

Post Code... ..

Car Club... ..

Contact information:

Mobile... ..

Email... ..

Emergency Contact

Name... ..

Phone... ..

Car Owner? Yes ☐ No ☐

Navigator

Name... ..

Address... ..

Post Code... ..

Car Club... ..

Contact information:

Mobile... ..

Email... ..

Emergency Contact

Name... ..

Phone... ..

Car Owner? Yes ☐ No ☐

Car Owner (if not Driver or Navigator)

Name... ..

Address... ..

Post Code... ..

Mobile... ..

Email... ..

Description of Vehicle

Make... ..

Model... ..

Year: Colour(s):

Registration No... ..

Declaration: I, the Car Owner, confirm that the entered Vehicle is/will be registered for use on public roads on the dates of the Event.

Signed... .. Date... ..

Please indicate your participation below to help with planning / booking venues

1. Preferred route ☐ Regular ☐ Tarmac only (please contact us if you're unsure)
2. Route sections ☐ Saturday morning ☐ Saturday afternoon ☐ Sunday morning
3. Group meals ☐ Saturday dinner ☐ Sunday breakfast ☐ Sunday lunch

Payment Schedule

Entry Fee per Car * \$40.00 (no meals)

Direct deposit details for the Classic Rally Club Inc are: BSB 082240 & Account 6542 58676.

Please include HGST & driver's surname as the reference.

Please email evidence of payment and completed entry form to whgrrallies@gmail.com

Enquiries to either Glenda Lawrence (Mob: 0411 269 418) or Warren Herrick (Mob: 0488 925 765)

AROCA TOUR d'COURSE RESULTS

Entry Driver		Navigator		DIVISION 1 - QUESTIONS										DIVISION 1 - VRC'S & PASSAGES										DIV 1 TOTAL	DIVISION 2 - QUESTIONS										DIVISION 2 - VRC'S & PASSAGES						DIV 2 TOTAL	TOTAL OVERALL	PROVISIONAL RESULTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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* Note: 1000 points accrued when no Road Card is handed to Officials

Tour d'Course Photo Gallery





2026 AROCA Tour d Course

Directors Report – Alan Walker

Firstly, thank you all for making the 2026 Tour d'Course a fantastic event, without your support these events can't be as good as they are – 47 entries was an incredible turn out, so thank you.

Even with the weather being somewhat inclement with passing showers it certainly didn't dampen our spirits and as the day when on the sun began to shine through. We would also like to congratulate all of those that took on the challenge of answering the questions and spotting the observation boards (VRCs) around the course. We do know that this makes the event a little different compared to most 'Tours' and the overwhelming response of the added fun mixed well within the event for those that hadn't run in a classic rally before.

We have compiled all of the scores from the event, and have found that the Tour category as always was hotly contested. Please keep in mind that as many of you aren't used to this style of event, there may be a few scores that seem a little high – and in the vast majority of cases this wasn't because you didn't find the answer – it mostly came down to the penalties applied for upper and lowercase, and punctuation. It may seem a little harsh but it is required as especially the Tour has such a high level of participation, even the small things count.

As you can understand there were several questions put to challenge and make the event interesting. When scoring it is always interesting how these are received and answered, the ones noted below were the ones that had the most incorrect answers given.

' ON BRIDGE' / 'OR PASSING'

The questions denoted 2 spaces followed by 7 spaces.....so the answer required was 'OR PASSING'



Kangaloon HALL 1913

This one became a challenge only due to the combination of upper and lowercase. It was important to ensure that you answered with uppercase for 'HALL'



kiahridge or Kilometre ???

Well what can we say – sometimes you get an annominally thrown up and in the event Q10 was to be it. When scoring we go through every card thoroughly and are always interested when a different answer pops up. (yes even on the answer sheets posted we were looking for kiahridge)

However from a field of 45 starters only two answered with Kilometre instead of kiahridge. Many stating we made a mistake and it should have been a lowercase k on the question sheet –

and yes even though that was our intent that kiahridge was to be the correct answer, but it was printed as an uppercase K – and amazingly to our almost disbelief on review of the sign it was found that at the top it showed the word Kilometre (with a capitol K) and both words with the same amount of spaces..... unbelievable but it has happened.

The decision was taken to reward the two crews that answered Kilometere as they recorded the most correct answer to the question asked. In the pursuit of being fair and just with the scoring in regard to upper and lowercase we arrived at the point that this could only be the correct way to score the question.



Heritage Park vs Langdale Farm



These two signs are located close to each other, many of the letters also overlap in their position – however there is only one answer with an ‘n’ in it, that being Langdale Farm.

So, as you can see there were a few challenging questions, but overall most crews did an outstanding effort in finding and recording the correct answers.

We'd like to thank the Leafy Latte and The Local Italian that hosted us for the start and lunch. We'd also like to make a special thank you to Tony Wise for organising both of the venues and his liaisons with the AROCA club. It was also his idea to hold this year's event as a special 25th Anniversary re-run. (the original being set by Hamish Duff). Our officials (Edul Dhondy – setup) and our sweep car (Len and Jackie Zech), and last but not least Lauren Walker for making running the event and all the tasks involved achievable.

Finally, I'd like to thank you all again for entering and coming along to enjoy a great event – something a little different for some and it was really great to see a car park full of beautiful cars and all of the wonderful people coming out for a day of fun.

The Tour D Course team – 2026

Tony Wise, Lauren Walker, Alan Walker

Officials – Len and Jackie Zech, Edul Dhondy

Transport for NSW Drive Lite April 2026



Compliance for historic and classic vehicles

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

These inspections are part of series of compliance events directed at historic and classic vehicles, with more planned throughout 2026, explained Leigh Grant, Senior Manager – Vehicle Operations.

“I want to thank vehicle owners and clubs that have cooperated in conducting this ongoing operation. We have seen some well maintained, safe and compliant vehicles, however there are some concerning vehicle safety issues arising from our inspections,” said Leigh.

“We remind clubs and owners of the importance of complying with Transport’s lawful directions regarding vehicle inspections. For the clubs and vehicle owners who have not complied, Transport will be exercising its powers.”

Transport directed 85 owners to present their vehicles for inspection to assess vehicle safety and confirm eligibility for historic and classic registration.

Key outcomes included:

- 46 vehicles inspected
- 25 vehicle defect notices issued
- 16 vehicles identified with major defects, including six deemed unsafe to drive from the inspection site
- 19 vehicles deemed ineligible for the Historic or Classic Vehicle Scheme.

Enforcement action is underway to cancel the registration of 39 vehicles that failed to comply with the inspection direction, including a vehicle registered to the responsible person of one club.

Two club officials who are also Authorised Examiners within the Authorised Inspection Scheme (AIS) have been referred for action against their AIS accreditation. The Motor Vehicle Tradesperson Certificate of one person was expired and the Motor Vehicle Repairer Licence of the other was expired.

As the first line of compliance, recognised clubs play a vital role in the historic and classic vehicle scheme. It is essential that the integrity of the scheme is protected.

Transport for NSW Drive Lite June 2026



Are your club details up to date?

Ensure Transport has up-to-date records for your vehicle club. Notify us of any changes as soon as possible.

This includes updates to your club’s contact information, as well as the names of those designated

as Responsible Person(s) or Scrutineer(s). Clubs may have more than one Responsible Person or Scrutineer, and keeping this information current is essential for compliance with the registration process.

The Responsible Person(s) or Scrutineer(s) play a key role in the Transport Historic Vehicle Declaration form, ensuring that vehicles meet the eligibility criteria for the Historic Vehicle Scheme (HVS).

By signing the form, they certify that the vehicle complies with HVS requirements and aligns with Transport's guidelines. Their endorsement confirms the vehicle's suitability for historic registration, helping to uphold the scheme’s integrity by ensuring that only eligible vehicles are approved.

Earn income from your classic car

We're currently sourcing everyday vehicles manufactured between 2003 and 2013 for an Uber Eats TV commercial shooting in Sydney this August.

The vehicles will appear in traffic jam and supermarket car park scenes, with a hire fee of \$400 per vehicle, per shoot day. A formal hire agreement will be in place, and production insurance will cover the vehicle while on set.

As your vehicle is already listed with Picture Vehicles Australia, we'd love to know if you have any other suitable vehicles that are not yet on our database.

You're also welcome to share this opportunity with friends, family or neighbours who may own a suitable car, particularly someone retired, between jobs or simply looking to earn some extra money from their vehicle.

Anyone interested can send through a few recent photos, the vehicle's year, make and model, and their general availability throughout August. Exact shoot dates and locations are still being finalised.

Better yet they can add it to the database, so even if not the right fit for this job it will be on file for future jobs.

Add it here - www.picturevehicles.com.au

Best Regards,

Ed Whitfield Founder | Picture Vehicles Australia

☎ 0411 415 047

www.PictureVehicles.com.au

Simple, streamlined vehicle hire for Film, TV, Commercials & Campaigns
Sydney & Nationwide



The July 2026 edition of Opposite Lock is available and awaiting your download and enjoyment.

It features the MG National meeting, some historic racing

in the form of Historic Winton and the 2026 HSRCA Sydney Classic, and an all-important reminder to get your membership renewals in, along with much more

Click or tap to view in browser or right or command-click and select 'Save-as' to download it to your device.

[Opposite Lock, July 2026](#) [PDF]

Or head to the '[Opposite Lock](#)' page of the site by [clicking this link](#). The link will open your web browser, which may take a moment if your device needs a second to catch up. There, you'll find both the magazine and instructions to download

or view it. It's a simple PDF file that you can save to your device or view directly.

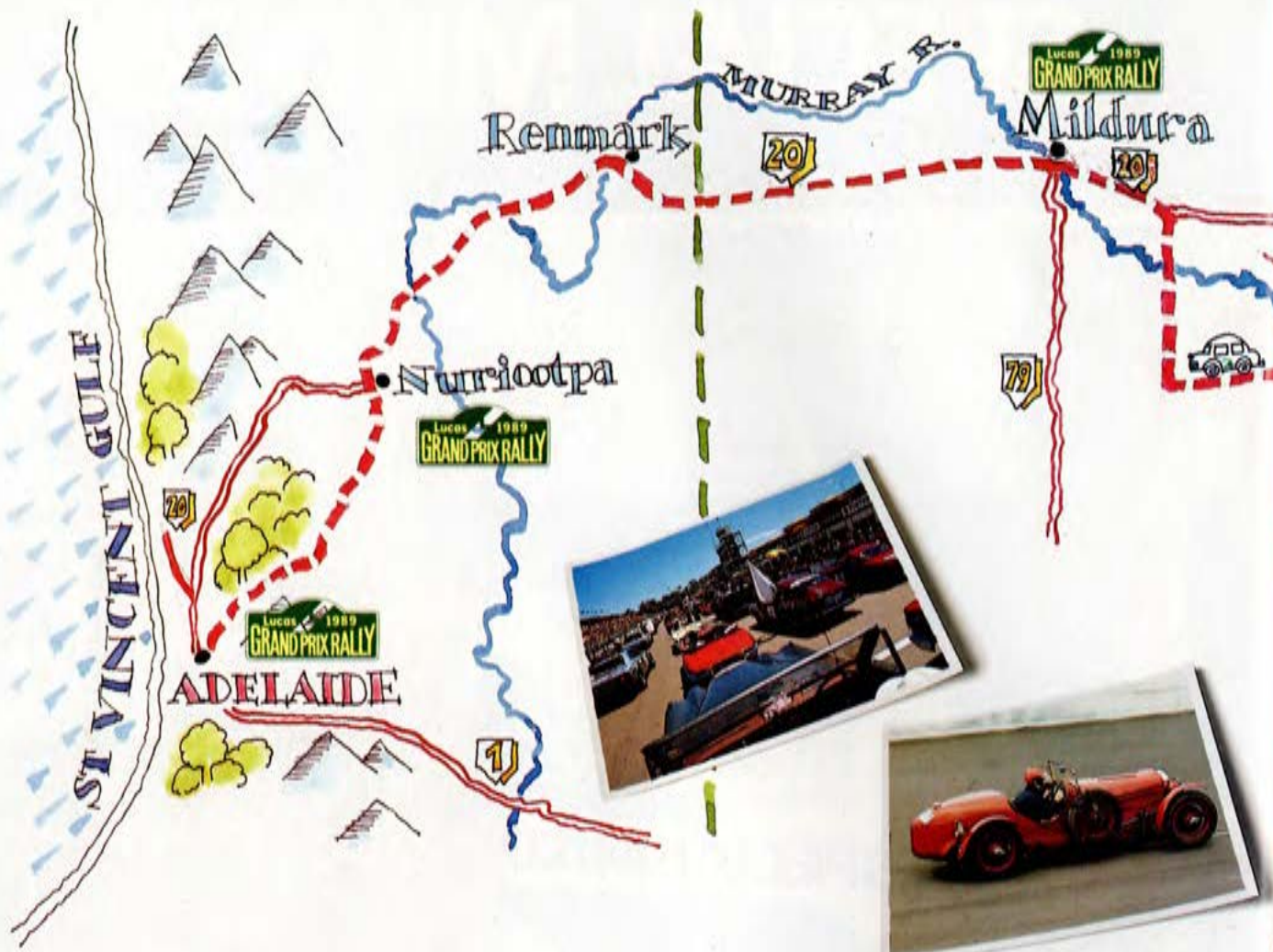
Please be aware that the 'Opposite Lock' page of the site will only be accessible by the link above and will not be available via site navigation. You can bookmark or save the link, as it will not change month to month.

If you get stuck or have any questions, send Seth an email at web@mgcarclubsydney.com.au.

If you have an MG story, photos or video, or anything else you'd like to contribute to Opposite Lock or the website, we would love to hear from you. Reply to this email, or send one to editor@mgcarclubsydney.com.au.

Enjoy the magazine!

Hilary Wren,
Editor, MG Car Club Sydney



Lobethal, a fairly typical small town nestled in the famous wine-growing region outside Adelaide in South Australia, should by all accounts be a quiet place on a Wednesday afternoon in early November. But the peace and serenity is being ripped apart by the boom and bellow, rasp and snarl of 191 cars of all sizes and shapes as they motor in to pay homage to the town which some 50 years previously similarly stood watch to the first ever Australian Grand Prix.

This is the fourth and last day of the Lucas Grand Prix Rally, a regularity-style event, whose highlights have ranged from an all-out sprint around a NASCAR bowl to zigzagging through witches hats and scooting up hill-climbs.

Boggle-eyed school children mill around, around wooing over the legion of cars, the likes of which they've never seen before. All the while a travelling announcer cheerfully entertains the attentive locals with in-depth descriptions of each and every one of the remaining cars. His roll-call includes such diverse makes and models as a Shelby Mustang GT350, Mercedes-Benz 300SL Gullwing, BMW M1, Morris Cooper S as well as scores of other well cared for automotive masterpieces including a delectable 1922 Hispano Suiza whose beaded and seemingly weather beaten navigator, Stuart Middlehurst, astutely studies a detailed map in readiness for the final blast into the finish control at Tea Tree Gully.

At the same time Scott Davies, a fresh faced 24-year-old pharmacist from Melbourne, proudly stands guard over his striking metallic blue Ferrari Testarossa. Far from being the spoilt little rich kid he appears, Scott entertains a group of rally-goers with his proud story of how he decided to contest the event as a sign of respect to his late father, Ron, who had originally entered the car but sadly past away just two weeks before the start.

Credit to making the Lucas Grand Prix Rally happen goes to John Blandon, a burly South Australian who's made a mint out of his insurance brokerage business and is well known for his expansive knowledge of the history of Australian motor racing and his collection of rare and exotic cars including, among others, a Jaguar C-type, Bugatti Type 37, Shelby Cobra and Porsche 935 Turbo.

Blandon says the reason for the rally stems from a wish by the Adelaide Grand Prix organisers to incorporate such an event in the city's festivities and says it is designed to revive the golden age of motoring. "What we're trying to do is revive the spirit and camaraderie which

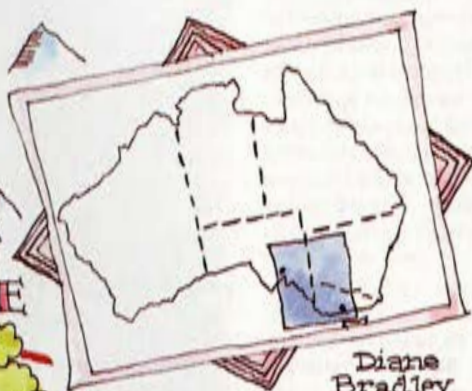




Lucas 1989 GRAND PRIX RALLY

WE ALL KNOW RALLIES ARE TOUGH,
SO WHAT WOULD MAKE OWNERS OF RARE
AND VALUABLE CARS WANT TO GO IN ONE?
PERHAPS IT'S BECAUSE THEY'RE ALSO
LOTS OF FUN . . .

BY GREG KABLE
PHOTOGRAPHY BY MILTON WORDLEY



Diane
Bradley

A 1939 Rolls Royce Wraith Saloon (right) negotiates the tight bends of Collingrove hill climb. Art Valdez (below) trekked from California with his immaculate Ferrari 250MM.



characterised such events as the Mille Miglia and Copes des Alpes back in the late fifties," he says.

To tell the truth I was a tad skeptical before it started. What with 30 odd Ferraris and 20 odd Porsches it seemed more like an organised excuse for millionaires to play with their toys rather than a CAMS endorsed regularity trial! But after having lived and breathed it for just on five days there's now no doubt in my mind that it's got all the makings of a truly world class event that in the future should attract a large contingent of overseas competitors.

My experience was first hand from the passenger seat of a 1965 Lancia Flavia Zagato Coupe, one of only an estimated 20 such right-hand drive versions still remaining from the original built run of 64. The car is lovingly owned by Graeme Ward himself an authority on the Lancia marque.

The first notes were scrawled as we arrived at the start line early on Saturday morning..

Saturday: Cheers mingle with the music of massed exhausts. Anxious competitors busy themselves polishing ducos and seeing to last minute adjustments before making their way to the start

line where they're waved off at one one minute intervals.

The loudest cheer is reserved for three gentlemen in a 1932 Rolls Royce who, in the spirit of the event, have brought along a sheep. Not a real one but a fake which travels with them in the rear.

Enthusiasm runs high and the grins run wide as the real action begins at Calder Park Raceway just outside Melbourne. To the delight of the racers in the bunch the cars are timed on a one lap dash

around the banked NASCAR circuit and then wizz across to the nearby drag strip where they're timed over a standing quarter mile.

For most the thought of tackling the 45 degree turns of the Thunderdome is, to say the least, a bit frightening but the competitive spirit soon puts paid that. "You know I went out on the bowl just to trundle around but when I got out there all that went out the window and I just tried to hold the line," puffed my co-driver,





route card in hand, recalling the 44 second experience he, like every competitor that day, will certainly never forget.

The day's award for fortitude goes to Diana and Tony Gaze who after starting the rally in an Alfa Romeo 6C 1750 are forced to return to

Melbourne when it drops a valve during the last road section of the day. They later rejoin the Rally travelling in their other car — a somewhat more luxurious white Jaguar XJS.

Sunday: We arrive at DECA (Driver Education

Centre of Australia) spot on the start time of 8am to be greeted by a mob of eager competitors massed around the official caravan keen to view results of the previous day's running.

Two special stages are contested here: a regularity drive on the winding 1.6 km tree-line circuit and a timed car control test on the water soaked skid pan.

"Take it easy," warns the driver of a 7.0-litre Cobra, pointing to the deep water puddles surrounding the witches hats on the skid pan. Easy we weren't, having to reverse back into a gate, losing valuable time but at the same time enjoying every second of it.

Armed with a stop watch we head out to the circuit deciding the only way to genuinely replicate a time is to go as hard as possible and then go from there. And that we did as hard and fast as the 19-year-old Lancia would take us. With a time of 64 seconds we decide that with prior knowledge we could probably go up to two seconds faster.



The Calder Park Thunderdome (above) proved popular with all competitors.





Travel weary competitors, here in a Triumph Spitfire, take a well earned rest (top). By day four the rally began to exact its toll.

Spot on! Well not quiet but only one second off, at 63 seconds. "Not bad," observes the official standing at the start line.

The field ambles back into Shepparton and assembles in a park on the banks of Lake Victoria for a concourse that turns into a long drawn out affair testing the patience of all involved.

"If I don't get to drive soon I'll go insane," grumbles Victor Waterhouse, the driver of a British racing green Tom Walkinshaw prepared Jaguar XJS, summing up the mood of all competitors who are keen to get going.

Finally the field is flagged away, heading to the Murray River town of Echuca where a large crowd of locals, already well oiled from a day at Rich River Festival, greet the rally.

After the pleasantries we book into our motel and are given room number 27 — significant, I thought, for it's the sacred number of Gilles Villeneuve. We are immensely envied by the members of Ferrari owners club with whom we dine that night at the town's well patronised Italian restaurant.

Monday: A bleary eyed awakening is accentuated by the fact that daylight saving began early this morning. But by 9am nearly all cars are ready and lined up by the old wharf on the Murray River.

"Mondays aren't supposed to be enjoyed," quips the announcer as he flags the cars off. The route instructions reveal

Mildura is tonight's overnight stop but this morning's run is to the town of Swan Hill via controls at Torrumbarry and Cohuna.

Along the way the obscure questions asked on the intructions again have competitors straying every which way in an attempt to gather the information required. But at Lake Charm the local school children have eased the task by providing the answers at a fee which of course which we were told is a donation for the school.

At the Swan Hill Showground we're again met by a large contingent of locals all keen to see the cars wind their way over the motorkhana

course conduction in a closed off street.

Credit here goes to a gent driving a Rolls Royce convertible. The men from Crewe would be impressed; he's certainly the only guy I know who can lay claim to four wheel drifting a Roller in reverse.

By mid-afternoon the first cars begin leaving for the overnight stop at Mildura. Threatening skies have all those in soft-tops in two minds — up or down.

Tuesday: After a breakfast of bacon and eggs at the Mildura tennis club the rally heads east, entering South Australia by way of a barren stretch of highway littered with the remains of thousands of rabbits which becomes the butt of many jokes over the next two days. The drive is long and arduous but one which give the competitors the chance to do what they all came for — drive.

We're greeted at Renmark by a large number of school children who have set an assignment relating to the make and model of each car. A non-compulsory motorkhana is set-up for "the racers" while those in the older, less agile, cars have the chance to take a well-earned rest.





At Renmark's local diner I bump into Andrew Lawson who together with his baby-faced and long-haired co-driver has managed to secure his father's delectable 1932 Alfa Romeo 6C for the rally. "I don't know," he says, "we were told this morning that we'd lost 600 points for exceeding the rally's speed limit into Mildura the previous night."

From Renmark the rally heads on, first to an amusement park at Monash where the control is set up at the top

of a long and precarious ladder. A slide down the slippery-dip is compulsory, much to the loathing of some of the older competitors. From Monash it's a two hour drive to Nuriootpa, home of some of Australia's best red wines.

Wednesday: The final day dawns cold, cloudy and damp. The last speed event is held at the nearby South Australian Car Club Collingrove hillclimb circuit.

Doug Partington, a well-tanned and healthy looking

gent from Queensland, sits nervously in his immaculate scarlet red Ferrari Dino pondering the thought of having assumed the lead. "I have to nail this one," he says to me before scooting up the hill.

Unfortunately it was not to be, as three-quarters of the way up the hill on a sharp first-gear corner he spun off narrowly missing a protruding embankment and losing his lead. Such is the spirit of this event that he was still able to laugh it off on his return to the bottom.

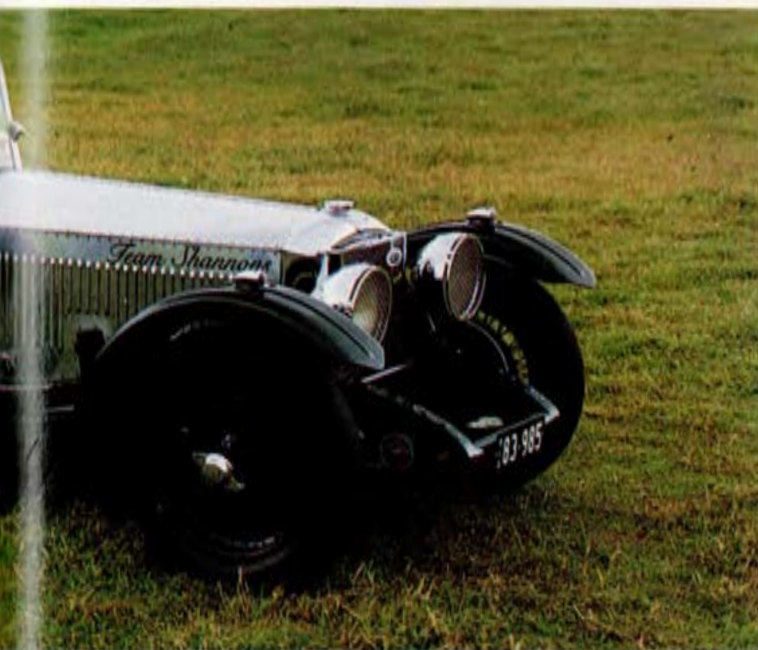
Later that afternoon we finally reach the finish line. Champagne is accepted by the weary competitors as they saunter from car to car recalling the highs and lows of the past five days.

For some the pace was fast and furious; for others it was leisurely and lax. But after five long days the broad grins are a sure indication that the Lucas Grand Prix Rally has been a success and promises to be around for a long time to come.

And the winner? Linden Fairclough, who in a classic case of the tortoise and the hare, trundled along for the five days only to discover at the award dinner on the Friday night that he'd done exactly as last year and had pulled and off the big one.



The diversity of makes was impressive (top); here a 300SL Gullwing powers on. Driving was definitely not the only skill required (above).



REVS V'S CUBES

ARTICLE BY
PHIL IRVING

MOTOR MANUAL

JANUARY 1978 20 CENTS



AUSTIN 1800 MK. II. "A SHEEP IN WOLF'S CLOTHING"
TESTS: HUNTER 'GT' / COROLLA SPRINTER / TWIN CAM ESCORT
LANE vs. BROUGHAM

■ **TOKYO MOTOR SHOW REPORT**

Registered at the G.P.O., Melbourne, for transmission by post as a periodical.



WE TEST 1800 mk. 2 with a difference

WELL IT CERTAINLY LOOKED THE PART.

Minilite mag. wheels, driving lights, hounce brackets on the rear, matt black bonnet — and sufficient advertising decals on the side to do justice to an Indy winner.

In fact it was quite staggering to reflect on just what some 'dressing up' could do to a car's image.

Thirteen inch, five stud Minilite wheels are fitted SP44 radial Dunlops but replica car handled little differently to standard version.



Because, beneath it all, our wild looking test car was just a Mark II Austin 1800 — very much a sheep in wolf's clothing.

BMC, seeking to make the most of their participation in the big Marathon rally, has dressed up a stock 1800 to look the part and in external appearances the car is a replica of that to be driven by Evan Green, Jack Murray and George Shephard. As such it will be featured in promotion campaigns throughout Australia and, just to be different, we decided to use this car for the necessary test pics, but cheat a little and run our performance figures on a normal 'press' car.

Basically the Mk II 1800 follows directly in the wheeltracks of its predecessor; improvements to the new model include front and rear restyling, a re-designed cylinder head with modified combustion chambers, larger inlet valves, new camshaft and an improved inlet manifold, central console built into the fascia panel and a variety of new trim colors.

A small, but important modification is the changing of second gear ratio from 2.217:1 to the new 2.059:1. This alteration has given the car a much more usable second cog which will now stretch out to a quite respectable 47 mph. The somewhat vague shift movements of the Mark I model's gear lever are now a thing of the past, and the Mark II has a much more positive change, thanks to a longer gear lever and revised gearbox connections.

Steering geometry has been changed to remove some of the heaviness which was suffered by the previous model, although a lot of effort is still required at parking speeds.

The appearance of the 1800 can best be described as 'conservative' but what the car lacks in imaginative exterior styling is more than made up by the luxurious, and spacious, interior.

In fact, the 1800 must rank as one of the best when it comes to practical creature comforts.

Leg room, both front and rear, is exceptional; seating is excellent (with fully reclining front seats of new design) and its 17 cubic feet of luggage space is all usable.

The most obvious criticism of the car must be levelled at its apparent lack of power, but, that this is no deterrent, to sales is abundantly clear from the 1800's successful sales figure. Mid-year it ranked outright seventh in car sales and was third in sales of four cylinder models (Cortina and Torana being ahead).

The minor power boost it has received in the Mk II version will not turn it into a likely circuit racer but it has provided a good selling point over the earlier model.

First gear peaks out at 30 mph and the engine is not really working as hard as the poor sound insulation would have you believe. Despite the higher second gear, enough torque is available to allow

more

WE TEST 1800 mk. 2 with a difference

lazy drivers to take off in this ratio without any protest from either engine or transmission. Third is very usable, and can be made to stretch out to 70 mph—a speed which the Mark II reaches in 22.4 seconds, or almost six seconds faster than the Mark I.

In fact, throughout the range the car is substantially faster than the earlier model and despite the low mileage of our test car, we managed to record a genuine average maximum of 90 mph.

Still, by today's standards the Mk II 1800 is no Traffic Grand Prix winner.

Fortunately though it makes no claims in this direction and so does not suffer from comparison with 'sporty' type four cylinder cars.

On the highway the car comes very much into its forte; long distance, high average cruising speeds — all in outstanding comfort.

We took the previous model 1800 on

a quick haul to Brisbane and return just a few days before the release of the Mark II and found it to be one of the most pleasant cars for this type of work yet encountered. It could be cruised all day at 75 mph plus and after a long nine hours at the wheel the driver was less fatigued than when he covered the same route in a Holden GTS coupe — and, travelling time was only about an hour slower over the distance.

Unlike the British Mk II 1800, which has 14 inch wheels, the Australian version retains the 13 inch wheels of the earlier model and handling is therefore essentially unchanged.

The lighter steering does help to a certain degree, but when you are really pushing an 1800, it lets you know in no uncertain manner that it is a big, front wheel drive car. Up to the point where it breaks into heavy understeer, the 1800 has very good road manners, with a minimum of front end kneel and good response to the wheel. Attack those corners a little harder, and you are kept very busy.



Under hard braking, the Mk II 1800 had exemplary manners. There was some nose dive, but no premature locking of wheels or any sign of fade, and this is one department where the 1800 loses nothing to its competitors.

Our 'dressed up' replica car handled very much the same as our test vehicle. The Minilite wheels had little effect on cornering but the rally type Dunlop SP44s radials were, to say the very least, noisy.

The differences between our photo car and the genuine rally car are immense: the rally car will put out sufficient horsepower to give it a maximum speed well in excess of 100 mph (this by virtue of redesigned cylinder head, twin carbs, extractor exhaust, MGB camshaft, etc.)—and with this sort of power the understeering tendencies of the standard 1800 are more than overcome.

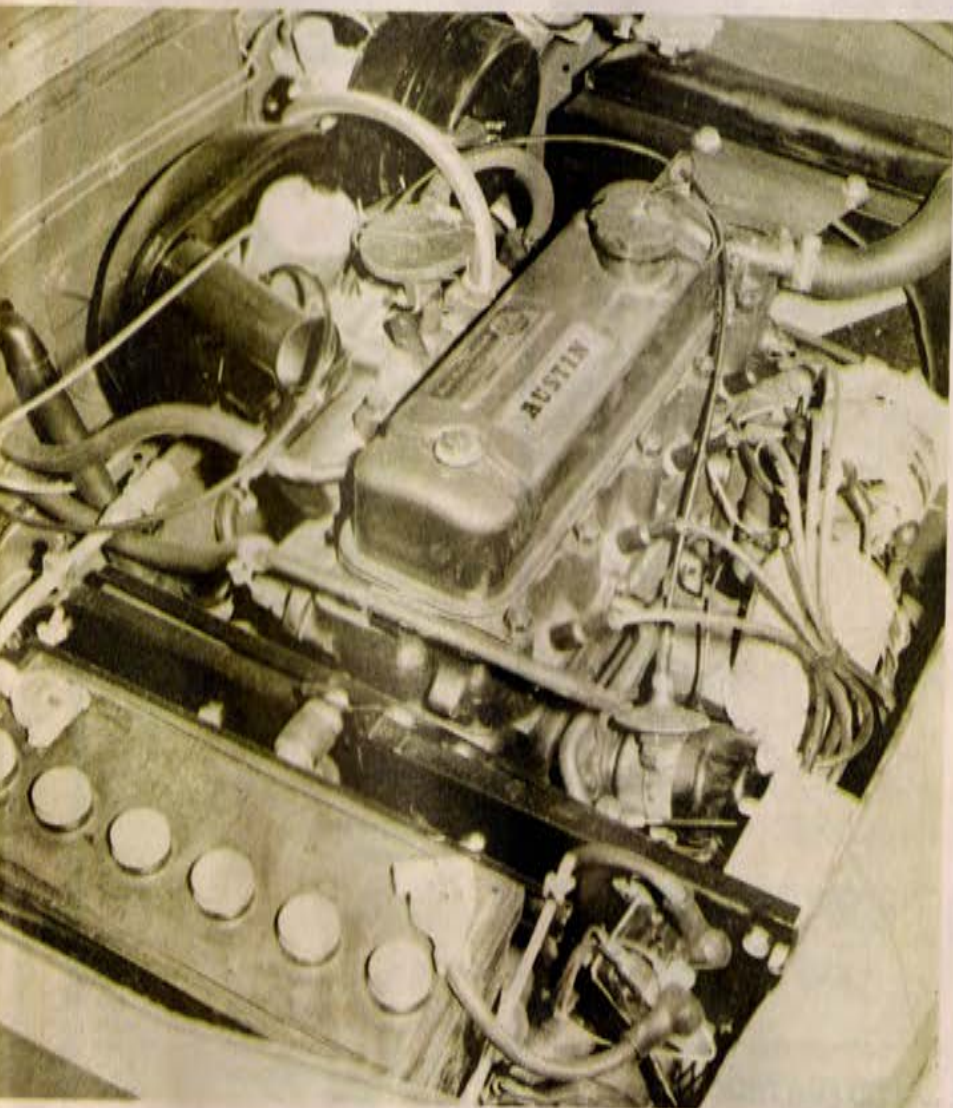
An auxiliary radiator will provide added cooling and all-up weight will be considerably reduced by the use of alloy doors, bonnet and boot lid.

A 16 gallon fuel tank will dominate the bootspace and suspension will be modified for both high speed handling—and ruggedness.

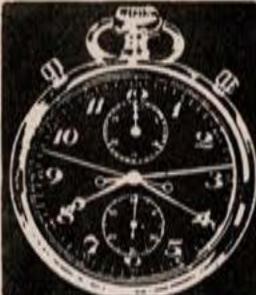
Interior alterations will include full instrumentation, a full set of Halga navigational equipment, two lightweight rally seats (the passenger's seat will be retained as a reclining 'rest' seat) plus of course a container for food, drink, etc.

Laminated windscreen, Maserati air-horns, quartz iodine lights, stoneflaps, etc. all help to complete the picture and, as we said, the rally machine is a different car to a stock 1800—boy, is it ever!

Bounce pads (top) are not likely to become standard equipment on road car. Engine (left) has received small boost in power but could still do with more.



DATA SHEET—PAGE 64



NEW SERIES MOTOR MANUAL ROAD TEST



CAR FROM: BMC, Moore Rd., Airport West, Vic.

PRICE AS TESTED: \$2476 plus radio.

OPTIONS FITTED: Radio.

ENGINE:

Type ohv four cylinder
Bore & stroke, 80.26mm. x 88.9mm.
Capacity 1798 cc.
Compression ratio 8.6:1
Power (gross), 87 bhp @ 5300 rpm
Torque 101 lb.ft. @ 2200 rpm

TRANSMISSION: Four speed, all synchro.

CHASSIS:

Wheelbase 106 inches
Length 166 inches
Track F 56½ inches
Track R 55½ inches
Width 66½ inches
Clearance (Minimum) 6 inches
Test weight 2576 lbs. (approx.)
Fuel capacity 10½ gallons

SUSPENSION:

Front: Independent with upper and lower arms/hydroelastic displacers.
Rear: Independent with trailing arms and hydroelastic displacers.

BRAKES:

Front 9½ inch disc.
Rear: 9 inch drum.

STEERING:

Type: Rack and pinion.
Turns lock to lock: 3.8.
Turning circle: 37 ft.

WHEELS/TYRES: Pressed steel, five stud mounting, fitted 175 mm. x 13 in. tyres.

PERFORMANCE:

Zero to
30 mph 4.3 seconds
40 mph 7.5 seconds
50 mph 11.2 seconds
60 mph 15.6 seconds
70 mph 22.4 seconds
80 mph 31.8 seconds
90 mph NA
100 mph NA
Standing quarter mile: 20.2 seconds.
Fuel consumption on test: 23 mpg on 5 fuel.
Fuel consumption (expected): 24-28 mpg.
Cruising range: Approx. 260 miles.

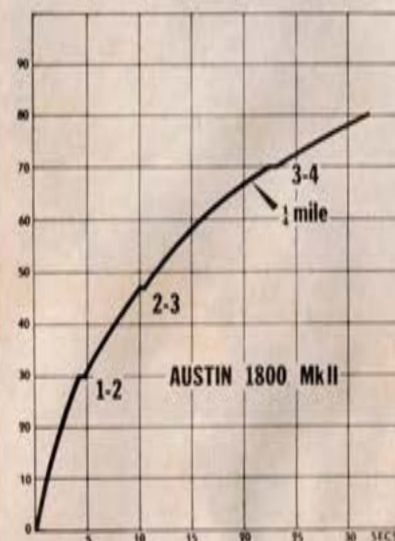
SPEEDOMETER ERROR:

Indicated:
30 40 50 60 70 80 90 100
Actual:
28 36 45 55 64 NA NA NA

SPEEDS IN GEARS:

First 30 mph
Second 47 mph
Third 70 mph
Top 90 mph

AUSTIN 1800 MK2 (with a difference)



ACCELERATION

ENGINE:

Starting Good
Response Good
Vibration Low
Noise Low

DRIVE TRAIN:

Shift Linkage Good
Synchro action Good
Clutch action Good
Noise Low

STEERING:

Effort Moderate
Response Good
Road feel Good
Kickback Moderate

SUSPENSION:

Ride comfort Excellent
Roll resistance Good
Pitch control Excellent

HANDLING:

Directional control Good
Predictability Good
Resistance to sidewind Excellent

BRAKES:

Pedal pressure Light
Response Very good
Fade resistance Very good
Directional stability Very good

CONTROLS:

Wheel position Good
Pedal position Good
Gearshift position Good
Panel controls Good

INTERIOR:

Ease of entry and exit Good
Noise level Low
Front seat comfort Very good
Front leg room Excellent
Front head room Very good
Rear seat comfort Excellent
Rear leg room Excellent
Rear head room Very good
Instrument comprehensiveness Good
Instrument legibility Good

VISION:

Forward Good
Front quarter Good
Side Good
Rear quarter Good
Rear Good

CONSTRUCTION:

Sheet metal Good
Paint Good
Chrome Good
Upholstery Good
Trim Good

GENERAL:

Headlights - highbeam Good
Headlights - lowbeam Good
Wiper coverage Good
Wipers at speed Good
Maintenance accessibility Fair
Luggage space Good

2026 Alpine Classic 24 – 25th October

Goulburn – Cowra – Goulburn

Announcement

As many of you know and are eager to find out here is an update for this year's Alpine Classic.

The year so far has thrown us a few issues to overcome and consider when hosting our wonderful events. These very issues had our early events of the year postponed and modified to get them across the line with some success.

The Alpine Classic is certainly not immune to these issues either. The added work load of also running the Tour D course had impacted somewhat on getting out information a little earlier.

The closure of the Great Western Highway at Mt Victoria, and the high fuel prices impacting events in the first quarter are all on our minds, when creating events for you to enjoy.

The last thing we want to do is provide you with an incredible weekend away only to have it be a diabolical challenge to get to and from the event.

So the 2026 Alpine Classic has been chosen to start in Goulburn, with an overnight in Cowra, and a return to Goulburn for the Sunday leg. Many may remember that the same destinations have been used as an Alpine under the Directorship of Ross Warner.

It also gives us an opportunity to explore throughout another fantastic Alpine Classic, dipping into some areas that haven't been within a CRC event for sometime.

Please rest assured that the 2026 Alpine will be full of challenges and many great roads, well worth getting out and enjoying. So make sure you take the time to pre book your accommodation for the Saturday , and the Friday if you take up that option (Read further on for the accommodation note).

This year has (Lauren and Alan Walker) at the helm for the forth installment, and we are looking forward to sharing our efforts with you again.

Entries will be open soon, but this is an announcement to make sure you have the date noted and to get your accommodation booked in – so there is no chance you'll miss out !





2026 ALPINE CLASSIC

Goulburn – Cowra – Goulburn

24 - 25th October

Accommodation info

With the Alpine Classic looming on the horizon, NOW is the time to get yourselves organised and make sure you have a place to stay for the Saturday evening.

The 2026 event starts in Goulburn, with an overnight stop in Cowra (Saturday 24th Oct).

COWRA is the location for the Saturday night

Several options for accommodation are located within Cowra. Some options are best to call direct – so don't just rely on the online options.

(NOTE: these are in no particular order)

Cowra Crest Motel

Club Cowra Motel

Golden Chain Aalana Motor Inn

Econo Lodge Alabaster

Civic Motor Inn

Cowra Motor Inn

Countryman Motor Inn

Townhouse Motel

Breakout Motel

Country Gardens Motor Inn (further out of town)

Vineyard Motel Cowra (further out of town)

As many of you know, a fairly large majority may opt to venture to Goulburn on the Friday afternoon/evening. Many also enjoy a nice dinner and a social evening with fellow members. So it may well be a good idea to make sure you also have accommodation in Goulburn for the Friday evening (23rd Oct) if you plan on this option for the Friday night.

Details of a location for an informal pre-event dinner will come together a little later, but it will be in the central area of Goulburn.

So keep an eye out for more of the Alpine Event info that will be published very soon.



We are really looking forward to having as many of you as possible along to enjoy the 2026 running of the Alpine Classic.

Classic Rally Club Inc.
Minutes of the May General Meeting
Held at the Canada Bay Club on 23 June 2026

Present:	Alan Walker	President
	Peter Reed	Treasurer
	Geoff Bott (via Zoom)	Committee Member
	Ron Cooper	Committee Member
	Doug Barbour	
	Xanthea Boardman	
	Frank Brookhouse	
	John Cooper	CMC Delegate
	Andrew Inglis (via Zoom)	
	Megan Lavender	
	Glenda Lawrence	
	Laurie Mason (via Zoom)	
	Bruce Miller	
	Robbie Panetta	
	Andrew Taurins	
	Lindsay Trevitt	
	Stephen Wells	
	Tony Wise	
	Greg Yates	
	Len Zech (via Zoom)	
	Glenn Evans	Secretary

Apologies:	Mike Batten	
	Murray Baker	
	Paul Baker	
	Wendy Cooper	
	Bernard Corbett	
	Madelon Corbett	
	Edul Dhondy	
	Lance Doyle	
	John Henderson	
	Warren Herrick	
	Lui MacLennan	
	Steve Maher	
	Chris McDonald	Editor
	Tim McGrath	
	Bob Morey	
	Teresa Morey	
	Tony Norman	
	Phill Stead	
	Darren Taylor	
	Garth Taylor	
	Dominic Votano	
	Tanya Votano	
	Lauren Walker	
	Kim Warner	
	Ross Warner	
	Karen Yates	

Item 1: Opening

The President opened the meeting at 7:40pm.

Item 2: President's Report

The President reported that the Sheep Station Reliability Trial attracted a field of 20 cars last month. The AROCA Tour d'Course is on this coming weekend and has 47 entries. He thanked the event directors and all the officials involved.

Item 3: Secretary's Report

The Secretary reported that the Club had received the June issues of the JDCA's "Jaguar Driver" but had nothing else to report.

Item 4: Treasurer's Report

The Treasurer presented his June report, which will be that for the financial year (a copy is attached to these minutes). The surplus for the year is \$10,417.63, nearly \$10,000 better than last year. This was assisted by the increased surplus for the Alpine Classic. The Treasurer questioned whether all the bills for the event had been presented. Alan Walker, the event director, advised that there were some minor costs which were not claimed; and that surplus stock from previous years (such as caps, lanyards and trophies) had greatly reduced costs. The trophies were the last of a discounted bulk buy by Ross Warner but those stocks now are exhausted. The main reason for the event surplus, however, was that it had been costed as a TRE, for which MA charges about \$56 per entry. MA refused to approve the average speed test and modified the event timing, so the event became a navigation assembly. These attract a fee of only about \$300 for the event; there is no per car fee. Entries already were open when MA imposed the change, so the original entry fee remained. The Tour d'Course entry fee was set based on a forecast field in the high 20s but entries have exploded to 47 in the past week and a half. This field would have enabled the entry fee to be reduced but event directors have to ensure that events do not risk a significant financial loss for the host club.

Item 5: Membership Secretary's Report

The Club currently has 317 financial members, increased by two late renewals in the past month.

Item 6: HVP Report

The HVP Registrar reported that the Club currently has 76 cars in the Historic Vehicle Scheme. He still has not received two of the HVS declarations sent to Club members earlier this year.

The HVP Registrar reported that Transport for NSW has conducted more compliance checks on historic and classic vehicles; this time in the Bateman's Bay area. 62 of the 69 inspected were issued defect notices. T for NSW is recruiting more inspectors, so enforcement activity will increase. Transport for NSW recommends the fitment of seat belts to all vehicles. June's DriveLite newsletter outlines a simplified process for fitting them to pre-ADR vehicles which originally did not have them fitted.

Item 7: CMC Delegate Report

The CMC Delegate advised that he still had four tickets for the Shannons Display Day in August. Two members reserved a ticket each, so two remain to be allocated. Please contact John Cooper if you are interested. The CRC has been allocated display space in Area B, as requested, but we have yet to be told exactly where. The CMC has asked member clubs to contribute articles for the CMC Preserve magazine.

Item 8: Past Events

The President reported that the Sheep Station Reliability Trial ran with a field of 20 cars last month. A great time was had by all participants and dinner at the Paragon Café in Goulburn on Saturday night was a good social night. He thanked Jon and Tina Mansell for running the event and John and Helen Young, Len Zech and Paul Morton for volunteering to be officials.

Item 9: Future Events

The field for the 25th running of the AROCA Tour d'Course grew significantly to 47 cars in the past week and a half. The event will start at the Tahmoor Garden Centre on Sunday. Other details have been advised previously.

Glenda Lawrence spoke about the Hidden Gems Social Tour on 8 and 9 August, which she and Warren Herrick will be conducting. Entry forms will be on the CRC website this week. The event will start at the Heatherbrae Pie Shop at Ourimbah. It will be about 650 km over the two days, with both full tarmac and unsealed road options.

Item 9: General Business

Geoff Bott suggested that we promote the Club's Facebook page. He stated that its views increased last year, when we paid for advertising. The meeting agreed that we should repeat the promotion.

John Cooper advised that the Australian Auto Sport Alliance (AASA) has been sold to its CEO. The Benalla Car Club was unaware of the sale until it had happened and has sought legal advice. Andrew Inglis stated that he understood that there had not been a formal link between the club and the AASA, even though the same people were involved in the running of both.

The President reported on the recent Group S meeting, in which an Alfa built by Manning Motors ran. Doug Barbour also competed in the event and achieved three second places and one third place. The meeting applauded Doug's success.

There was further discussion of various non-CRC events.

Stephen Wells outlined upcoming interviews in his Motoring Weekly podcast.

Item 11: Close

The President closed the meeting at 8:43 pm. He thanked attendees, including those on Zoom, and looked forward to seeing members at the Tour d'Course this weekend.

Alan Walker
President

Glenn Evans
Secretary

CRC CHAMPIONSHIP POINT SCORE 2026

"Where positions are tied, such as the seven-way tie for second place in Tour, each placegetter receives the average of all the points awarded as if those places split as a tiebreaker. In this case the average of finishing between second and eighth is finishing fifth, which is five points. As several Alfa Romeo club members who are not Classic Rally Club members featured in this tie, you do not see seven scores of 16 points. As there were more than 20 cars in the Tour category, there were a few cars scoring one point for participating in the event and an extra point for being in a classic car."

Masters Drivers									
	Round 1	Round 2	Round 3	Round 4	Round 5				
	Shoalhaven Sojourn	Sheep Station Rally	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Classic Car Bonus Points			
	1 day	2 day	1 day	2 day	2 day			Points to date	Position to date
Competitor									
Bruce Miller	17	39	14			4		74	1
Robert Panetta	20	28	16			4		68	2
Edul Dhondy	18	32	16					66	3
Andrew Inglis		39	19			3		61	4
Bob Morey		34	20					54	5
John Coopper	19		18			2		39	6
Alan Upton		36				1		37	7
David Shaw	18		15			2		35	8
Michael Brandt		30				3		33	9
Graham Pettit			17			1		18	10

Masters Navigators									
	Round 1	Round 2	Round 3	Round 4	Round 5				
	Shoalhaven Sojourn	Sheep Station Rally	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Classic Car Bonus Points			
	1 day	2 day	1 day	2 day	2 day			Points to date	Position to date
Competitor									
Andrew Taurins	17	39	14			4		74	1
Alan Walker	20	32	18			1		71	2
Martin Leaver		39	19			3		61	3
Teresa Morey		34	20					54	4
John Henderson		28	16			3		47	5
Ross Warner	19		18			2		39	6
Mark Laidley		36				1		37	7
Ray Arthurs	18		15			2		35	8
Andrezj Cieslak		30				1		31	9
Phillip Stead			17			1		18	10

CRC CHAMPIONSHIP POINT SCORE 2025

Apprentices Drivers									
	Round 1	Round 2	Round 3	Round 4	Round 5				
	Shoalhaven Sojourn	Sheep Station Rally	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Classic Car Bonus Points			
	1 day	2 day	1 day	2 day	2 day			Points to date	Position to date
Competitor									
Peter Reed	17	36	16					69	1
Michael Brandt	20		19			2		41	2
Denis Oste		40						40	3
Geoff Bott	18		19			2		39	4
Murray Baker	16		20			2		38	5
Bob Morey	19							19	6
Helen Oste			17					17	7
Jen Navin			15					15	8

Apprentices Navigators									
	Round 1	Round 2	Round 3	Round 4	Round 5				
	Shoalhaven Sojourn	Sheep Station Rally	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Classic Car Bonus Points			
	1 day	2 day	1 day	2 day	2 day			Points to date	Position to date
Competitor									
Megan Lavendar	17	36	16					69	1
Toby Oste		40	17					57	2
Glenn Evans		38	15					53	3
John Bott	18		19			2		39	4
Nikki Baker	16		20			2		38	5
Marina Thiveos	20					1		21	6
Teresa Morey	19							19	7

CRC CHAMPIONSHIP POINT SCORE 2025

Tour Drivers

[illegible]

CRC CHAMPIONSHIP POINT SCORE 2025

[illegible]

CRC Event Calendar 2026

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

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.