

Dates to remember

Next meeting October 28

Magazine deadline November 18

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



YOU ARE INVITED TO THE CRC 2025

Christmas Party

Invitation is open to Current Members, Past Members and Families

Sunday 14th December
From 12 noon
BYO Drinks

Berkshire Park Community Centre
71-79 Sixth Road, Berkshire Park

RSVP to Alan Walker on
snakebite105@live.com.au
or text 0432 511 709

The invitation card features a festive design with a holly leaf border at the top, two Christmas trees with ornaments and stars on the sides, and several wrapped gifts at the bottom. The text is centered and uses a mix of serif and cursive fonts.

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CRC meetings are usually held at the Canada Bay Club, 8 William Street, Fivedock at 7.30 pm sharp

Classic Rally Club Officers and Contacts 2025

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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
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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.



OCTOBER PRESIDENT'S REPORT

As you can imagine – it has been a whirlwind of a month for us, especially with the Alpine preparation leading up to an incredible event held just a couple of days ago!

This month we again were unfortunately not immune to some very sad news. This month we sadly had to say farewell to both Margaret Brown and Carol Both.

Both wonderful members of our club who will be sorely missed.

I attended the service for Carol and was very proud to see a good couple of dozen CRC members in attendance. Geoff Bott and I had the pleasure of being asked to speak on behalf as a friend and the CRC.

As you can imagine a substantial amount of Lauren and I time and focus has been on the Alpine of late. We were happy to have a field of 37 crews along with a fantastic group of officials to make the whole event run so smoothly.

The countryside was in full bloom due to the weather over the last couple of months. I was very glad to see all the rain that the Sydney basin was copping also made its way to the other side of the mountains to make sure they got their fair share too.

The AGM looms next month, I am also glad to be nominating for the position of President again for 2026. Stepping into the role after John Cooper certainly gave me some big shoes to fill and at times it has been quite a challenge to keep across all of it. I am looking forward (if given the opportunity) to continue in 2026 and build upon the efforts put in this year.

As life does have highs and lows – it was a welcomed 'high' that Geoff Bott had managed to unearth an un-awarded trophy from 1982. It was finally awarded to its intended recipient at the social dinner at the Alpine – certainly an occasion to behold!

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

Alan Walker

CRC President





Classic Rally Club Inc.

THE SHOALHAVEN SOJOURN - SATURDAY 28 FEBRUARY

A ONE-DAY NAVIGATION ASSEMBLY TO BE RUN IN THE ILLAWARRA AREA.

- THIS WILL BE THE FIRST CLASSIC RALLY CLUB EVENT OF 2026 SO PLEASE PUT THE DATE ON YOUR MOBILE DEVICE OR DESK CALENDAR.
- THE EVENT WILL START AT THE HAYWARDS BAY HUNGRY JACK'S FACILITY LOCATED JUST TO THE NORTH OF THE ILLAWARRA REGIONAL AIRPORT. LUNCH WILL BE IN THE BOMADERRY / NORTH NOWRA AREA WITH THE FINISH AT THE WORRIGEE SPORTS CLUB ON GREENWELL POINT RD, SOUTH NOWRA.
- ROUTE INSTRUCTIONS FOR THE USUAL 3 CRC EVENT CATEGORIES WILL BE AVAILABLE TO SUIT ALL CREWS ABILITIES - BELIEVED OR PERCEIVED! TOTAL EVENT LENGTH WILL BE APPROX 300 - 320 KMS SUBJECT TO FINAL ROUTE CHECKING. IT IS EXPECTED THAT NO MORE THAN 2 KMS OF GRAVEL ROAD WILL NEED TO BE ENDURED. APOLOGIES TO OUR OFF-ROADERS.
- FURTHER DETAILS REGARDING EVENT ENTRY FEES WILL BE PROVIDED WHEN LUNCH ARRANGEMENTS ARE FINALISED BUT SHOULD BE IN THE USUAL RANGE OF USUAL CRC ONE-DAY EVENTS.
- BEING THE FIRST EVENT OF THE YEAR IT IS HOPED THAT WE CAN ATTRACT A GOOD NUMBER OF ENTRIES TO GET THE SEASON OFF TO A GOOD START.
- PLEASE CONTACT ME ON 0402 759 811 OR 02 4293 1574 - OR BY EMAIL AT normansoz@optusnet.com.au FOR FURTHER DETAILS.

TONY NORMAN - EVENT DIRECTOR (AND ETERNAL OPTIMIST!)



Classic Rally Club Inc.

THE SHOALHAVEN SOJOURN - SATURDAY 28 FEBRUARY

EVENT BULLETIN NO.1 - ISSUE DATE : 28 OCTOBER 2025

1. The Entry Fee for this Event will be \$130.00 for a crew of 2.
 - Note that this covers the cost of Lunch at \$35.00 per person.
2. The Lunch venue is the Bomaderry Bowling Club located on MERRO ROAD, Bomaderry. We will be located in the SUNRISE ROOM.
3. It will be a cold buffet spread - ideal for break in the mid-summer. Details of the buffet food are still to be finalised but there will be basic vegetarian options. The salads are very good - I've tried them!
4. You will be issued with LUNCH VOUCHERS with your documents issued at Registration. Please bring these with you to the buffet location - also have photo I.D. to sign in at Club Reception Desk.
5. I am hoping to get the Entry Form and Supplementary Regulations on the CRC website - classicroallyclub.com.au - by the end of November or early December, subject to Motorsport Australia approval. I am hoping to get some entries in the bag before the traditional Aussie Xmas and New Year shutdown!

OTHER MATTERS

- I am pleased to advise the Edul Dhondy is acting as the Assistant Director for Event. He is giving up the chance to compete. Thank you Edul.
- I have also had confirmation that Paul Morton and Garth Taylor will be assisting as Passage Control Officials. Thank you both.
- I am still looking for additional Control Officials etc. Please contact me on the number below if you can't enter but would like to help.

TONY NORMAN - EVENT DIRECTOR Mobile 0402 759 811.



CANOWINDRA

Reliability Trial

2026 Canowindra Reliability Trial is a 2 day event set to run across the NSW Great Dividing Range and onto the tableland areas and countryside surrounding Canowindra.

Tina & myself used our October long weekend break to complete the first recce run and it was a fantastic weekend away. We can tell you, that the scenery and views are nothing short of visually stunning. The roads we have selected will give drivers maximum driving pleasure as well as a test of their skills. The navigators will also have their skills tested during the weekend with our usual quick paced yet straight forward style of navigation across our usual three classes of competition.

The route has been carefully chosen to maximise the use of sealed roads with only a few short, unsealed sections each day. There are plenty of long open runs for crews to see the sights and enjoy the ride and as always we have found new roads to drive and new towns to visit along the way with some interesting inclusions added into the mix that will make it an exciting weekend of competition.

The event will start in a familiar area and after a few hours of sporting driving, we will overnight in the picturesque country town of Canowindra where we will socialise and dine at a popular local spot before getting some well-earned sleep.

The Sunday sections will again take crews through fabulous scenery on amazing roads to an early finish in Goulburn for some more socialising and refreshments before heading off home.

A firm date has not yet been organised for this event however we are hoping for a March/April date in 2026.

We're so excited about this event, we had to get some advanced information out to everyone. Keep your eye out for more information on this event as well as the 2026 Sheep Station Rally which will be a full tarmac event.

Regards

Jon Mansell

Carol Both by Lui MacLennan

Carol's involvement in the CRC started when I asked Carol & Gerry (old camping mates) to work as officials on the Alpine Classic in 2000. They moved onto competition the next year in Gerry's newly purchased Lancia Beta.

Carol's long involvement in officiating was not limited to the CRC events, where she started manning a passage control but went on to the top job of Clerk of the Course in the Alfa Club's Tour d'Course.

She was always the first to put up her hand when the call went out – or even beforehand - and her involvement over the last twenty odd years included working on events at Club, State, National and even International levels. To name a few:

East Coast Targa, Bega Valley Rally, many NSW Rally Championship state rounds, Festival of Sporting Cars race meetings at Bathurst & Goulburn, and of course Targa Tasmania and probably her personal favourite, Targa High Country centred in the Victorian snow country of Mt Buller, where she rose to the rank of Deputy Stage Commander. Rugged up in her ski gear due to the inclement weather and never without a thermos by her side, she always had a smile for the competitors.



Carol by Alan Walker

My own interactions with Carol and Gerry began back in 2005/06 when Lauren and I joined the CRC.

Carol saw that I was quite eager – entering Apprentices and hanging on the coat tails of Jeff West amongst others to gain guidance. She reminded me to always remember 'It was just a game' so always keep that in mind – don't let it get too serious. After several years and progressing to Masters, that eagerness to do well came full circle. Carol was then Director of the Tour d' Course. The day was getting late the sky darkening being mid June, and for the life of me I just couldn't work out how to get the last instruction to work (a TR into the carpark present roadcard at control) So after spending way too long to attempt to get it right – the control closing time ticking closer – we proceeded to the carpark (TL and then presented our card). I asked Carol just how I could have entered by turning right ?

Her wry smile beamed across her face – 'you do know I'm dyslexic ... right / left it's one or the other, either way you got here..... you do remember it is just a game!'

Rising to the position of Club President, certainly allows you to appreciate those that give so much to the club – and Carol was certainly one of those. Through her efforts as a member, competitor, official and director, she certainly made a difference – and the club was certainly better for it.

Several years ago now there were some additions to the set of VRC boards we have, many to honour the efforts of several members. The CB was a worthy addition to the set. I can affirm it was a pleasure to make sure that CB was out on the road, making sure her fellow CRC'ers were still on the correct route during the Alpine, all whilst enjoying some of the great scenic views out on the open road.

Thanks Carol

VALE: MARGARET BROWN OAM

It was such sad and unexpected news learning of the loss of one of our CRC Life Members Margaret Brown, who passed away on Friday the 3rd October with a gathering of her family by her side in Wollongong Hospital, some flying in from overseas. She passed away peacefully, on her own terms, at the age of 89, having everything pre organised as only Margaret could. She is now out of pain and resting in peace, leaving everyone she ever knew feeling the loss of a loving, beautiful human. Goodbye old friend, you will be sadly missed and long remembered.

Margaret and Don Brown were sought out back in 1991 for the inaugural Repco Mountain Rally to be run by The Jaguar Drivers Club when the Clerk of Course Geoff Bott needed some officials to run the day-long sporting events at Fairburn Park in Canberra. The Canberra MG car club was approached, both Margaret and Don were members of that MG Club and were immediately recruited. Margaret was a long term President, they both brought their expert experience of organising, running events and their high CAMS credentials to the rally. For doing such a good job they both remained on as Sporting Directors and eventually CAMS Stewards for many many more Mountain Rallies.

It was on that first six day Mountain Rally, just outside Canberra, the day before the sporting events and with a few days rallying and many kilometres ahead that Danny Castro and Erinie Mitchell had the windscreen of their MG TC smashed by a rock thrown up by a passing truck. They were faced with the prospect of continuing for the next few days with no windshield and the prospect of wearing their goggles full time. It was at that night's dinner that the Browns attended, having heard of someone unknown to them, without any hesitation or fuss they presented Danny the following morning with the windshield removed late at night from Margaret and Don's award winning MG TC. Their generosity was always forthcoming. Margaret was always the giving and caring type, always with a smile or laugh, never shy of lending a hand to anyone, very approachable and welcoming to everyone.



Both were highly respected within the MG fraternity nationally around Australia, at the annual MG Nat Meets, where Margaret's organising skills were ever present, she was awarded Life Membership to the Canberra MG Car Club. Margaret was also awarded the Order of Australia Medal OAM in the 1997 Australia Day Honours for services to Motor Sport and the Canberra Youth Theatre. By 1993/94 when the CRC was formed, Margaret and Don were already well and truly involved with rallying, assisting with the Sydney based Jaguar and MG club's Spring Rally. So, it was only natural that they immediately came on board with the Classic Rally Club, being officials in nearly every event that was run as the club progressed through the years. For the continued service to our rallies both were awarded Life Membership of the Classic Rally Club in 2004. Sadly, we lost Don with his passing, however Margaret continued on with her duties as a rally official for many years, travelling up from her home on the South Coast of Narooma. Margaret also gave her time to officiate with many other Car Clubs with her CAMS Stewards duties, travelling over to Cooma on many occasions for many years.

Margaret was put to rest in a private ceremony. However, when the family can all get back together in January 2026 it is planned to hold a celebration for Margaret down the South Coast. When details are arranged and advised I will let the Club members know. Hopefully we can have a large gathering attending in Margaret's honour. Farewell to a beautiful lady, a dear friend
May you rest in peace now, forever in our hearts.

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Regards,

John Cooper

Life Member

Classic Rally Club NSW

Sheep Station Reliability Trial

An Unforgettable Day in the Southern Tablelands

Event Recap by the Event Director

On Saturday, 13th September, Trial competitors and Classic Rally Club members gathered for another brilliant running of the Sheep Station Reliability Trial. The adventure began with sign-on at the Astor Hotel in Goulburn and was followed by a hearty dinner at the Paragon Hotel, where familiar faces mingled and newcomers were welcomed over great food and good yarns. It set the perfect tone for what would be a spirited day out on the road.

Setting Off from Grit Café

With the sun peeking over Goulburn, our teams assembled bright and early at Grit Café where the crews all had coffee and breakfast supplied by Kelsey and her hard working team. The air buzzed with anticipation as maps were checked and strategies discussed. This year's trial was a timed navigational event, giving everyone a fair crack at testing both their driving and navigation skills as they made their way through some of the Southern Tablelands' most scenic and challenging routes.

Morning Route: Through the Heart of the Tablelands

The morning leg wound its way through Rhyanna and Taralga, with a special unsealed private farm road section just after Taralga, adding both a sense of adventure and a real test for drivers and navigators alike. Continuing on, from Golspie the run into Binda included an interesting stretch along an unsealed road south of Peelwood, providing a unique twist and beautiful rural scenery as crews navigated their way toward the next control point. Each town and its surrounds provided its own set of navigational twists and turns, keeping crews on their toes. The drive offered a classic mix of rolling hills and country lanes which was perfect territory for both the keen driver and the eagle-eyed navigator. Spirits remained high as teams tackled each section, with plenty of friendly banter over who made the odd wrong turn or two.

Lunch at the Royal Hotel Dalton

By late morning, appetites were well and truly worked up. The Royal Hotel Dalton welcomed us for lunch with glorious sunshine, and Craig and Janette turned out a spread of their famous pizzas. There's nothing quite like a hot, cheesy slice (or three) after a morning behind the wheel. The lunch break gave everyone a chance to swap stories, compare notes, and enjoy the laid-back country hospitality the Royal is known for.

Afternoon Adventure: Unsealed Roads and Rally Legends

The afternoon route stepped things up a notch, sending teams onto the unsealed roads that once formed part of the 1966 Southern Cross Rally. From Lade Vale Rd to Elms Rd and Yass River Road, the countryside opened up in all its rugged glory. For many, this section was a real highlight—dust flying, tyres crunching, and a sense of following in the tracks of rally legends.

A welcome break came at the Neat Street coffee van, where the crew reviver stop was a chance to recharge with a hot cuppa and a quick chinwag before the final push.

The Home Stretch: Turbines, Farm Roads, and a Warm Finish

The last leg took us through Gunning and onto a private farm road among the towering wind turbines—an unforgettable sight that added a modern twist to our classic journey. We then rolled past Breadalbane and Parkesbourne, with the last stretch along Chinamans Lane bringing everyone back into Goulburn. The finish line at the Gordon Hotel was a welcome sight, and soon everyone was gathered for a well-earned social catch-up, sharing tales from the day and celebrating the spirit of the event.

Event Timing: A Tight Contest

One of the standout features of this year's trial was the focus on precise event timing. Each section challenged crews to manage their pace and navigation under the clock, with time penalties adding a competitive edge.

As the day progressed, it was clear that teams were finding their rhythm—learning from earlier sections and making ever-finer adjustments to their timing strategies. By the afternoon, most crews were hitting their marks with impressive consistency, and the scores reflected just how evenly matched the field had become. In the end, only a handful of seconds separated many of the competitors, making for an exceptionally close contest and plenty of animated discussion at the finish line about who gained or lost those vital few seconds.

Final Placings and Trophy Presentation

The official results are in for this year's Sheep Station Reliability Trial, reflecting just how tightly contested the event proved to be across all classes. Here are the final placings:

Pro

- 1st: Inglis/Lever – 16 pts
- 2nd: Dhondy/Walker – 36 pts
- 3rd: Pettit/Stead – 58 pts

Pro-Am

- 1st: Miller/Taurins – 36 pts
- 2nd: Brookhouse/Aughey – 75 pts
- 3rd: Loosli/Loosli – 116 pts

Sport

- 1st: Oste/Oste – 10 pts
- 2nd: Three teams tied on 30 pts:
 - Malgo/Hempsall
 - Herrick/Lawrence
 - Barbour/Boardman

First Classic Car Home trophy

- Inglis/Lever BMW

The scoring for the trial covered VRC boards, observations, and section timing, clearly demonstrating how focussed and competitive all crews were across the board. The margins were exceptionally tight, with the lowest scores of any event this year proving just how evenly matched and determined everyone was. Congratulations to all teams on their outstanding efforts and results!

Trophies for the top crews are currently being organised and will be presented at the Classic Rally Club Christmas Party. We invite all competitors and supporters to join us for the celebration it's a great opportunity to catch up, share stories, and recognise the outstanding performances from all of this year's events. Stay tuned for further details on the party date and venue, and congratulations to everyone who took part!

Thank You to All

Events like the Sheep Station Reliability Trial don't happen without the passion and dedication of our officials, volunteers, and, of course, our competitors. A huge thank you to everyone who helped with planning, organising, and timekeeping, as well as to those who took part with such good humour and camaraderie. Your support is what keeps these classic events going strong year after year.

We look forward to seeing you all again at the next event—until then, keep the wheels turning and the maps handy!

Regards

Jon Mansell

Sheep Station Reliability Trial

2025 Sheep Station Reliability Trial - Scoring

2025 Sheep Station Reliability Trial - Scoring												
Division 1							Division 2					
Pro	Driver	Navigator	Questions	VRC	Controls	Timing	Questions	VRC	Controls	Timing	Total	
2	Andrew Inglis	Martin Leaver	15	0		1	0	0		0	16	1
3	Edul Dhondy	Alan Walker	0	15		6	15	0		0	36	2
4	Bob Morey	Teresa Morey	15	30		6	30	30		1	112	
5	Helen Oste	Toby Oste	15	45		9	30	0		0	99	
6	Joyce Lawrence	Sue Genner	30	15	30	34	30	15		10	164	
7	Robbie Panetta	John Henderson	30	0		23	15	0		0	68	
8	Robert Fiore	Ray Arthurs	30	45							DNF	
9	Alan Upton	Mark Laidlay	30	15		1	15	15		0	76	
10	Graham Pettit	Phill Stead	30	15		9	0	0		4	58	3
Pro - Am	Driver	Navigator	Questions	VRC	Controls	Timing	Questions	VRC	Controls	Timing	Total	
11	Bruce Miller	Andrew Taurins	0	15		2	15	0		4	36	1
12	John Croft	Annette Croft	15	30		23	0	0		48	116	
14	Frank Brookhouse	Christine Aughey	15	15		15	30	0		0	75	2
15	Jonathan Loosli	Helen Loosli	30	45		8	15	15		3	116	3
Sport	Driver	Navigator	Questions	VRC	Controls	Timing	Questions	VRC	Controls	Timing	Total	
1	Michael Malgo	Geoff Hemsall	0	15		0	0	15		0	30	2
16	Dennis Oste	Anthony Oste	0	0		10	0	0		0	10	1
17	Shaun Atkinson	Lindsey Atkinson	0	30		0	15	0		0	45	
18	Brian Doyle	Louise D'Arcens	0	15		15	0	15		10	55	
19	Warren Herrick	Glenda Lawrence	0	15		0	15	0		0	30	2
20	Merzi Mody	Kainaaz Variava	135	60		43					DNF	
21	Mark Pentecost	Craig Plummer	30	30		31	30	30		10	161	
22	Doug Barbour	Xanthea Boardman	0	30		0	0	0		0	30	2
23	Sebastian Wiltshire	Fiona Hemsall									DNF	
24	Shaneen Dhondy	Simone Dhondy	0	15		1	15	0		6	37	
25												
26												

How to make mistakes like a master

- by Martin Leaver

As a tour director it can be difficult to predict all the ways crews can stuff up the navigation. You can make sections particularly tricky, but even the easy bits can be messed up either by the navigator, or the driver failing to follow the direction given by the driver. The other right...

Jon and Tina generally did not want us to get lost, and Jon even said that if you have an issue, to call him. That did not stop us crews from finding ways of going the wrong way. We started at the Grit Café, which is near the Big Merino McDonald's in Goulburn. We started with route chart that took us to a roundabout. Where I plotted that roundabout is not where the route chart took us, so I initially had Andrew turn left into suburbia, rather than go straight ahead towards Crookwell. President Alan decided that turning right was worth a go.

Due to my plotting a different point to where Jon wanted us to go, our first instruction to cross a bridge was a different bridge than intended, but I clearly had no way of getting to that bridge so we went looking for the first question. That came up as expected, but I wasn't sure how far along we were on the Crookwell Road. It took me three attempts to turn up the correct road to Kenmore.

Whether it was mental rust from not navigating in an event since the 2024 Alpine, but I'd missed that there was a mapped creek running into Sooley Dam just before the junction. That might have saved us some time, which was important as Jon and Tina were waiting to record our time in Taralga. Having started second in the order, there were now a few cars in front of us who would be able to arrive a few minutes after us.

Bob and Theresa were the first in front of us, but they had not picked the need for a right turn and paused when coming up to a no through road sign. Our next target was crossing the Tarlo River, at which point we had caught up to Hendo and Robbie and the road became gravel for the first time for the day. We followed the red Alfa until our next right turn, where they also stopped at the No Through Road sign going straight ahead. Uncorked, we made up enough time to allow us to wait for our control entry time.

Our last questions for the section were both on a sign just before the control. I got the name correct, but somehow we ended up with 1811 rather than 1819. That unforced error was only worked out once I'd seen the scoring.

Alan and Edul had checked in before us, which was a bit weird as we were on the correct minute and Michael and Geoff were the only car in front, having been given first on the road for having the lowest score last year. It seems Alan's phone was not synched to GPS time and was running three minutes early.

We headed west out of Taralga. Jon and Tina had intended for us to head northwest and then south towards Strathaird, but rains had resulted in a re-route immediately onto the road to Laggan. I read too much into an instruction, turning south on a dirt road towards Roslyn. The lack of a board quickly told me that we would be driving 20 km further than necessary, so it was time for U-turn.

As we turned onto a gravel, single lane, private farm road, we were first or second car on the road, but that changed when we went straight past a question, only realising nearly 2 km later. Hendo and Robbie, the Moreys and Michael and Geoff all got to laugh at us.

North of Laggan, we were back on bitumen when we attempted to miss a question again. We had caught up to Robbie again, then after a period he moves to wave us by at about the distance the question is coming up. Andrew takes the bait and overtakes while I'm enjoying the scenery. 800m later we realise we have gone beyond the question distance, see the property number, everything lines up and we don't even stop.

The instructions tell us that we need to turn into a mapped track that is sign posted Cuddyong Road. I scale the distance reasonably well and explain the road sign. The driver/goldfish enjoying the road does not quite compute until the navigator issues a brake instruction. Hendo had assumed that we were not to use mapped tracks, so Robbie got to enjoy an extra 20 km driving to Peelwood before the next control in Binda.

On our way into Binda we managed to miss another question at Diamond Creek. I'd read the sign, but had not monitored the question distances so I was not thinking about it as an answer. We went back a few hundred metres to be sure. The final question in section 2 became Edul's turn to

miss one. I had time to get a photo of them coming back as we waited for our entry time.

Binda had poor mobile phone reception, so the control officials were just issuing us out times based on our arrival times plus two minutes, rather than the QR code scanning used everywhere else. Alan had again checked in early and had taken my out time. With no other record of when we arrived, it looked like we'd get a one point penalty despite being on time. We are fighting for sheep stations in this event after all.

From Binda we took a mix of dirt and sealed roads to get to Wheeo, where (after missing another question) we took a spectacular road to Biala. I missed the best photo points, but got a few snaps in, and then spotted the correct right turn to get to Dalton without losing time, even though my tracking of where we were was a bit lax.

We got into Dalton nice and early, and then when going to check in, got interrupted by Alan explaining his phone issue. Tina had recorded my time correctly, but I probably was too late with the QR code.

Lunch was an opportunity to share war stories and try not to eat too much pizza.

There was no set order for the cars after lunch. Rather than be caught in a rush, Andrew parked us by the M board so we were first away, with no cars in front to give away the route. That lasted until the first question, which Andrew sailed past, and then we were behind Shaun and Lindsay in their Cayman. A later question about a mailbox for a property on a different road confused us enough not to look hard enough at cluster of boxes. That meant another three cars in front of us and resulted in us tailing Mr President and his chauffeur along the Yass River Road.

The roads from Lade Vale to Gundaroo were all new to me. Much of it was unsealed before reaching Back Creek Road, which took us off the southern edge of the map. Edul missed a question that started a debate about whether the answer was horses or magpies, or both. We had a route chart that told us to turn right towards Sutton, which did not make sense with the instructions

after the afternoon control break in Gundaroo. I'd parked up in the queue waiting for our control time when Jon called to advise on the way to go.

After being delayed by taking a toilet stop, we spent much of the next section on our own, first heading to Gunning and then heading towards Collector on a road that has less dirt than Jon's last event that used the road road. [The Breadalbane to Collector road is still its lumpy, yumpy, sealed self]. We then turn onto the Lerida Road to head through one of the windfarms in the area. As we reached Breadalbane, I went the wrong way for 500m by initial ignoring the provided route chart, which is the most inexplicable error I've made in a few years.

The section finished just outside of Goulburn. The last section included tulips and no questions, so I replaced the question sheet with the tulips so Andrew could see what was coming. At the end of Chinamans Lane, we came to the Crookwell Road. Even with a sense that most of Goulburn was to the right, I had said turn right and tulip indicated right, we still went left. The other right... We strive for perfection and sometimes miss by a Scandinavian Mile.

Quite a few crews appear to have missed boards that were slightly masked by the trees along the dirt roads. Andrew got a clean sheet in that regard, so it was only the year with the question on the way into Tarago that we ended up getting wrong. We had done well enough to win our category but had accrued more penalties than Anthony and Dennis in Tour, so if Jon and Tina use the same system next year, we will again be second car on the road for the 2026 event.

I think Tina and Jon achieved what they were aiming for with this event. It attracted a few entries who were keen to enjoy the dirt road sections. The navigation was straight forward in at least as much as it was up to the crews to make their own errors, rather than there being a set of problems to solve.

Most of the gravel was in pretty good condition, and the use of roads I'd not been on made it more interesting as a passenger. Based on a question on when I might be running another event, I think Jon and Tina are thinking of exploring new areas next time.

Food for thought

Australia's automotive market in 2025 presents a clear story of transition, with overall new car sales experiencing only modest declines of around 2% while electrified vehicles surge ahead. Traditional hybrids are leading the charge with nearly 94,000 units sold in the first half of 2025 - a 14.9% increase that demonstrates strong consumer acceptance of this proven technology. Pure electric vehicles, despite a challenging first quarter due to Tesla supply issues, rebounded dramatically with 63% growth in Q2 2025, reaching over 47,000 sales in the first half of the year. Meanwhile, plug-in hybrids showed the most dramatic percentage growth at over 200% in some months, though from a smaller base of around 25,600 units. Together, these electrified vehicles are rapidly gaining market share as internal combustion engine vehicles drop to just 72% of the market, down from over 86% in early 2023, indicating that while Australians may be buying slightly fewer cars overall, they're increasingly choosing cleaner alternatives when they do purchase.



Regards

Geoff Bott

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THE 2025 ALPINE CLASSIC

2025 Alpine Classic – Quick Bite

The 25th Alpine Classic has been run and won. We had some wonderful weather for the weekend, the countryside was in full bloom and in many areas a beautiful lush green, full of new growth and plenty of healthy livestock about. If you were observant enough you may well have seen anything from an emu to a camel! In all 37 crews took to Lithgow on Saturday morning to enjoy a little under 740kms over two days encompassing some truly great touring roads full of wide open scenic vistas.

The field of cars this year was certainly a mixed bag – with Porsche being the marque of choice this year, certainly followed by a healthy mix of Alfa Romeos and Mercedes to boot. Whatever the make and model of your car the road awaited just begging to be enjoyed, and that we did.

The usual mix of categories were in tow, with Masters let out first followed by Apprentices – both set to test their wits against the intended course, eager to find the correct roads within the supplied maps. Tour was let loose last and being the most hotly contested category, they were keen to get amongst it.

The main change this year – was due to permit requirements of the removal of the average (maintained) speed section. This is the time where crews work to sort out when and where they are required to be over a reasonably short section. However, we managed to build in enough of a healthy challenge for all categories to balance the

challenge to enjoyment and at times with the scenery and roads it tipped well to the latter.

I can't thank enough the efforts of the officials – Lui for a massive help not only behind the scenes but all through the weekend. Len (Lui's right hand for the event) always keeping her on track from controls to scoring. Edul for carting me and the boards around all weekend in setup. All our controls (Eric and Jenny Young, John and Helen Young, Mick and Zed). Our sweep (Geoff and Trish Mills) performed an incredible effort assisting Glenn and Jen in the 928 with a flat tyre late on Saturday, along with returning all our boards with the longest days out and about. Certainly, last but not least Lauren – each year we think it will be easier, but we always find something to tweak. A huge effort and plenty of patience – it could not be done without her!

Time to thank all of the crews who came out, brought their special vehicle and teammate all with the hopes of an enjoyable weekend out touring, and doing what their car was intended for – Enjoyment! Without your support all the effort just would not be worth it, we learn every year and we are hoping that is reflected in the quality and level of enjoyment we squeeze into the Alpine Classic.

Time for a little breather before we start it all over again – can't wait to have you along for the ride again.

As always, get out there and Enjoy the Drive!

Alan Walker





2025 Alpine Classic Event Provisional Results Summary



Car	Driver	Navigator	Year	Vehicle	Qs	VRCs	PCs	MCs	Time	Grand Total	Place
5	Andrew Inglis	Martin Leaver	1988	BMW	0	0	0	0	0	0	1
6	Graham Pettit	Phill Stead	1992	Ford	0	0	0	0	0	0	2
7	Robbie Panetta	John Henderson	1972	Alfa	0	10	30	0	0	40	3
4	Geoff Bott	Jeff West	1988	Jaguar	24	0	30	0	0	54	4
3	Dave Shaw	Ray Arthurs	1993	Mazda	36	0	30	0	25	91	5
1	David Stephenson	Mike Stephenson	1990	Mazda	36	50	30	0	10	126	6
2	Peter Jakrot	Valerie Jakrot	2003	Porsche	84	40	30	0	0	154	7
13	Justin Bedingfield	Mark Tolhurst	2004	Porsche	12	0	0	0	5	17	1
9	Bruce Miller	Andrew Taurins	1972	Ford	12	0	30	0	15	57	2
8	Peter Thomson	David Booth	1965	Sunbeam	60	0	0	0	5	65	3
12	Michael Brandt	Andrzej Cieslak	2011	Mercedes	72	10	0	0	22	104	4
10	Murray Baker	Nikki Baker	1990	Porsche	84	60	0	0	0	144	5
19	Steven Davis	Rochelle Prattley	1992	Subaru	6	10	0	0	0	16	1
30	Greg Yates	Tim McGrath	1990	Mercedes	18	0	0	0	0	18	2
31	Michael Malgo	Geoff Hemsall	1967	Jaguar	12	0	0	0	10	22	3
15	Doug Barbour	Xanthea Boardman	1976	Porsche	18	10	0	0	0	28	4
27	Dennis Oste	Anthony Oste	2011	Audi	30	0	0	0	0	30	5
16	Greg Newton	Paul Kuper	1989	Mercedes	30	10	0	0	0	40	6
21	Chris Batty	Phil Lindsay	2025	Audi	42	0	0	0	0	42	7
24	Steve Barker	Sally Barker	1993	Porsche	48	0	0	0	0	48	8
26	Toby Oste	Helen Oste	2010	BMW	54	0	0	0	0	54	9
32	Bernard Cortbett	Madelon Corbett	2020	Subaru	60	0	0	0	0	60	10
22	John Lamble	Julie Lamble	2010	Mercedes	48	10	0	0	5	63	11
23	Tony Wise	Chris McDonald	1974	Alfa	48	10	0	0	5	63	12
25	Harry Barker	Jess Smith	1978	Alfa	54	10	0	0	0	64	13
17	Marijke Limberiou	Jim Limberiou	1994	Ford	42	50	0	0	5	97	14
28	John Cooper	Ron Cooper	1972	Ford	84	20	0	0	0	104	15
37	Helen Britten	Graham Cochrane	2006	Peugeot	84	0	0	0	25	109	16
18	Glenn Evans	Jen Navin	1989	Porsche	42	10	0	0	60	112	17
20	Andrew Carra	Andrew Williamson	1997	Lotus	84	30	0	0	0	114	18
14	Henri Hendriksen	Adam Hendriksen	1972	Mercedes	54	50	0	0	15	119	19
33	Rob Mifsud	Starr Mifsud	2020	Porsche	120	0	0	0	0	120	20
35	Reece Robinson	Tracey Bright	2008	BMW	102	20	0	0	16	138	21
29	John Croft	Annette Croft	1985	Holden	84	20	0	60	0	164	22
11	Joyce Lawrence	Sue Genner	1968	Porsche	162	90	30	60	15	357	23
36	Richard Nineham	Roy Nineham	1976	Peugeot							DNF
34	Stephen Wells	Marta Madison	2013	Fiat							DNS

The tie for first place in Masters was broken according to SR 11.1 3, the older vehicle having the advantage.
Please direct any scoring queries to Lui 0418 645 623 luimaclennan@hotmail.com

Direct navigational queries to Alan 0432 511 709 alpineclassic@hotmail.com

Subject to any amendments to the Provisional Results, these will become Final at 16:00 on 26 October
CONGRATULATIONS TO ANDREW INGLIS AND MARTIN LEAVER, WINNERS OF THE ALPINE CUP

Alpine Classic Report – October 2025

– Andrew Taurins

For me, the month of October typically means football finals, Bathurst 1000 and the Alpine Classic rally. While I watch football and motor racing with interest, when it comes to roaming about the countryside in classic cars, count me in.

The Alpine Classic presents teams with a significant navigational challenge (no GPS allowed) regardless of which of the three classes they choose to compete in. “Tour” is fully route charted, “Apprentice” requires map reading and plotting with some hints, while “Masters” is the full catastrophe of map reading and plotting with a bare minimum of information to derive the correct route.

All classes have sensible time targets for each section of the rally, considering the event is run on regular open public roads obeying road rules. A series of observations is required as you progress, a combination of questions at specified distances and coded boards placed in unknown locations which need to be recorded. Time management is important. It is easier to plot a course while stationary, but you can't afford to spend too much time doing so, and wrong turns while on the move can be costly.

Throw in a few manned passage controls at unknown locations, perhaps a water crossing or two, likely wildlife / farm animal / farmer encounters and a quantity of (sometimes) good condition dirt roads. Consider that the three classes may not be using entirely the same routes or questions, that on-the-ground does not always correspond to the official maps drawn 20 or more years prior, that many in the field are competing in 30+ year old cars (some of which are open top), and you have the ideal recipe for the mayhem that is the Classic Alpine rally. Scoring is based on lowest accumulated penalties for missed questions or boards, wrong directions, incorrect procedure at controls and time penalties.



The event often starts in Lithgow, and so it was for this year's 25th running, with the Saturday overnight stop at a significant regional town, this time Orange, then finishing back at Lithgow. While roads are often selected to delight the driver, twisty roads do not always elicit the same response from the navigator, who apart from navigating in the here and now is also trying to read instructions and plot more of the route while on the move, keeping time, writing down answers and observations, “managing” the driver and fumbling around the cockpit for a compass or roamer device they just dropped probably due to not managing the driver's exuberance well enough.

Competing in our 6th Classic Alpine and having our best finish of 3rd in apprentice class last year, my driver Bruce Miller and I were quietly confident of a good showing, but we both know how hard it is to string together a solid performance throughout the two days and 750km of the event. Concentration is critical and the ability to interpret the rally director's sometimes nefarious instructions is all part of the game.

It took about 60kms for the wheels to fall off our attempt this year. Having succumbed to the navigator's curse of motion sickness, which I do now and then, we lost significant time in roadside recovery before continuing, deciding to shave about 10km off the correct route to minimise time penalties. Our cut-and-run strategy was a good one until about 2kms later, when we came across a manned passage control, entering from the wrong direction, a significant penalty. The rally director later confirmed the passage control was there specifically to catch anyone taking that short-cut.

I'm pleased to say we had a relatively trouble-free run for the other 700-odd kms, with one missed

question and a few time penalties delivering us 2nd place apprentice this year. Our nemesis is the Justin Bedingfield / Mark Tolhurst combination, so consistent in winning apprentice class for the 4th time running. And there is always a Sunbeam Tiger or two keeping the rest of us apprentices honest.

I would be remiss of me not to acknowledge all the volunteer rally officials, who organize the rally itself and run the controls, perform setup or sweep, conduct the scoring, assist competitors with mechanical issues and keep the show on the road. I must also thank some of the tour competitors we followed around parts of the course, who helped confirm some navigational uncertainties at critical points. Just making use of all available information...

A highlight is the traditional rally dinner, where Day 1 class leaders are presented with their yellow caps (*a la* Tour de France) and all in attendance debrief each other on the day's (mis)fortunes. It is a noisy hubbub of a thing, delicately lubricated

with good food, alcohol, maps and scoring results posted on the walls. Trophies for prior events are often presented as well, while a lucky door prize and / or charity raffle is a regular feature.

There were some significant moments in this event, as there often are. A poignant feeling coming across the "CB" board several times (boards are often coded with the initials of significant contributors to the club). Carol Both's funeral was held on the eve of this year's Alpine Classic, with several club members attending and speaking. The nearest miss with a kangaroo we've ever had, a big grey right across the bow, split-second with no time to brake, passing just centimetres from the bonnet. The grand presentation of a recently discovered 1982 Catalina Park circuit trophy to its very patient and unknowing owner, one of our rally competitors, still driving the same silver Sunbeam Tiger all these years later. Good times, good memories, long may they continue.

Alpine Classic Report – October 2025

– Martin Leaver

This year's Alpine Classic was a great event over some of the best and biggest potholes in NSW (with potholes interrupted by some fun driving roads).

Motorsport Australia's requirements for the permit greatly reduced time pressure all crews were under, so success was going to come from reading the instructions carefully, not missing boards on the road or stuffing up questions. I'll recommend not getting food poisoning 36 hours before the event, but staying off alcohol may have helped the clarity of my thinking. Early on, that may have helped as I saw John and Robbie, Jeff and Geoff and Phill and Graham coming north towards us as we were just passing a board to record us leaving a junction to the south.

A section "special instruction" to not cross a latitude line while on a secondary road was missed

by five of the seven masters crews, resulting in a WD at the first manned control of the day. That was the only passage control of the event that was really positioned to catch crews.

The first section ended in Oberon, where we were first to arrive. Hendo asked me about why it was a WD, and then others mentioned getting pinged as well, so my initial vibes were good. The second section took us through a mix of sealed and unsealed roads to Burruga and on to Newcrest for lunch at the Showgrounds. This seemed to be intended as a relatively simple to navigate route, part from dodging some big potholes. At lunch, Phill was the only other masters navigator who seemed not to have missed anything.

After lunch, section 2A was intended to be the maintained speed test. The questions were not quite a chaotic as previous years, but still overlapped counting crest signs with other questions. I had made an error plotting my route in counting the number of railway crossings, but had a few cars in front of me to alert me to the issue. Section 2B did not start much better, with a

numpty error of not resetting the trip meter at the start of an unmapped road where we had to turn off at 7.26 km.

Next Alan set us up to visit a locality from the north. This was our main brain teaser for the afternoon. The nearest one could be reached from the north, but only after driving through it from the east, and the other option was a long trip on mapped dirt that would probably exceed the specified distance for the event even if some of it had been sealed since the maps were created more than twenty years ago. A few tour cars had caught up with us, and they were providing useful guides while I worked out what Alan wanted and why.

At dinner, Lui had the provisional score completed quickly and we were tied with Phill and Graham on 0 points accrued. By having a slightly older German police car (limousine to some) to Phill's Australian taxi, we were awarded the 'yellow cap of doom'.

Sunday morning went smoothly until Forest Reefs. I paused to do some map scaling at which point Mike and David in their MX-5 went past. Continued down the road to see David performing a U-turn. Following the MX-5 sweeping downhill along Errowanbang Road was worth seeing, but I was out with my map scaling. The white limousine was a little challenged keeping up, as gravity allowed the Mazda to scoot away out of corners.

The turn onto the Panuara Road was identified by the road looking familiar from a previous event or two. To stay on Panuara road you need to turn left in 1 km. I'd not been on that road before, and wasn't sure it was the correct road, but as Cadia road swept north (the local mine pays for a great road surface) I immediately saw that going north was wrong and that we were the wrong side of a quarry. We turned around and had Ray and David's blue MX-5 go by. Andrew thought that Mike and David were further up the road, but they may have gone left for all I can remember.

I'd only half marked an out-of-bounds instruction relating to a railway line. It was there to stop using

a long dirt road in this section and then to give us a longer route in the next section by stopping us going through Blayney to get to Bathurst. The lack of a VRC got us to turn around. We got to Carcoar Dam quite early and Mike asked me if the herringbone was a mapped one or not. I'd not even looked at that page of instructions. Normally, I'd have plotted the next section completely by then. Last year Alan had given us a mirrored herringbone (left is right), which I'd never heard of, let alone seen. This time it took many of us plenty of time to sort out. A junction that looked like a crossroad was not, but there was another close to the finish, and working back from it gave the solution.

At lunch, Phil and I compared notes and we had the same number of VRCs recorded (one spare box on the road card). There was a bit of hurry up and wait before we could get going. 116 km without getting caught for an error and I could win the Alpine for the first time, thanks to car age (having lost a tie that way in 2022). No pressure then.

I'd given the question sheet to Andrew and he noted there were three questions in sequence asking about tandem axle weight limits. I got on with plotting the route as we headed along the O'Connell Road. While updating Andrew on the upcoming turn, I noticed that we had crossed Saltwater Creek. We get around the next turn and Andrew reads the second question. How many times have you crossed Saltwater Creek since M4? "Where is M4?" Lunch. I looked at the map and consider where Saltwater Creek was and though the answer was likely to be two crossings. But we went back halfway to eliminate some other mapped options. On the way back we saw Phill and Graham, which had me feeling on the back foot, but then as we returned, we saw them also returning to count the creek crossings.

We had only three maps for the event. The Lithgow map used was not quite as clear, and Alan had us using some roads that I did not know, so I was wary of tripping up somewhere, having done so with this map in previous years with roads around Wallerawang. However, a conga line of cars had come together. The delay in going back for the question had brought us into a group of other masters and apprentice cars, plus Doug and

Xanth's Porsche. Robbie and Hendo were initially in front but let Mike and David and us by leading in Rydal. We paused at a small unmapped junction working out which way to go – continue south – so were shuffled back to the rear as the Red Alfa led the way into Lithgow.

We arrived with time to spare. Having parked, put the sun shield on it seemed like Phill and Graham may not have arrived within their allocated time. About five minutes later I saw Phill come in. As pointed him towards the scorers, he said they had made it by one second. We had both recorded two creek crossings and four VRCs so our scores were

likely to be tied after 740 km. The results are still provisional, but that seems to be the final result. The white German police car had edged out the Aussie taxi.

I definitely had some moments this year where I fortunate to make errors in the right place and even at the right time relative to other cars being around, so I did not lose much time, nor any points. But that is pretty common in these events.

A big thanks to Alan, Lauren, Lui, and all the other officials involved in running Alpine. In the context of this club, it is nice to be able to call myself a winner of the premier event.



Wind Farms on Lerida Road



Alan and Edul returning for a question in Biala



On the Sapphire Road from Wheeo to Biala

THE THOMMO TROPHY STORY

The JDCA ran a CSCA circuit sprint at Catalina Park racing circuit on Sunday 14th September 1983. I was there as a member of the MGCC and competing in my MGA 1500 but more to the point, so was Peter "Thommo" Thomson in his Sunbeam Tiger, the same car he still has and uses regularly – probably more than any other Tiger owner in the world. In class 4C there were two other Tigers belonging to Geoff Morse And Rick Marks plus Gary Walker's E-type. Surprise, surprise, Thommo won the class.



For some reason, the trophy was not collected along with several others and were retained by the organisers. The trophies were stored and remained that way until the gent passed away recently. On the cleanup of the estate, the trophies were found and passed to Bruce Miller of Yellow Ford Capri fame, then to me as a JDCA member. We then hatched a plot to present the trophy to Thommo during the Alpine Classic – hence the award speech and inclusion in the video of the Alpine.

Attached is a copy of the results. I came stone motherless last in class and the event sticks in my mind as my old friend Trevor Bailey, MGCC competition secretary, managed to roll his green Rover 2000 TC on the back of the circuit, landing back on all 4 wheels and subsequently driven back into the pits but never to be seen again.

Regards

Geoff Bott

RESULTS - CATALINA LAP DASH										SUNDAY 14.9.83 - KATOOMBA															
CLASS 1 - Formula Libra.										CLASS 5A															
1.	Graham Easy	CLA	Commodore S/W	1.15.81	1.14.48	<u>1.13.83</u>	1	72.	Mark Matheson	CLA	Lotus Elan	1.21.35	<u>1.19.02</u>	2.00.34	1	50.	Francis Down	MOCA	Morgan 1600	1.35.94	1.30.78	<u>1.29.07</u>	2		
CLASS 2A.										CLASS 5B															
84.	Kenneth Rowe	Vintage	MG TC	1.15.61	1.14.24	<u>1.12.76</u>	1	47.	Roger Gates	TSOA	TR7	DNS	1.17.48	<u>1.14.54</u>	1	2.	Craig Marchant	MG	MGB	1.28.60	1.27.73	<u>1.20.84</u>	2		
34.	William Clayton	Vintage	MG TC	1.17.95	1.15.98	<u>1.15.06</u>	2	35.	Sharyn Whittaker	TSOA	TR7	1.33.88	1.24.69	<u>1.21.42</u>	3	36.	Dianne Levi	MG	MGBL	1.49.56	1.51.26	<u>1.44.26</u>			
51.	Peter Rowe	Vintage	Austin Special	1.23.10	<u>1.22.28</u>	1.22.34	3	41.	Dell Worby	MG	MGB GT	1.28.91	1.27.70	<u>1.24.38</u>		52.	Lesley Marchant	MG	MGB	1.57.59	1.53.59	<u>1.50.08</u>			
CLASS 2B.										CLASS 5C															
5.	Murray Wells	AHOC	Austin Healey	1.21.69	1.18.78	<u>1.17.03</u>	1	13.	Thomas Bradshaw	MG	MGB GT	1.35.06	1.29.86	<u>1.27.42</u>		18.	John Allison	MOCA	Morgan +8	1.23.56	1.18.03	<u>1.15.59</u>	1		
62.	John Stevens	MG	NOTA	1.19.59	1.19.38	<u>1.18.49</u>	2	43.	David Hill	MOCA	Triumph Stag	1.24.35	1.20.71	<u>1.17.45</u>	2	24.	Mark Sharah	MOCA	Morgan +8	1.23.21	1.23.02	<u>1.18.76</u>	3		
CLASS 3A.										CLASS 5D															
59.	Barry Duckworth	CLA	Lotus	1.13.08	1.10.17	<u>1.06.52</u>	1	40.	Ernie Clark	AHOC	Austin Healey	1.29.33	1.22.60	<u>1.21.28</u>		76.	Rod Martin	TSOA	TR6	1.28.23	1.23.26	<u>1.22.32</u>			
115.	John Burton	JDC	Ford Clubman	1.16.50	1.15.90	<u>1.12.63</u>	2	CLASS 6A																	
CLASS 3B.										CLASS 6B															
54.	Leigh Porter	MOCA	Datsun 2000 Sprt.	1.08.15	1.06.68	<u>1.04.81</u>	1	48.	Dave Dwyer	MG	MG Sports	1.45.32	1.43.02	<u>1.40.50</u>	1	700.	Bob Winley	Vintage	DKW	1.49.03	1.48.79	<u>1.47.90</u>	2		
53.	Kevin Pritchett	TSOA	Holden Clubman	1.17.45	<u>1.12.77</u>	1.13.22	2	CLASS 6BA																	
CLASS 4A.										CLASS 6BB															
3.	Rod Chivas	TSOA	Tr. Spitfire Mk.3	1.13.66	1.09.22	<u>1.07.69</u>	1	30.	Don Black	AHOC	Austin Healey	1.21.37	1.19.36	<u>1.18.30</u>	1	127.	Lloyd Thompson	MG	Healey Sprite	1.22.56	<u>1.21.36</u>	DNS	1		
67.	John Coneybear	MOCA	Healey Sprite	1.12.55	1.11.20	<u>1.09.68</u>	2	22.	Mike Gunnell	MG	MGA 1500	1.29.54	1.27.99	<u>1.25.87</u>	2	22.	Mike Gunnell	MG	MGA 1500	1.29.54	1.27.99	<u>1.25.87</u>	2		
61.	Alan Edwards	MG	MG Midget	1.20.65	1.16.20	<u>1.12.70</u>	3	14.	Bob Little	MOCA	Morgan 4/4	1.27.84	1.26.83	<u>1.25.45</u>	3	14.	Bob Little	MOCA	Morgan 4/4	1.27.84	1.26.83	<u>1.25.45</u>	3		
6.	Katrina Coneybear	MOCA	Healey Sprite	1.26.16	1.26.81	<u>1.23.86</u>		17.	Richard Everett	MG	MG TF	1.33.34	1.30.82	<u>1.27.48</u>		42.	Christopher Watson	MG	MGA	1.30.82	1.28.83	<u>1.27.76</u>			
11.	Neil Stephens	MOCA	Healey Sprite	1.34.48	1.35.58	<u>1.36.23</u>		66.	Geoffrey Bott	MG	MGA	1.30.82	1.28.83	<u>1.27.76</u>		CLASS 6BC									
56.	Bob Rowntree	MG	Midget	1.19.76	1.17.21	<u>1.16.71</u>		69.	Ken Button	AHOC	Austin Healey	1.26.86	1.26.45	<u>1.25.71</u>	1	CLASS 6BB									
65.	Philip Parkinson	MOCA	Healey Sprite	1.29.30	1.16.91	<u>1.15.54</u>		30.	Don Black	AHOC	Austin Healey	1.21.37	1.19.36	<u>1.18.30</u>	1	12.	Keith Illingworth	MG	MGA 1600	1.31.09	1.29.40	<u>1.27.22</u>	2		
73.	David Jenkins	TSOA	Spitfire	1.28.38	1.22.32	<u>1.20.31</u>		12.	Keith Illingworth	MG	MGA 1600	1.31.09	1.29.40	<u>1.27.22</u>	2	8.	Stephen Shepard	AHOC	Austin Healey	1.36.01	1.30.80	<u>1.28.05</u>	3		
33.	Norman Thorne	MG	Midget	1.33.39	1.29.22	<u>1.25.92</u>		19.	Ian Heather	Vintage	MGA 1500	1.37.64	1.32.49	<u>1.28.71</u>		21.	Doug Bradhurst	MG	MGA 1600	1.35.56	<u>1.34.36</u>	1.34.38			
CLASS 4B.										CLASS 6BB															
46.	Graeme Rutledge	TSOA	Triumph GT6	1.09.04	1.08.39	<u>1.07.55</u>	1	30.	Don Black	AHOC	Austin Healey	1.21.37	1.19.36	<u>1.18.30</u>	1	CLASS 6BB									
38.	Terry Harris	TSOA	TR 3A	1.14.69	1.10.96	<u>1.09.11</u>	2	45.	Neil Gilbert	MG	Austin Healey	1.22.80	1.20.07	<u>1.44.56</u>	2	12.	Keith Illingworth	MG	MGA 1600	1.31.09	1.29.40	<u>1.27.22</u>	2		
23.	Mark Larmour	TSOA	TR4	1.16.77	1.15.99	<u>1.12.31</u>	3	12.	Keith Illingworth	MG	MGA 1600	1.31.09	1.29.40	<u>1.27.22</u>	2	8.	Stephen Shepard	AHOC	Austin Healey	1.36.01	1.30.80	<u>1.28.05</u>	3		
81.	Noelene Harris	TSOA	TR5A	1.28.29	1.21.51	<u>1.19.43</u>		19.	Ian Heather	Vintage	MGA 1500	1.37.64	1.32.49	<u>1.28.71</u>		21.	Doug Bradhurst	MG	MGA 1600	1.35.56	<u>1.34.36</u>	1.34.38			
49.	Andrew Jones	MG	MGB	1.23.69	1.36.00	DNF		21.	Doug Bradhurst	MG	MGA 1600	1.35.56	<u>1.34.36</u>	1.34.38		CLASS 6BC									
CLASS 4C.										CLASS 6BB															
108.	Peter Thomson	CLA	Sunbeam Tiger	1.19.80	1.19.60	<u>1.16.53</u>	1	69.	Ken Button	AHOC	Austin Healey	1.26.86	1.26.45	<u>1.25.71</u>	1	CLASS 6BB									
7.	Geoff Morse	CLA	Sunbeam Tiger	1.18.91	<u>1.16.55</u>	1.16.72	2	CLASS 6BB																	
64.	Gary Walker	JDC	Jaguar E type	1.17.36	DNS	DNS	3	CLASS 6BB																	
25.	Warwick Marks	CLA	Sunbeam Tiger	1.23.44	1.24.92	1.24.58		CLASS 6BB																	

MATT BRYSON WINS AGAIN

The Classic Rally Club's International Ambassador Matt Bryson, has been at it again. This month of September, where he is no stranger to spraying some champagne around, he once more has come away with the silverware in a very challenging and closely contested four day and five nights rally. Winning the inaugural Rocky Mountain Vintage Rally. Matt is no stranger to classic endurance rallying with four wins in the long distance gruelling Peking to Paris event. Whilst missing this year's Peking to Paris rally, Matt has been involved with some vehicle preparation and competition in the United States of America with good friend Danny Day in his 1975 Pontiac Trans Am, which he previously contested the Trans America Rally.

This is the first of many planned events by a newly formed company offering quality rallying, all based in America, called the Pioneer Rally Company and based in Aurora Colorado. This rally covered 1700 kms over spectacular roads including over 300 kms of dirt and gravel, starting and finishing in Colorado Springs. There was a pre war category up to 1945 and a post war class with cars up to 1984. The route taking in the best of the high Rockies and the arid western slopes of Colorado, with blistering competition including many regularities and tests on private race circuits all designed to challenge both driver and navigator alike.

Matt has indicated that due to the people organising these exhilarating car rallies, planned to be run in some of the most breathtaking locations around the United States and North America, using their wealth of experience and providing such an excellently planned and conducted event and with already many future events planned Matt and Danny are considering entering further Pioneer rallies. They are already the poster boys for next year. More information can be found on the Pioneer Facebook page and their website.

Matt has also been invited to compete in his multi P2P winning Leyland P76 in the HRA Alpine Rally of East Gippsland later this year, but it's fast approaching. This rally is a special stage timed rally where Matt's driving ability, his car's preparation and reliability will be put to the test, up against some of the best drivers and crews in the country. We wish him a safe, trouble free and speedy rally, again supporting our CRC. (Photo credits, Matt Bryson, Pioneer FB and website).

Regards,

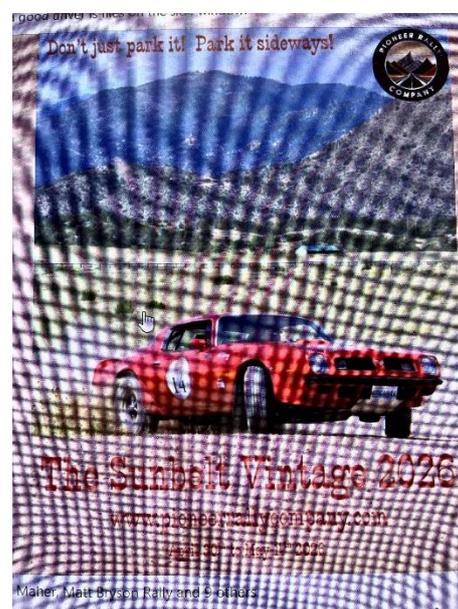
John Cooper

Life Member

Classic Rally Club NSW

johncoopclassic@gmail.com

0414 246 157



2025 President's Report

Alan Walker

This past year has certainly involved new challenges, and at times both the regular highs and lows of holding such a position within a club.

At times it has felt that we as a committee and myself may have been treading water at times, but on reflection the past year has really clarified to me just how much effort our committee and members of our club are willing to put in to make sure the CRC continues well into the future.

I can't thank enough the work performed by our Treasurer – Peter Reed, a solid performer at his role and always dependable. It was very sad that he and his family have had to face the challenge of losing his dear wife this year. Our thoughts are still with them.

Glenn Evans – our Secretary, and concurrently our membership Secretary. A massive undertaking for one person – especially in the fact that he is the driving force behind testing getting our monthly meetings accessible remotely and ensuring all of the Clubs requirements in regard to all admin. matters are covered. His efforts this year have been outstanding and need to be applauded. This is also not only mentioning that he and his intrepid group of pals took on volunteer work in India after completing the Rickshaw Run earlier in the year.

Our HVP (historic Plates) role has been maintained to a very high standard by Ron Cooper. His monthly report, making sure all members are across all the current news/rules with regard to the schemes (historic / classic) is second to none.

Our pointscorer, Martin Leaver has ensured our current rules / points are awarded in a timely manner. He has also this year been the Director of the Ire of Man, and the Tour d'Course. Without efforts like this last year would have looked very different.

Harriett Jordan has kept our website current, and with her help 2026 will hopefully allow us to bring you something new and exciting on that front too.

Geoff Bott, kindly put his hand up to take on a role of General committee. A foundation member – his experience is invaluable, alongside his efforts in regard to the social media side and where to go next.

I can also give a massive thank you to our Editor – Chris McDonald. Each and every month he has to wrangle what information that is supplied into the fantastic monthly mag we love. He is always keen for more content and we'd love to let you use it to share your various related topics with our fellow members.

A special thanks for John Cooper for retaining the organisation of the CMC day for us, and also taking on the role as our CMC delegate. Both are very important roles that keep us in touch with all of the other CMC affiliated clubs, and share what we do with others at the annual display day.

So, as you can see without all of this support, the club simply wouldn't run. As president – I can't thank each and everyone of them enough for the efforts over the past year, and for what the upcoming year will bring.

Given the chance to helm the club in 2026 would allow us to further the advancement of implementing a software system to help us a better management and method of contact with all of our members. This system may well involve an update to our website too. All of the facets of change are in the final stages of review and the decision for a software supplier is imminent.

We are also looking at implementing an update to the rules with regard to the pointscore system. We certainly value the use of classics and will always have a desire to reward those that get them out and enjoy them. But also a balance needs to be struck to ensure the future of the club has an opportunity to take part in the championship throughout the year as well.

The coming year also has our focus on making the process to come and join and enjoy our events,

easier and simple. We have a wonderful club, and some great events. But at times it can be overwhelming for newcomers to be 'on-boarded' into an event and understand everything that goes on in that regard. This will encompass everything from access and filling of entry forms through to how the event works and what to expect.

2025 also had us enjoy both one day and two day rallies. Each and everyone having it's own character and style – all still based around the basic ethos of the CRC.

2026 will look forward to more great events, all beginning with the return of Tony Norman at the controls for our first event on the 28th of February (Saturday). A run in the South Coast area to enjoy a day out and a great way to catch up after Xmas and kick off the new year.

The relationship with Drivetek Motorsport / Jon Mansell will continue into 2026, as he and Tina have a great two day event put together for the first quarter. A style of instruction that has its own character and adds to the variety of the CRC year.

AROCA tour d'Course is firming up a date – this is due to AROCA NSW hosting the National gathering of Alfa clubs next year around the usual time of that event.

The Alpine Classic will proudly be running for the 26th time, again in October.

We as a club know the restraints the rest of life sometimes throws at you, especially in regard to time and money. All our efforts are an attempt to always make it easier and more enjoyable to get out and enjoy your car, your friends, and of course a great time.

So, I do hope you Enjoy the Drive,

And as always, I hope to see you out there soon.

Alan Walker

CRC President

2025 HVP/CVS REPORT

Ron Cooper

The CRC has 78 Vehicles on HVP and 6 on CVS and I am continuing to get more enquiries.

I will update the information on the website once we have access as the Transport NSW now seen to have finalised the rules.

We will ask members to get info from the Transport NSW website by providing links as their information can change and this leaves our website out of date.

We hopefully will update our system for the coming year to send out membership renewals together with Plate charges on the one advice.

Our scheme allows use of classic vehicles at much reduced rego fee so are grateful to the NSW transport for the system.

I am happy to carry out the duties as Club Plate Registrar for the next 12 months.

Ron Cooper

CRC Treasurer's AGM Report

2025 Financial Year -1st July 2024 to 30th June 2025

The 2025 Financial Year saw a surplus of **\$2,782.27** (FY2024 surplus **\$7,915.18**) and another healthy bank balance of **\$84,402.47** (2024 **\$81,620.20**)

The key things to note were:

	FY2025	FY2024
1. Net Membership fees	\$9,873.90	\$8,746.89
2. Net HVP	\$894.50	\$944.45
3. Events	\$4,707.09	\$4,553.33
4. Term Deposits	\$3,167.30	\$2,051.51
5. Donations	\$1,500.00	\$800.00
6. Administration	\$15,710.52	\$7,581.00

This year, income from Membership and HVP fees did not cover the Administration Expenses however the 2025FY included the CRC's 30th anniversary as well as the club now paying meeting room hire at the Canada Bay club.

The interest rates paid on our term deposits will decrease in FY2026.

The FY2025 events were all profitable which is a credit to our Event Directors however I suspect that some may not be passing on all their costs to the Club – which is not necessary given our healthy bank balance.

The detailed financial report is outlined below.

Club management software

There has been some discussion about updating our club management software and website, which is something I support - especially to get a system which can provide on-line membership and HVP renewals, event documentation and registrations, and all payments.

I have not been able to spend any time on this recently but, a while ago, I did have a quick look at Revolutionise Sport (<https://www.revolutionise.com.au>) and was quite impressed with their software and client list.

Peter Reed

CRC Treasurer

19th October 2025

FY 2025	CRC 1st July 2024 to		30/06/2025	
Balance Sheet	30/06/2024			Change
Bank Account	\$ 15,442.51		\$ 15,057.48	-\$ 385.03
Term Deposit - exp 4/25	\$ 31,308.58		\$ 32,780.09	\$ 1,471.51
Term Deposit - exp 9/24	\$ 34,869.11		\$ 36,564.90	\$ 1,695.79
	\$ 81,620.20		\$ 84,402.47	\$ 2,782.27

Profit and Loss	Income	Expense	Net	
Membership	\$ 10,355.00	-\$ 481.10	\$ 9,873.90	
HVP	\$ 1,050.00	-\$ 155.50	\$ 894.50	
	\$ 11,405.00	-\$ 636.60	\$ 10,768.40	\$ 10,768.40

Events				
Alpine 2024	\$ 20,265.00	-\$ 16,556.75	\$ 3,708.25	
Ire of Man	\$ 10,930.00	-\$ 10,226.36	\$ 703.64	
Lunch Run		-\$ 54.80	-\$ 54.80	
Hidden Gems Tour	\$ 350.00		\$ 350.00	
	\$ 31,545.00	-\$ 26,837.91	\$ 4,707.09	\$ 4,707.09

Other				
Alpine Raffle	\$ 1,350.00		\$ 1,350.00	
Childrens Cancer Institute		-\$ 1,500.00	-\$ 1,500.00	
Admin		-\$ 15,710.52	-\$ 15,710.52	
Term deposit	\$ 3,167.30		\$ 3,167.30	
	\$ 4,517.30	-\$ 17,210.52	-\$ 12,693.22	-\$ 12,693.22
Total Income and Expense	\$ 47,467.30	-\$ 44,685.03	\$ 2,782.27	\$ 2,782.27

Expenses/Admin	
Trophies	-\$ 1,454.87
Canada Bay Club	-\$ 1,800.00
Zoom	-\$ 276.72
Flowers Dux	-\$ 138.95
Website/Domain Name	
Fair Trading	-\$ 56.00
Newsletter	-\$ 614.00
Xmas Party /30th	-\$ 7,756.00
Insurance	-\$ 559.63
Council Motor Clubs	-\$ 210.00
Shannons Day	-\$ 600.00
MA Affiliation	-\$ 1,607.00
Youtube Marketing	-\$ 96.10
Projector	-\$ 222.00
Flickr/WIX (alpine)	-\$ 319.25
TOTAL ADMIN	-\$ 15,710.52

Classic Rally Club Inc.
Minutes of the General Meeting
Held at the Canada Bay Club on 23 September 2025

Present:	Alan Walker	President
	Geoff Bott	Committee Member
	Ron Cooper	Committee Member
	John Cooper	CMC Delegate
	Doug Barbour	
	Xanthea Boardman	
	Edul Dhondy	
	John Henderson	
	Lui MacLennan	
	Bob Morey (via Zoom)	
	Paul Morton	
	Tony Norman	
	Robbie Panetta	
	Lindsay Trevitt	
	Tony Wise	
	Greg Yates	
	Glenn Evans	Secretary

Apologies:	Peter Reed	Treasurer
	Chris McDonald	Editor
	Nikki Baker	
	Murray Baker	
	Mike Batten	
	Wendy Cooper	
	Andrew Inglis	
	Tony Kanak	
	Tim McGrath	
	Garth Taylor	
	Lauren Walker	
	Kim Warner	
	Ross Warner	
	Stephen Wells	
	Karen Yates	
	Helen Young	
	John Young	

Item 1: Opening

The President opened the meeting at 7:35pm. He welcomed attendees, especially Bob Morey, who joined via Zoom.

Item 2: President's Report

The President expressed the condolences of all Club members to Peter Reed and family on the passing of Sue. Sue had attended Christmas and other functions with Peter over the years and had been an official in Mike Batten's Wollondilly rallies.

The President expressed the condolences of all Club members to Garth, Adam and family on the passing of Arthur Bransgrove at the age of 94. Arthur competed in 21 or 22 consecutive Alpine Classics, early on with Garth and, in later years, with Adam also: three generations of the family in the one car. Arthur embodied the essence of the event and loved the camaraderie which Alpines stand for. His memory will live on in the award and perpetual trophy he donated to the Club.

Item 3: Secretary's Report

The Secretary reported that he had made no further progress on investigating membership management software since the last meeting. The President reported that he had spoken to AROCA members about that club's use of the mycco package.

Item 4: Treasurer's Report

The Treasurer's report for the financial year to date was presented, and is attached. The main financial activity in the past month has been the income from 20 entries for the Alpine Classic.

Item 5: Membership Report

The Membership Secretary reported that the Club currently has 330 members.

Item 6: HVP Report

The HVP Registrar reported that the number of Club cars on conditional registration has not changed since the August meeting. He raised several issues discussed by the CMC.

New plates have been introduced for NSW Classic vehicles. They now are distinctive and no longer the same as those for tractors and other such vehicles. The new plates are being issued from now on and can be issued for existing vehicles registered under the Classic Vehicle Scheme on the surrender of the old plates.

New stickers for licence plates will be issued to identify the fuel type for vehicles such as EVs, hybrids and LPG-fuelled vehicles.

Transport for NSW now requires that the correct vehicle tyre placard must be affixed to the vehicle when non-standard tyres and wheels are fitted.

The conditional registration form has been updated. Refer to the Service NSW website for details.

The next Gear Day will be held on 8 October.

Item 7: Past Events

The Sheep Station Reliability Trial was run on 14 September. The route of about 350 km included about 80 km of unsealed roads. The event attracted 30 entries. There was a good turnout at the optional dinner in Goulburn on the Saturday night. The President thanked Jon and Tina Mansell, of Drivetek Motorsport, for running an enjoyable event and the officials who made the event possible.

The All-British Day event was held recently. Geoff Bott gave a brief report (mainly to the effect that there were a lot of Jaguars there).

Item 8: Future Events

2025 Alpine Classic. The 25th running of the Alpine Classic Rally will be conducted on the weekend of 18 and 19 October. It will start in Lithgow, overnight in Orange and finish in Lithgow. Alan Walker reported that he and Lauren had recced the course recently. The event will cover about 756 km over the two days. There are about 40.2 km of unsealed roads, in 11 sections. The longest unsealed section is about 6 km long. There have been substantial repairs to the roads of the region since last year and some sections of unsealed road have been sealed. There still are some potholed sections, mostly in the Lithgow Shire.

2026 Shoalhaven Sojourn. Tony Norman has agreed to run the first event of 2026, The Shoalhaven Sojourn, on Saturday, 28 February. Details will be published in Rally Directions and advised by e-mail. The President thanked Tony for coming out of retirement to reprise his role as event director.

The President (who also is fulfilling the role of Competition Secretary) advised that he expects the 2026 calendar to include an AORCA event, the Alpine Classic and an HRC event to commemorate the 60th anniversary of the first Southern Cross Rally. The event calendar will be released later this year and will comprise a mix of one and two day events.

The date of the Christmas function will be advised once the hire of the hall is confirmed.

Item 9: General Business

This being the first meeting attended by John Henderson and Lui MacLennan since the 2025 Peking to Paris Motor Challenge, the President took the opportunity to congratulate them on achieving fifth outright and second in class in that event.

John Cooper reported that Arhtur Bransgrove's funeral was attended by only a few CRC members. He stated that an e-mail notice should have been sent out, as Facebook does not reach many members. The Secretary apologised for his oversight.

Item 10: Closure

The President closed the meeting at 8:31pm.

Alan Walker
President

Glenn Evans
Secretary

2025 ALPINE CLASSIC PHOTO GALLERY





CRC CHAMPIONSHIP POINT SCORE 2025

Masters Drivers						
	Round 1	Round 2	Round 3	Round 4		
	Ire of Man	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	1 day	1 day	2 day		
Competitor					Points to date	Position to date
Andrew Inglis	36	18	20	40	78	1
Graham Pettit	36	0	18	38	74	2
David Stephenson	40	18		30	73	3
Edul Dhondy	38 (m)	19	19 (m)	32	73	3
Rob Panetta	30	17	17	36	70	5
David Shaw	34	20		32	70	5
Peter Jakrot				28 (m)	28	7

Masters Navigators						
	Round 1	Round 2	Round 3	Round 4		
	Ire of Man	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	1 day	1 day	2 day		
Competitor					Points to date	Position to date
Martin Leaver	36	18	20	40	78	1
Alan Walker	38 (m)	19	19 (m)	36	75	2
Phill Stead	36		18	38	74	3
Mike Stephenson	40	18		30	73	4
Ray Arthurs	34	20	0	32	70	5
John Henderson			17	36	53	6
Jeff West				34	34	7
Valerie Jakrot				28 (m)	28	8
Ross Warner	0	17	0		17	9

CRC CHAMPIONSHIP POINT SCORE 2025

Apprentices Drivers						
	Round 1	Round 2	Round 3	Round 4		
	Ire of Man	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor						
Bruce Miller	28	15	15	28	58	1
Michael Brandt	24 (m)			24	48	2
Geoff Bott	14	11		24	42	3
Murray Baker	16			22	38	4
Justin Bedingfield		0		30 (m)	30	5
Bob Morey	26 (m)	12 (m)	9 (m)		26	6
Helen Oste	20 (m)	13 (m)	10 (m)	4 (m)	23	7
Joyce Lawrence	22 (m)		8 (m)	0	22	8
Marina Thiveos		14 (m)			14	9
John Croft			13		13	10
Jonathan Loosli			12 (m)		12	11

Apprentices Navigators						
	Round 1	Round 2	Round 3	Round 4		
	Ire of Man	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor						
Andrew Taurins	28	15	15	28	58	1
Lauren Walker	30			26	56	2
Nikki Baker	16			22	38	3
Glenn Evans	14	8.5	11	0	33.5	4
Mark Tolhurst				30 (m)	30	5
Teresa Morey	26 (m)	12 (m)	9 (m)		26	6
Marina Thiveos	24 (m)				24	7
Andrezy Cieslak				24	24	7
Toby Oste	20 (m)	13 (m)	10 (m)	4 (m)	23	9
Michael Brandt		14 (m)			14	10
Annette Croft			13	0	13	11
Helen Loosli			12 (m)		12	12

CRC CHAMPIONSHIP POINT SCORE 2025

Tour Drivers						
	Round 1	Round 2	Round 3	Round 4		
	Ire of Man	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	1 day	1 day	2 day		
Competitor					Points to date	Position to date
Steven Davis	18			20	38	1
Doug Barbour	20 (m)		8	14	35	2
Dennis Oste	13	5.5	10	12 (m)	29	3
Greg Yates	10			18	28	4
Michael Malgo	6 (m)		8	16	27	5
Stephen Annabel	16				16	6
Frances Stephenson	13 (m)				13	7
Shaneen Dhondy		5.5 (m)	6 (m)		11.5	8
Greg Newton				10	10	9
Greg Lemmon	0	8.5			8.5	10
Warren Herrick			8		8	11
Chris McDonald	8 (m)			0	8	11
Chris Batty				8	8	11
Steve Barker				6	6	14
Tony Wise		5.5		0	5.5	15
Ryan Shaw	4 (m)				4	16
Brian Doyle			3 (m)		3	17
Bernard Corbett				2 (m)	2	18
Geoff Hempsall		1 (m)			1	19

Tour Navigators						
	Round 1	Round 2	Round 3	Round 4		
	Ire of Man	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	1 day	1 day	2 day		
Competitor					Points to date	Position to date
Rochelle Prattley	18			20	38	1
Xanthea Boardman	20 (m)		8	14	35	2
Anthony Oste		5.5	10	12 (m)	27.5	3
Geoff Hempsall	6 (m)		8	16	27	4
Tim Mcgrath				18	18	5
Jayne Annabel	16				16	6
Karen Yates	10				10	7
Paul Kuper				10	10	7
James Achilleos		8.5			8.5	9
Jen Navin		8.5		0	8.5	9
Glenda Lawrence			8		8	11
Phil Lindsay				8 (m)	8	11
Simone Dhondy			6		6	13
Sally Barker				6	6	13
Chris McDonald		5.5		0	5.5	15
Nina Dhondy		5.5 (m)			5.5	15
Shelly Shaw	4 (m)				4	17
Louise D'Arcens			4		4	17
Madelon Corbett				2 (m)	2	19
Fiona Hempsall		1 (m)	0		1	20

CRC Event Calendar 2025

Day	CRC Championship Events	Other events / notes
January		
Tuesday 28th		Club Meeting (Hawaiian shirt night!)
February		
Saturday 15th	Ire of Man TT (NA)	CRC - Martin Leaver, Andrew Inglis
Sunday 16th	Ire of Man TT (NA)	CRC - Martin Leaver, Andrew Inglis
Tuesday 25th		Club Meeting
March		
Thursday 6 - 8th	HRC - Tour of the Western Slopes	HRC - Historic Rally Club NSW
Tuesday 25th		Club Meeting
April		
Tuesday 22nd		Club Meeting
May		
Saturday 17th	Lunch run - Windsor to Patonga	CRC - Lui MacLennan, Alan Walker
Tuesday 27th	4 William St, Five Dock	Club Meeting
June		
Sunday 22nd	AROCA - Tour d'Course	AROCA / CRC - Martin Leaver
Tuesday 24th		Club Meeting
July		
Saturday 19th	Hidden Gems TOUR	CRC - Glenda Lawrence/Warren Herrick
Sunday 20th	Hidden Gems TOUR	CRC - Glenda Lawrence/Warren Herrick
Tuesday 22nd		Club Meeting
August		
Thur 7th - Sun 10th	Mallee Tour	HRC - Historic Rally Club NSW
Sunday 17th	CMC display Day	CRC - John Cooper
Tuesday 26th		Club Meeting
September		
Sunday 14th	Sheep Station Reliability Trial	Drivetek Motorsport - Jon Mansell
Tuesday 23rd		Club Meeting
October		
Saturday 18th	Alpine Classic (25th Anniversary)	CRC - Alan Walker
Sunday 19th	Alpine Classic (25th Anniversary)	CRC - Alan Walker
Tuesday 28th		Club Meeting
November		
Tuesday 25th		Club Meeting- AGM
December		
Sunday 14th	CRC Xmas Party	CRC - Alan / Lauren Walker

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 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 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.