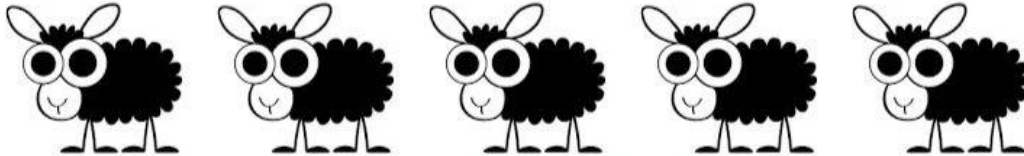
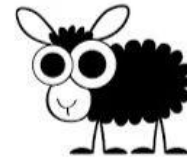
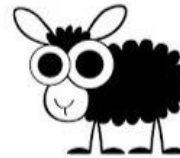
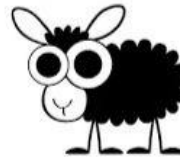
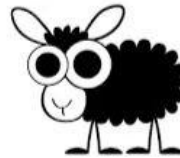
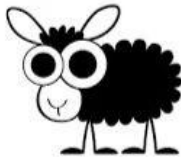
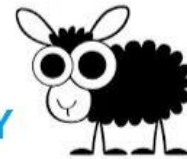


Dates to remember
Next meeting April 28
Magazine deadline May 19

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

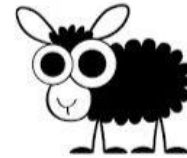
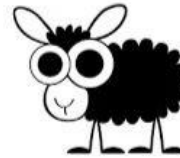
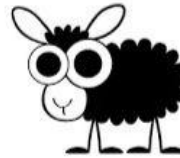
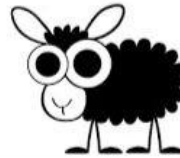
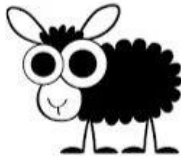
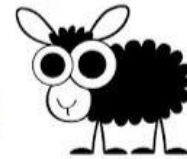


**THE SHEEP STATION
RELIABILITY TRIAL**
Saturday 30th - Sunday 31st, MAY

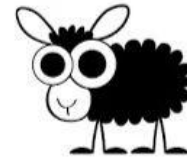
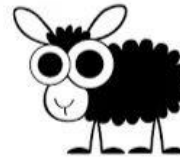
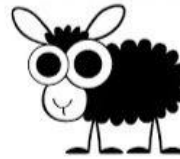
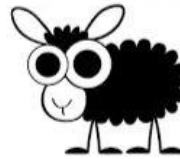
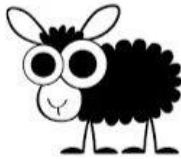
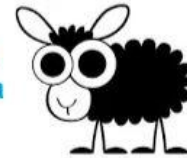


All info and entries at

www.drivetekmotorsport.com



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



Turn the page to read about:

- President's Report
- Motorvotion Flyer
- 2026 Sheep Station Flyer
- 2026 Tour d'Course Flyer
- That Mystery CRC Member
- Vale Bill Stevenson
- Richmond Classic Cruise-in Flyer
- 2026 Hidden Gems Flyer
- The Walloper and the disappearing plate
- The High Road
- Racing Car News 1965
- Shoalhaven Sojourn Final Results
- Minutes of the General Meeting March
- Treasurer's Report March 2026
- Championship Point Score
- CRC Event Calendar
- Conditional Registration Instructions

Classic Rally Club Officers and Contacts 2026

Position Name	Email	Phone (please make calls before 9.00pm)
President: Alan Walker	crc.pres@classicrallyclub.com.au	0432 511 709
Secretary: Glenn Evans	crc.sec@classicrallyclub.com.au	0414 453 663
Treasurer: Peter Reed	crc.treas@classicrallyclub.com.au	0418 802 972
Membership: Glenn Evans	crc.mem@classicrallyclub.com.au	0414 453 663
Newsletter Editor: Chris McDonald	crc.editor@classicrallyclub.com.au	0419 255 032
Competition Secretary: TBA	crc.comp@classicrallyclub.com.au	
Championship Pointscorer: Martin Leaver		
Historic Vehicle Plates: Ron Cooper	crc.hvp@classicrallyclub.com.au	0403 037 137
Webmaster: Harriet Jordan	crc.wm@classicrallyclub.com.au	
C.A.M.S. Scrutineers	email/location	Phone (please make calls before 9.00pm)
Tim McGrath (Bronze)	tpmcgrath@bigpond.com.au	0419 587 887
John Henderson (Bronze)	Newport / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Glen Innes (Bronze)	Figtree	0409 293 241
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774

The Classic Rally Club Inc.



The Secretary,

P.O. Box 150,

Northmead, NSW 2150

Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at the 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.



APRIL PRESIDENT'S REPORT

April, although slow on the CRC event front has been a busy month for us all. The end of March had the HRC High Country Tour, followed by April starting the month with Easter and is bookended with the ANZAC day services.

I know last month brought us somewhat expected news with the hike in petrol prices due to conflicts overseas. Even with measures in place to attempt to curb the rises the ongoing situation is still in flux. However our lessons learned through COVID with complete shut downs and the after effects that had on all us and the social side of life in general – it is vital that as a club community we gather and look forward to our upcoming events.

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

SHEEP STATION RELIABILITY TRIAL, MAY 30/31st

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

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

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

ALL THE HARD WORK IS DONE !

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

So check out,

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

or

<https://forms.gle/fsFxoC9u3zo9fZer9>

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

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

The past month has again not given us any reprieve, with the sad passing of long term member Bill Stevenson. A very active member from very early on in the CRC, always great to see and with a smile whenever you saw him on an event. Our thoughts are with his wife Myrna, all his family, relatives and friends at this time.

Attendances at club nights over the past several months have been stable. Last month had a very welcome members in attendance – Garth Bransgrove, and Gerry Both attended for pre meeting dinner. It was fantastic to catch up with both of them and great to have them along. Always looking forward to catching up with them again soon.

Special presentation by Andrew Taurins of 'Motorvotion' at club night – Tuesday 28th April

This month's club meeting will have a special presentation by the CRC's very own Andrew Taurins. He approached the committee about being able to present to our members about a business he is starting up based around facilitating care of your 'special' vehicle. Please see the flyer within the mag for more details. It is of note that there is no commercial agreement between Motorvotion and the CRC, but we'd love to be able to support one of our members, especially one that is very active and has been a great supporter of the club.

The services on offer might well be just what you are looking for to continue the enjoyment of your prized vehicle.

So if you are interested or just need an excuse for a catch up come along and enjoy a meal with us, the usual club meeting followed by a social chat over tea/coffee to round the night out. Hope to see you there.

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

I'll see you at the Sheep Station Reliability Trial

Alan Walker - CRC President



Tony Wise is presented with his Life Membership Medal.

Presenter and Proposer – John Cooper



Your special cars given the care they deserve

Simple maintenance and cleaning

Vehicle drop-off and pick up for repairs and servicing

More time to enjoy using your cars



Three simple service options



Static Service

Your car remains onsite at your storage location. Basic maintenance checks for lights, wheels and tyres, fluid levels, battery charge, windscreen washing and wiper blades are completed and documented regularly, and the vehicle is cleaned inside and out as needed.



Dynamic Service

All the benefits of Static service plus your vehicle is driven to your preferred service providers when needed for any repairs, maintenance, rego checks, etc, then returned to storage.



Full Service

All the benefits of Dynamic service plus we ensure your vehicle gets some regular exercise and is refueled as needed.

If these options don't quite suit your needs, please get in touch and we can determine what might work for you.

Find us at: www.motorvotion.com.au

Email: andrew@motorvotion.com.au

2026 Sheep Station Rally – Back to Our Roots!

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

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

Event Highlights:

Day 1

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

Saturday night dinner and socialising (dinner at competitors expense)

Day 2

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

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

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

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

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

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

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

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

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

Tour d' Course

Sunday, June 28th 2026

The 25th Anniversary

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

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

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

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

The event caters for all levels of experience and challenge:

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

Entry Form and Supplementary Regulations are available from:
www.alfaclubnsw.org.au or www.classicrallyclub.com.au

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

For more information, please contact tourdcourse@gmail.com
Alan Walker on 0432 511 709 or Tony Wise on 0417 211 848



That Mystery CRC Member

I hope you all enjoyed last month's article about our long term Mystery CRC Member.

If you didn't read it you should go back and have a look see, I bet you would just like to know what he looks like, well the wait is over.

Please welcome **Gordon Toole**, after 17 years we can now finally introduce him to you all.

While you're at it, why not give us an article about yourself or some other member, with photos, to re-introduce yourself or that mystery CRC mate of yours, looking forward to reading all about you or them next month, cheers John.



--

Regards,

John Cooper

Life Member

Classic Rally Club NSW



Vale Bill Stevenson

Sadly again, another of our aging Classic Rally Club friends has passed on. Bill Stevenson passed away on the 7th April 2026, aged 72. He was born in Nowra on the 20th January 1954. CRC member number 55.

Thanks to Bill's family and wife Myrna, I had the opportunity to say a few words at his funeral to honour a part of Bill's life that some of us shared, memories of his passion and persistence, our combined love of classic cars, motorsport, racing, rallying, building and restoring, vehicle developing, competing, reminiscing, socializing, that close friendship, a mateship we all enjoyed and cherished all those times together. Sadly, we have lost a good friend. He had a mechanical soul, understanding the language of pistons, camshafts, gears and oils. He was so knowledgeable with all things automotive, in all motorsport categories, reciting engine specifications, part numbers, tolerances, lap times, past rallies, works teams, names of drivers and navigators, especially the BMC cars and crews. He was quite uncanny in recalling numbers in historical events, he could recall any fact about past Formula 1 teams and cars, but he never got that chance to set a club trivia night that he always wanted to do. With his vast and varied general knowledge he could hold an intelligent conversation with all levels of people.

Sadly due to his more recent ill health issues, we have had to endure seeing all that slip away over the past few years. All that knowledge and experience gone taken from him and us with this terrible disease of dementia. It left him running on empty with no fuel left in the tank. He is now out of pain and confusion and will be remembered fondly by us all.

I shared many years of experiences with Bill. I was introduced to Bill at a car show at Eastern Creek raceway by a mutual friend Jim Barrett back around 1995/96 when I had just finished restoring a Mini 850 with an 1100 motor. Bill praised my novice efforts and immediately suggested it would run better if we get rid of the oversize single SU



carburetor and put a set of his generously donated twin carburetors on. This was the start of a great friendship between us. Soon after with his help tuning etc. we jointly entered and shared a lap dash event in that Mini at one of the last track days at Catalina race track in Katoomba, his times were a little better than mine. Over the years he went on to assist me with a very fast new 1100 motor with many other upgrades to that car. He spent numerous hours and nights at my place sharing some family time, in between down in the shed building my brand new MGA motor and assisting with parts of the MG's restoration.

Bill was a very loyal friend, humble and honest with loads of integrity. One time when contacted and approached by Ken Green, the Registrar for the Land Crab Association UK in England, never meeting one another, he purchased on behalf of Ken a very important part of Australia's rally history, the original ex Evan Green London to Sydney Marathon Austin 1800 from the Gilltrap's Museum. He had it at his factory for a short while, where we all got to admire and check it over, then he arranged shipment over to England. Later when Jim Barrett was over there and met up with him and he asked Ken, now the owner of that car, how did he trust \$25,000 with someone he had not met. His response was he made enquiries with some people who knew Bill and they assured him that Bill's honesty was beyond reproach.



From my talks with Bill over the years, I seem to remember every time we went through Lithgow together him telling me his first Motorsport event was entering a hill climb at an early age, around the early to mid '70's at the 40 bends Hillclimb in Lithgow, not sure of the car. In the 70's Bill raced with long time childhood friend Bruce Fowler in Production Touring Minis. His first car was a 1966 MK1 Cooper S, number plate BGS 007. They raced at Oran Park, Amaroo, Hume Weir and Calder. He went on to gravel rallying in an Austin 1800 with the North Shore Club throughout the 70's and 80's and progressed to AMSAC closed road gravel rallies in the early 80's where he met Jim, forming a very special bond of friendship, especially their love and obsession with Minis. In most events he entered Bill also had an obsession with wanting to have the car number either 52 or 13, 52 was the winning Mini of the 1965 Monte Carlo Rally and 13 was Bob Holden's winning Bathurst number, a number Bob Holden also always ran with.



Bill also did some early sports sedan racing at Oran Park in his cross flow headed, locked diff Mini. He also punted and tried to tame, I'm told, a Mazda RX3. Bill was very competent in getting the most out of Austins and Mini Coopers, often surprising competitors with his sheer speed.

In 1979, he worked or lived near the workshop of Colin Bond, preparing the Ford Cortinas for the Repco Reliability 20,000k 14 day endurance rally Around Australia, starting in Melbourne on August 15, where eventually a 1,2,3 finish for the Holden Commodores took the first three places. Watching in on the Cortina's preparation gave Bill the inspiration, being an optimist, Bill prepared his Austin 1800 in the best possible way to his privately funded campaign and entered along with two young mates, Warwick McGregor and Paul Fenech. The rally now known as one of, if not

arguably the toughest, rally ever staged in Australia.



Magazine write ups after the event show Car 139 as DNF, but said the front wheel drive Austin 1800 was well prepared. They were slow on the first seeding stage (134th) and then along with many others, struggled with sloppy conditions north of Mt Gambier. They lost time into Adelaide and retired before reaching Perth. A mighty effort under extremely difficult circumstances. With a crossflow head and twin webers on the 1800 Bill once said they only had enough petrol money to get to Darwin and was not sure how they were going to finish if they got that far. I was informed by Warwick and the funeral that with the very powerful B series engine using up huge quantities of fuel. Petrol and meal money quickly disappeared, but just being a part of it was satisfying to Bill.

Not only was Bill a good driver he was also an accomplished old school navigator. Both Bill and Jim were early members of the Classic Rally Club teaming up together in 1998 in Jim's Mini. They entering the Club's Midnight Rally, which I set. From Emu Plains to Bulli Beach via a 6 hour rally through the darkness of night, went through the Royal National Park, finishing up for breakfast on the beach to watch the sun come up. Not bad for their first event together with the CRC, outright winners. I navigated for Bill in the 1800 in the 2000 AHRG Cockatoo Cabin Rally. Whilst on a dirt road near O'Connell, we found ourselves first car on the scene following Ray Dwyer's Ford Escort, which had unfortunately wrapped itself around a large tree. Bill and I worked together with the help of the following cars to free the driver and navigator from the wreckage, culminating in the two of us with 4 others being the recipients of the first CRC Sportsmanship Award. Bill went on to place

second in the yearly Club's Masters Championship in 2001 with his brother in law John Winspear, who slotted in navigating for Bill on many occasions over the years.



Bill was for a long time a single person, living on his own with his black kelpie dog, suitably named Blackie. Blackie was his faithful dog, more than just a pet Blackie was his shadow, his silent partner, he went everywhere with Bill, they were inseparable. He even went with him on rallies, sitting up on the back seat. It was thought that if Blackie got down on the floor in the back Bill was driving too fast. Bill was devastated when Blackie went missing and emotionally affected for some time. Bill and Blackie made a great team, loved and liked by everyone.

Bill suffered some health issues on and off, and didn't look after himself as much as he should have, but always looked after others, a very kind and generous man. Bill for a few years housed himself in some factory units in Mt Druitt, which I helped him deck out to make it more comfortable for him. But having space meant he could gather more Mini and 1800 parts and cars. It became the go to place to fix things up, to store more 1800 cars, culminating in Bill buying his own block of land up at Cudal, Molong way to free up factory space to store them all out on the block.

It was an exciting time in 2008 for some of us when the Red Centre to Gold Coast rally, 13000k's over 12 days, starting in Alice Spring was announced. When we knew this would be the last chance to be part of possibly the last long distance competitive endurance rally held. Determined to be part of it with his optimism and enthusiasm, Bill got to work planning, budgeting and preparing his Austin 1800 up to spec to comply with all the stringent CAMS regulations. I organised the new full cage roll bar

and Bill got stuck in to all the rest. He recruited his brother in law John to accompany him, John had been his offsider on many past events. Bill worked on a very limited budget, he fronted and overcame many obstacles to get the car to the start, only to have a major hurdle to manage when just days before leaving for Alice the 1800 motor needed replacing. Calling for all hands on deck, with some persistence, much needed help and determination the start line was achieved and a welcome sight. By rally's end it was said by some of the original competitors from the 1979 Repco that this rally was almost as tough.

Unfortunately rallying a classic car comes with some issues and both he and another 1800 in the rally suffered suspension failures on the very tortuous first day, staying behind to repair the car and catching up later, back in the rally. Needing some more replacement parts, good friend Jim flew up to Townsville to help repair the car again. With the tough goings and continued suspension issues, unfortunately, Bill and John had to retire from the event just short of Birdsville, where we crossed paths, him saying see ya later and I pressed on into the dust and dirt. Staying faithful to the event we were surprised and happy to see Bill and John at Surfers Paradise. He had persevered and nursed the Austin there to celebrate our crossing the finish line. Bill's sometimes shortfalls with potential success in his motoring career was only due to his limited budgets, with the right financial availability or backing Bill could have been a true contender.



Bill eventually found a true soul mate and love in Myrna. Wendy and I were privileged to attend their wedding in March 2022, their true happiness together has been cut short with Bill's failing health, we can be thankful that even for this short time Bill got to experience the joy of having a

loving partner and companion. Our hearts are with Myrna for her loss, as with all his remaining family, and his extended family. I have been in contact with one of Bill's oldest childhood friends, living next door in Nowra when they were just young lads, catching the train, lack of funds as a kid, then climbing under the wire mesh fence at the back of the railway station at Warwick Farm to watch Jack Brabham, Jim Clark, Jackie Stewart. Bruce Fowler could not be with us at the funeral to say goodbye, he sent his apologies and condolences from overseas, and would have liked to say, "William George Stevenson, aka Bill Stevo, thank you for your friendship". (A message from Bruce follows).

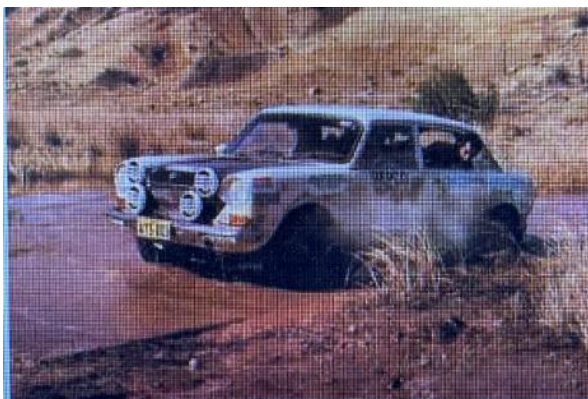


We all have a million more stories to share and tell, many laughs, many highs and lows, but through it all we now say goodbye and farewell to such a true loyal friend, always there to help and lend a hand. Let's remember him at his best, hands on the steering wheel, the roar of a finely tuned BMC engine, and with a cloud of dust in the rear vision mirror. Thank You for all our times together.

So long old mate,

Rest in Peace Billy Stevo.

JOHN COOPER



Bill Stevenson & crew (Ray Berghouse)

A WORD FROM BRUCE FOWLER

I first met Bill in 1962. Only 64 years ago! My family had moved next door to the Stevensons in Centre St Nowra and shortly after that Bill's Father died causing many challenges for the family. However, the courage and strength of Bill's Mother, Vera ensured he and his sisters grew up with the best opportunities she could provide.

Although the Stevensons then moved to Haberfield in 1964, our families kept in touch, which meant, in my case, train trips to Sydney to visit several times a year. Bill and I managed to steer these weekends (as only 12 year olds could) to coincide with important events - such as the 1965 International 100 at Warwick Farm, a round of the Tasman Series for 2.5litre near F1 cars including drivers like Jack Brabham, Jim Clark, Jackie Stewart, Graham Hill etc etc. So of course we had to be there. With limited money, that involved sneaking around the back of the train and under the wire mesh fence so saving the Farm's entry fee. We were always enterprising for such good causes like this....

So started a life long passion for car racing for both of us leading to racing Production Touring Mini's in the 1970's at Oran Park, Amaroo, Hume Weir and Calder. Great days. Bill was always very competitive and difficult to beat but memory tells me I managed to lead him across the finish line just a couple of times but he more often got by me at Stop/go corner at Amaroo or maybe BP Bend at Oran Park on the last lap. Always quick and always determined.

And that ability and determination Bill demonstrated in those years continued right through to his later racing and rallying. This included a wild time trying to tame a bridge ported RX3 and culminated in several Repco Round Australia rallies with brother in law John Windspear and Warwick McGreggor in the amazingly capable Austin 1800.

His skills and determination showed up yet again in later years in the Classic Rallies in the 1800, the Rally Mini and the Dolomite Sprint, with occasional runs in the WRX, resulted in some good results and great experiences. I was privileged to share some these events with him although two drivers with only average, at best, navigational skills was not always the best combination!

So how did Bill achieve all this over so many years with limited financial resources and his various health challenges? Answer: Simply hard work and determination. Earlier in Courier and similar driving roles and later in his own Black Dog Oil supply business. Determination to do what he wanted to do in Motor Sport with the various Minis, 1800s (being a passionate BMC supporter) and other cars whenever he could - and that was often and regularly up until about 10 - 15 years ago when his health issues started slowing him down.

Moving away from his love of Minis, Austin 1800s and 1970 - 1980 Touring car racing in general (and of course, Rallying!) meeting and marrying Myrna

was the best thing that could have happened to him in his later years. Sad that his health did not allow a longer time together. And Myrna certainly has my respect and admiration for what she has done for him - especially over the past few very difficult months.

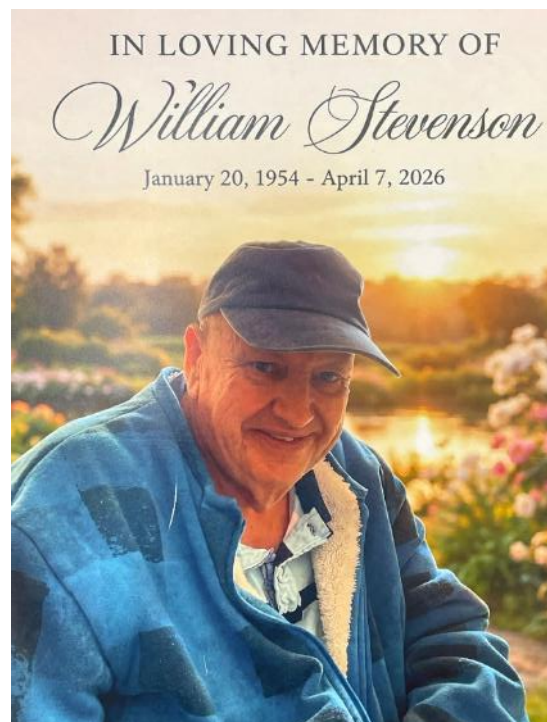
So, to summarise.....

Bill always did things his way, so he could pursue his passion. With determination and sheer hard work. It was never easy for him, but he did it anyway.

However, he was always ready to help others, friends, family members, acquaintances, car club members..... anyone with similar interests that needed his help and expertise. With his extensive knowledge and experience of Minis and 1800s and similar vehicles he was always willing to share with and help other enthusiasts.

I feel greatly privileged to have known Bill over so many years. He has always been a good and true friend. And I know I am not alone.

William George Stevenson, aka Bill Stevo to me, thank you for your friendship.





Proudly presented by Magic Metal
Motoring Club Inc.



**CASH
ONLY**

Classic

**\$10
per car**



Richmond

Cruise-In

Celebrating National Motoring Heritage Day

Sunday 17th May 2026

Cruise meeting point

PANTHERS Mulgoa Rd PENRITH

Arrive 8:00am, departs 9am

- ◆ Cruise approx. 25km to the Heart of the Hawkesbury, Richmond Club

RICHMOND CLUB Carpark

From 8:30am to 3pm

- ◆ **FREE** entry to general public, \$10 entry in if you wish to display your car.
- ◆ **Family Friendly Event**
- ◆ **Market Stalls**
- ◆ **Coffee cart on-site** ◆ **Activities for Kids**, face painting, balloons

Funds raised to be donated to local charities.



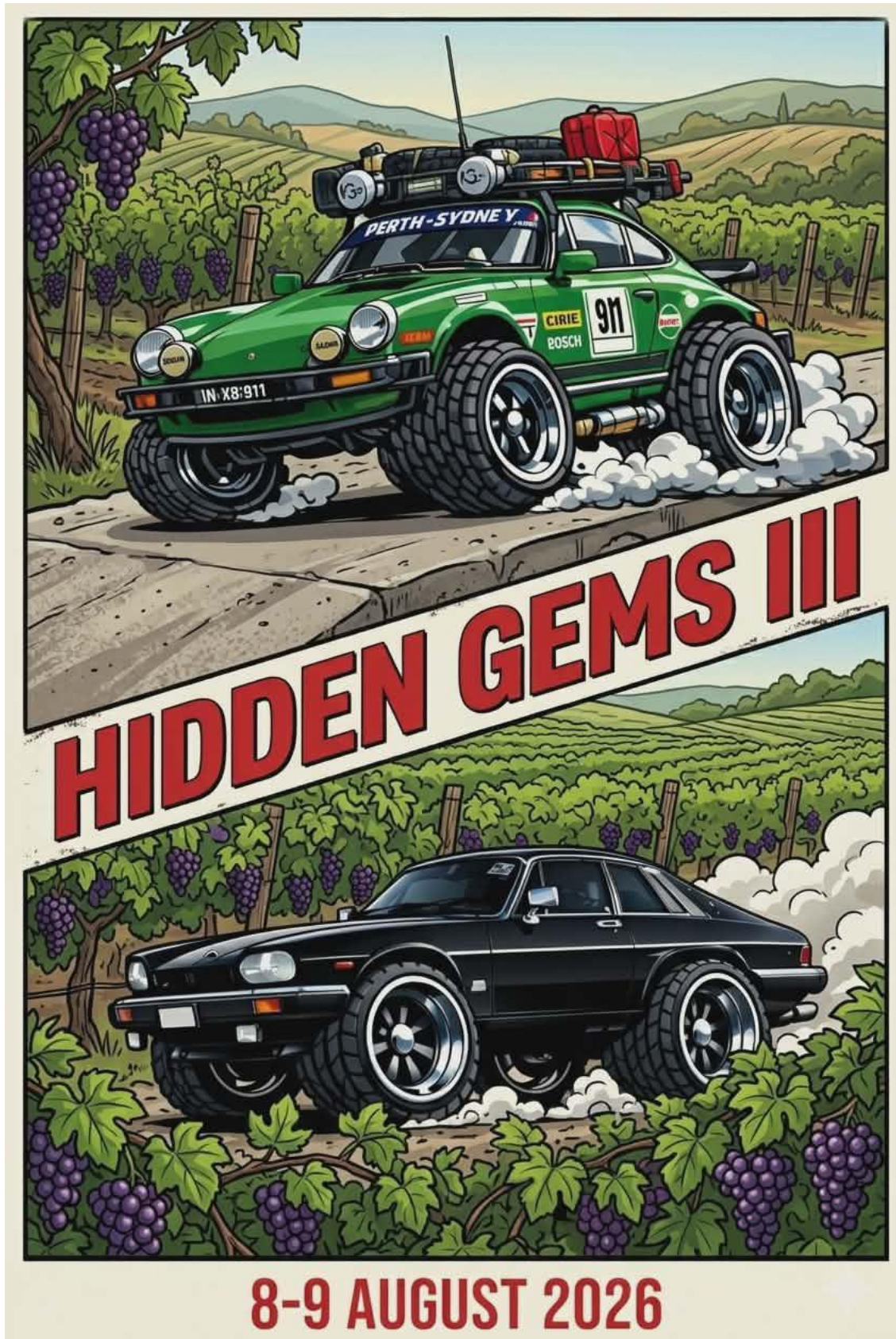
**PANTHERS
PENRITH**



More information: magicmetalmotoringclub@gmail.com

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

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



The walloper and the disappearing number plate

Some years ago I was driving back home to Melbourne where I lived at the time, with Mark Laidlay in the navigators seat of my 1965 FHC E-type. We had Just won the Mountain Rally outright and were feeling rather joyful I suppose. As we proceded down the Hume Highway at a legal speed (I hasten to add), we passed a gentleman in blue parked under an overpass, facing towards us as we approached. We ignored the copper and drove on. However, shortly after, I was surprised to see the fearless upholder of law and order rocketing up behind us with red & blue lights flashing and his siren wailing.

I immediately pulled over to the verge and nervously waited for the presence of the law to make his presence felt. I wound down the window to see what terrible crime we had inadvertently perpetrated. The walloper sloped up to the E-type and gleefully said, "Driver I believe that you have no number plate on the front of this car!"



My E-type (Arthur by name) had a nudge bar on the front as you can see. The number plate was held on by a couple of loose loops of wire. This meant that as the speed increased, the number plate swiveled back under the car so at highway speed it was not obvious. As soon as the car was stopped, the plate swiveled back to the upright position. I knew this was the case now and cheerfully informed the trooper that he was incorrect. He immediately strode around to the front of the car and was dismayed to see that the plate was now hanging vertically and in plain sight.

Very grumpily he returned to my window and with considerable chagrin advised us that we could proceed.

Arthur, sensing victory, chose that exact moment to idle with exaggerated innocence — as if to say *"Nothing to see here, officer. Perfectly legal British engineering."*

As we pulled away, I swear the number plate gave a little smug flick back under the car, like a wink. Arthur had won the argument. I merely held the steering wheel and tried not to laugh.

The High Road

Words and photos by John Cooper



Australia's mountains might be small on a global scale, but on top of Mt Hotham at sunrise you still feel on top of the world.

It all started in February-March this year with the Oz50 Mini Carnival. I was able to get ten Minis, members from the Classic Rally Club, to be on display at the old BMC plant at Zetland. We were also able to organise Andrew Cowan visiting from Scotland to come along, and Dave Johnson who had paired with Andrew to run a Mini in the 1971 New Zealand Heatway Rally for the Australian Leyland Team.

Unfortunately the last weekend of the Mini Carnival, at Goulburn and Wakefield Park, clashed with the Riverina Rally, but Jim Barrett, Bill Stevenson and I decided the Mini event was the priority.

I was fascinated by the number of people who took the time to drive their cars to Goulburn from interstate.

This got me thinking that my Mini is usually

the last car in my shed that gets used, so why not consider driving it to Melbourne for the Mini Expo in May.

I put a plan together to actually commit to this trip and sent my entry off to Melbourne. A fascination and admiration of long distance rallies, like the London to Sydney and all the 'round Australia rallies, influenced my planned route.

The idea was to travel to Melbourne using as little freeway or main highways as possible, in the shortest time available, covering as many kilometres as I could manage safely.

My preparation of the Mini consisted only of four new spark plugs, oil and water checked, paintwork polished, tyre pressures checked, and a cardboard box made up and taped to the passenger seat for my drink bottle, glasses, pens, phone, sunnies and camera.

A new Tom Tom sat-nav was purchased, which gave correct speed and distance (the old speedo in my Mini is a little suspect) and it was supposed to help find my way around Melbourne. It also helped with speed camera locations – which seem to be on nearly every intersection in Melbourne.

On Thursday 19 May I headed off, but after having to go to work at 6:30am I finally got back home to Penrith and on the road by 11:30am. It would have been easy to make up some time by using the Northern Road and Hume Fwy to Mittagong, but staying true to my plans I set off through Mulgoa, Wallacia, Silverdale, The Oaks, Thirlmere and Hill Top, then by-passed Mittagong and used Range Road and Sheep Wash Rd to my first planned stop at Dave Johnson's new place near Avoca.

Back on the road, I drove through Kangaroo Valley to Nowra and a quick stop for coffee with Geoff Mills at Precision Auto Electrics, and Rick Wosket who had popped in as well.

When I left home I had wondered why I had started this journey. The radio/tape deck and speakers were crap and not worth playing, which would mean no music for the entire trip. The thought of no heater or demister for those cold mornings, trying to find the best driving position to be comfortable and reaching for fifth gear all the time kept me wondering.





By the time I had that coffee break with Geoff and Rick those thoughts had all disappeared. The feeling of confidence and pleasure in driving the Mini had set in. The handling and power of the car were exciting and rewarding on the roads I had already travelled and beckoned to those to come.

A quick detour into Sussex Inlet to see a friend, then another quick stop at Milton to see my brother-in-law Ted and niece Hayley, then back on the South Coast Hwy with all bends suited for Mini driving.

Darkness fell, and with a cough the Mini ran out of petrol just 10 minutes short of Batemans Bay, which was my scheduled fuel stop. A quick top up from the jerry can in the boot and off to Batemans Bay to fill up the tank.

Overnight was at club member Margaret Brown's seaside residence in Narooma. Up to a view of the sunrise over the ocean from the front patio, breakfast, a look at Margaret's MGB, then off again on the coast road. Just before Bega I turned onto the Snowy Mountains Hwy, through Bemboka, then left onto the dirt just before Nimmitabel.

A good drive over to Dalgetty and a quick stop at the garage/general store where there are a few old cars on display inside. At Jindabyne snow could be seen on all the Mountain tops in the distance.

I followed the Alpine Way past Thredbo and Mt Kosciuszko, hardly seeing a car on the way. I stopped at a few lookouts to take some photos – mountains and snow. Detour for road works around Khancoban, then an easy drive down the Murray Valley Hwy then over to Kiewa.

Onto the Kiewa Valley Hwy to Mt Beauty, with the aim to get to Omeo if possible. The 30 km drive over the mountain to Bright was fun, but with nightfall early and nearly hitting a kangaroo, I stopped and checked into the Harrietville pub for the night.

I set off at 6:30am to climb up Mt Hotham, on one of the greatest roads and views over the top of Australia you will find, on the Great Alpine Road. Sunrise at the top of Mt Hotham was breathtaking, then down to Omeo for breakfast. Following the river past Swifts Creek and onto Bruthen was another excellent run for the Mini.

Once at Bairnsdale I really had no option but to take the Princes Hwy through Sale, Traralgon, Morwell and on to Melbourne. That was just over 1,600 km in two and a half days, with the Mini performing very well.

Up early Sunday morning, washed the Mini, then drove into Melbourne to the showgrounds for the Expo. The Melbourne people sure know how to put on a show: fully indoors, about 200 Minis, trade stalls and plenty of room to move. It was an experience but a long day sitting around.

I was one of the lucky first to leave at 5:00pm but the Tom Tom's shortest route took me through the centre of Melbourne where the traffic was horrendous. I eventually made it to Rosedale, just short of Sale, at about 8:30pm.

Away at 5:30am, probably waking everyone up, through to Lake's Entrance then turned onto the Bonang Hwy at Orbost. One of the best roads of the trip with 90km of bends through bush, National Park, tree ferns, sealed and unsealed roads to Delegate. A food stop and coffee at Bombala, then back



Bonang Hwy - Mini heaven!

onto the Monaro Hwy to Nimmitabel, where I had turned off on Friday, and up to Cooma for petrol.

Onto the highway towards Canberra, but turned off at Royalla and bypassed both Canberra and Queanbeyan, then the back road to Bungendore, Tarago, past Wakefield Park and onto Goulburn.

A short stint on the freeway, then off again at Hilltop and through Thirlmere and Silverdale to home at 5:30pm, after twelve hours' driving on the Monday.

I covered about 2,700 km. The Mini used no water or oil, never missed a beat and was a joy to drive.

Mini Owners Club of Queensland are having their 50 year show in Brisbane in September. Maybe I'll head off again, to put that huge grin back on my face.

Like the old ad says: "Mini: You don't have to prove a thing!".



RACING CAR NEWS

3/-

MAY, 1965

OFFICIAL ORGAN OF THE CONFEDERATION OF AUSTRALIAN MOTOR SPORT



STILLWELL TAKES ANFI CHAMPIONSHIP



BEECHEY IS AUSTRALIAN TOURING CAR CHAMPION



THE FACTS ON CORTINA TUNING

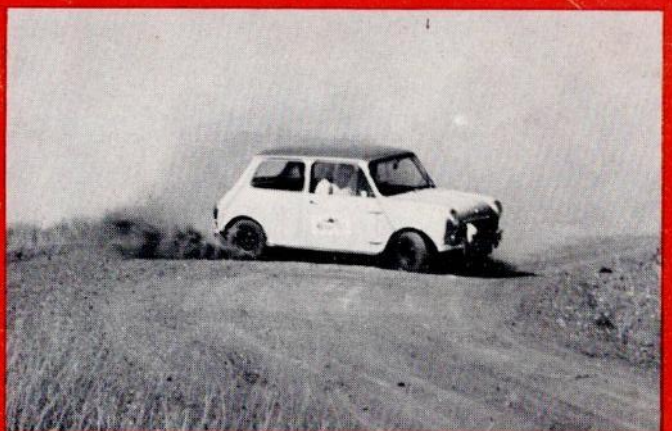
**MORE PAGES!
MORE ACTION!
NEW FEATURES!**



CRAVEN FILTER SERIES TO CUNNEEN



CHENKEN WINS AUSTRALIAN HILL CLIMB TITLE



MINI MONTE RALLY WAS AN EPIC EVENT

FERGUSON OUT AFTER "CANBERRA 500" PROTEST

AFTER a brilliant 1 to 7 rundown for VW's as provisional placings in the Canberra 500, two protests have upset the Teutonic appellation.

The first involved a route-check and was logically upheld, as the Director's intentions did not agree with his instructions.

The Stewards upheld another protest, against provisional winner, Barry Ferguson, for a breach of regulations. Ferguson had nosed his 'Beetle' into a gate hidden by swirling dust from a car he caught. He damaged his driving lights. When the meal-break came he removed one and repaired the other.

Protestor Noel Templeman reported this as "Working on car in control"—and it cost Ferguson 200 points. Pity, because many of us had had permission to work on our cars in this control; so, we understand, did Ferguson. Legally, however, this permission cannot be granted during the running of the event.

Organised by the Canberra Sporting Car Club and directed by Pat Lawless, the Canberra 500 was the first of NSW's Senior Championship events. It was a testing run.

new models. Theiler will be hard to catch.

All went fairly well until about the ninth section, over about 100 miles. Withdrawals in this area were 2 Holdens, 2 Belletts, 2 VW's, a Valiant and a Morris 850. Only three more fell out after this; a Bellett and a Colt because of time and navigational problems, and the Falcon—this argued with a pothole or something after some magnificent driving. Most retirements were the crew's fault or enthusiasm, because the trial was well directed and run.

About the meal-break in Canberra after the First Division, Leigh Moore had maintained a clean sheet, whilst Theiler was only down 2. Ferguson had lost 7 and Tanner was close behind with 9 points lost. Next best was Lionel Williams, whose Holden was 14 minutes late. However, Williams's Holden has featured in many fast trials and it later decided to retire with a broken drag link.

The furious pace made this break hectic, with many of us flat-out repairing the effects of unscheduled excursions. However, the only one reported was Ferguson.

getting longer as the field spread out. Even so, dust was hanging hazardously, masking the tight corners and sharp gullies.

Of the finishers not listed below, all went comparatively well in the latter stages. Brian Hilton was out-powered in his Castrol-lubricated Mini 850. Bill McLachlan's Cortina GT didn't seem as fast as usual but ran consistently well. Philip Murray's Cortina seems to have been lost at times. Ken Marshall pedalled an unmodified VW 1200. He went very well when it is considered how some of the machinery running is so far above standard they could leave his car well behind when comparing performance. The other finisher, Ferguson, lost only 38 time points but received the aforesaid 200-point penalty, to finish in 14th position.

Finisher or not, everyone agreed that Pat Lawless set a classic trial with ample opportunity for everyone to make an expensive mistake. They also agreed that the Canberra 500 was a "Reliability Trial"—demanding three-point reliability of car, driver and navigator.

ON TRIAL

Reports by JOHN BRYSON

Navigation was not too involved, although many crews occasionally went astray. The route was mainly west of the ACT, with early running in the North-East around Lake Bathurst. Dry, dusty conditions necessitated a five-minute interval between each of the first starters.

Intelligent use of rarely-travelled 'loops' of main roads ensured locals of safe travel when the competitors had to reach high averages in the early hours of Sunday, March 7th. Some of these roads were a bit rough, but mainly because of the speed at which they were attacked.

By Section Two a Mini 'S' and a Holden were out, whilst our Bellett was delayed—all off the road. The time was tight. Only clean-sheeters were Clyde Hodgins (Colt 1000), John Garard (Holden), Leigh Moore (VW) and Barry Ferguson (VW).

The next section was even harder, with Moore and Ferguson the only ones to make the time along with Tony Theiler in the Ford Falcon. This is one of the 'old' Ampol and Victorian trial cars and will be replaced by one of the

Heading Westwards, the last 250 miles bashed through the dusty, hilly forest country. The control officials were freezing, and the intervals between cars were

	Pts.
1. N. Templeman, N. Templeman/L. Hancock (VW 1500)	60
2. L. Moore, L. Moore/C. Plummer (VW 1500)	62
3. B. Duke, B. Duke/P. Hughes (VW 1500)	97
4. Denlo Motors, B. Haehnle/R. Denny (VW 1500)	101
5. Automotive Services, G. Crown/N. Collier (Cortina GT)	108
6. B. Laybutt, B. Laybutt/P. Meyer (VW 1500)	110
7. R. Tanner, R. Tanner/J. Sedaitis (VW 1200)	130
8. J. Murray, J. Murray/D. Johnson (Peugeot 404)	141
9. K. Hutchinson, K. Hutchinson/Elizabeth Arundel (Holden S/W)	154
10. Whelan Motors, K. Bell/B. Waldron (Bellett)	155

PROGRESS POINTS SCORE N.S.W. JUNIOR TRIALS CHAMPIONSHIP (Renault — Campbelltown — North Shore — MG)

DRIVERS			NAVIGATORS		
1. P. Cray	10-5-5-9	29	1. R. Taylor	10-5-5-9	29
2. K. Bell	9-6½-6-0	21½	2. J. Bryson	4½-0-9-10	23½
3. T. Robinson	0-0-9-10	19	3. R. Short	0-0-8-8	16
4. B. Haehnle	3-9-0-5	17	4. N. Collier	6-0-2-7	15
5. B. Hilton	0-0-8-8	16	B. Waldron	9-0-6-0	15
6. J. Martin	6-0-2-7	15	L. Adcock	0-10-0-4	14
7. J. Schwartz	0-10-0-4	14	R. Denny	0-9-0-5	14
8. M. Tynan	1-0-10-2	13	8. J. Hall	1-0-10-2	13
9. T. Hutton	0-8-0-0	8	9. J. Keaffe	3-6½-0-0	9½
M. Alexander	8-0-0-0	8	10. J. Fish	0-8-0-0	8
11. L. McLeod	0-0-7-0	7	P. Meyer	8-0-0-0	8
J. Mullins	7-0-0-0	7	12. M. Neilsen	0-0-7-0	7
13. B. Ferguson	0-6½-0-0	6½	G. Johnstone	7-0-0-0	7
14. A. Treloar	0-4-1-1	6	14. R. Selby-Wood	0-6½-0-0	6½
D. Stanning	0-3-3-0	6	15. W. Stanley	0-3-3-0	6
W. Russell	0-0-0-6	6	J. Boon	0-4-1-1	6
17. J. Nelson	4½-0-0-0	4½	C. Welch	0-0-0-6	6
L. Hill	4½-0-0-0	4½	18. B. Howland	4½-0-0-0	4½
19. J. Marks	0-0-4-0	4	19. W. Adams	0-0-4-0	4
20. M. Hearne	0-0-0-3	3	20. J. Starkey	0-0-0-3	3
21. A. Taylor	0-2-0-0	2	21. N. Morrison	2-0-0-0	2
G. Stafford	2-0-0-0	2	L. Jamieson	0-2-0-0	2
23. S. Green	0-1-0-0	1	23. R. Wilcock	0-1-0-0	1

MINIS, MINIS EVERYWHERE . . .

THE British Motor Corporation and the Shell Oil Company conducted from April 15-19 the greatest publicity stunt of all time—The Mini Monte Rally, organised and conducted by the Morris 850 and 1100 Associations of N.S.W. under the control of Director Gus Staunton, who spent no less than four months solid in the vast organisation of this event.

Story by DON SELBY

Cars eligible for the event were restricted to B.M.C. Morris 850, Cooper and "S" models of the Mini range, produced by the British Motor Corporation.

With starting points in Sydney, Brisbane, Melbourne and Adelaide, competitors could name their desired starting point, but all fields were later to converge to the rally proper at Lithgow, then on to Sydney's Warwick Farm Motor Racing Circuit.

Public interest in the event was nation-wide, with coverages on Radio, TV and Newspapers, weeks before the event started. Eventually a starting list of 89 entries was drawn from N.S.W., 27 from Melbourne, Adelaide 9 and Brisbane 42.

Eventual winner was N.S.W. Trials Champion, Barry Ferguson, accompanied by ace navigator Tony Denham. Ferguson gave a fitting introduction to the new hydroelastic suspended Mini De Luxe when he captured all driver incentive

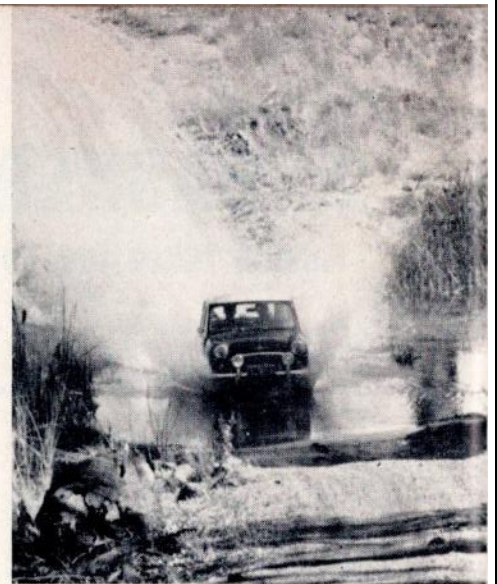
bonus points throughout the 1,000-mile tour and more than held his own in the Gymkhana on the last day. De Luxe Minis also took the next four places in the Rally.

The Start

The Corso, Manly was the starting point for N.S.W. entrants, who were flagged away by the Lord Mayor of Manly, under a most impressive array of Television and Photographers' floodlights. Melbourne cars had Peter Manton doing the starting honors from B.M.C.-Linacres at Brighton, with other states using similar procedures.

N.S.W., Brisbane and Adelaide entrants, started in clear cool weather while the Melbourneites were suffering a howling gale. Waves breaking over the sea wall at Brighton finally caused the abandonment of the starting sub-event.

All states were given easy times to



Magnificent scenery was a highlight of the Rally. This scene is on the bonus section north of Binnaway.

Don Holland-Bob Riley, myself and Peter Mulder in three A.W.A. radio equipped Minis were the cause of much confusion at the start of the rally as officials checked regulations in a bid to ban the new gimmick, but they failed. The team used these trouble free, clear reception



N.S.W. starters were flagged away by the Mayor of Manly. Director Gus Staunton (below flag) looks on as Ron Perry and Nigel Collier take off.

Troubles were far from over when the Rally stage finished. A series of Gymkhana events at Warwick Farm produced many surprises. Outright winner, Barry Ferguson, made a good showing, assisted by a good-handling De Luxe Mini.



ON TRIAL

move out of their cities in the Easter traffic.

N.S.W. Run Stage 1

Sydney-Tamworth proved more than exciting with bonus points for those who liked to gamble on their driving ability. An unused road with boulders and craters in large sizes became a 7 minute nightmare as drivers battled to get through on time for the bonus awards. Novice crews took the easy sections and they mostly clean-sheeted, while experts who failed to make the bonus sections on time, lost heavily on points.

Although route instructions were generally straightforward, many crews found themselves well off the track, such as one Sydney entrant who was determined to take the Sackville Punt across the Hawkesbury River. Despite the protestations of the ferry captain, the driver persisted, finally offered him 10/- to make the trip. Once on the other side, it was obvious that he was wrong — but the punt had returned. So for the next two hours, our intrepid crew blew the horn, yelled and flashed headlights calling for the ferry to rescue them again.

2 Way Radios

The much publicised Purnell Motors Team of Clyde Hodgins-John Bryson,

units to keep in close-contact during the three day event and give warning to following team cars of dangerous situations that could lose them valuable time.

Willow Tree became the scene of many lost cars as overtired navigators failed to read their route instructions correctly. A bonus section followed with a rather dicy dirt road thrown in for good measure. But it didn't deter many drivers, who nearly all arrived early.

The team of Charlie Ryder, Stu. Burton, and Peter Brown, lost all hope of success when their car struck a sheep near Hanging Rock, smashing their distributor and bending the shaft. After some quick repairs they were off at very high speed in an effort to regain lost time.

Stage Two took the cars through Somerton, Gilgandra, Dubbo, Bathurst, then Lithgow, with drivers and navigators now getting very tired after 27 hours of concentrated efforts. The long straight roads at low average speeds were being dreaded by drivers as it was so easy to fall asleep at the wheel unless extreme caution was taken.

The hard twisting higher speed dirt sections were welcome revivers, and we looked forward to the 6 hours rest at Lithgow.



Dirt, gravel, rocks or sand — nothing stopped the mighty Minis as they pressed on through every possible road condition. To the North it was heat and dust, South ice and snow.

Melbourne-Adelaide Starters

Adelaide competitors started their run in fine weather. From the Adelaide Motors Sales Service Division of B.M.C. cars travelled through Elizabeth and along the Gawler Highway on a time allowed series of average speed sections to Morgan, then taking the inland road to avoid punts. Renmark was their first stop.

They then crossed over the plains into Hay. Adelaide Motors entry retired in this section after hitting a very large Kangaroo. This section completed a straight run of 300 miles including bonus points which very few collected.

Travelling on through Darlington, Wagga, Junee and Cowra, driver award points were offered on unmapped roads via the Old Mount MacDonald Road to Woodstock. The return to Kennies Lane joined cars up with the Victorian section of the Rally. Many lost their way in this section and only one driver gained bonus points. The field then continued onto Bathurst and Lithgow.

Melbourne cars were flagged away in blinding rain and hail as a fierce storm lashed the city. All entrants reached Healesville safely but had to decide on a time section with plenty of hazards to reach Alexandria via Black Spur in a reasonable time. Cars then travelled onto Wangaratta and Wodonga, then off to Khancoban for the end of stage 1.

Khancoban to Thredbo with snow on the ground put drivers to the test with stones 7 to 8 inches high, rock slides and wet muddy roads down the treacherous alpine Mountains. Only one driver came through this section on time, in actual fact he arrived early. It was the Kellow-Falkiner Car and after taking the fastest time allowed, arrived 10 minutes early.

Tasmanian crew, Terry Burns and Bob McCulloch had probably the most eventful time. After damaging their car only five days before the Rally, they managed to make the start only to run over the edge of Dead Horse Gap. Fol-

lowing cars hauled them back on the road and they continued. The final section from Katoomba to Sydney saw them retire, however, when their much repaired radiator gave up the struggle.

Cooma, Canberra, Yass and onto Goulburn, Bathurst and Lithgow brought much of the field together.

Queenslanders — A Need for More Trials

The Queensland field had the opportunity of travelling dirt roads and bonus sections included or completed sealed roads with no bonus points to be gained.

Drivers, after passing through Warwick, Glen Innes and Macksville, took a self-nominated average speed section to Telegraph Point thence Taree and a choice of a sealed road to Buladelah or a dirt road driver-award section to Forster. Following on down to Denman via Sandy Hollow, drivers had to pass through an old railway tunnel $\frac{1}{2}$ mile in length, which many entrants considered very frightening.

Two hours of dirt road driving which followed, caused a considerable number of competitors to get completely lost, which is possibly due to the fact that trials are not very common in Queensland over dirt roads. Once again a very tired field travelled via Mudgee into Lithgow where drivers from all States took six hours rest period.

A New Day

Saturday morning 7 a.m., saw nearly 400 drivers, navigators and officials rise to a clear sunny day. 8 a.m. and the first car was away on the last leg of the journey to Sydney, cars would follow in 2 min. intervals for nearly six hours. Catalina Racing Circuit was the next stop, after the Hartley section was eliminated because of unpassable roads and fallen trees. Drivers had to average 34 m.p.h. around the circuit which included 2 secret control check points—indeed a trap for the unwary. After some fast navigational sections around Camden, an easy run to Warwick Farm was countered.

7,000 Spectators Watch Final Day

An estimated 7,000 spectators viewed the Gymkhana events held on the Sunday at Warwick Farm. Stu. Burton and Peter Brown driving a Mini Cooper gave a display of driving equal to that of B.M.C.'s imported works drivers, Paddy Hopkirk and John Fitzpatrick. Gymkhana type events were the downfall of many drivers and will no doubt be well practised for next year's event.

RESULTS

	Points
1. B. Ferguson, B. Ferguson/A. Denham (N.S.W.)	+42
2. Vaughan & Lane P/L. P. Cray/S. Halloran (N.S.W.)	—50
3. Vaughan & Lane P/L. Lynn Keffe/J. Keffe (N.S.W.)	—106
4. Purnell Motors P/L. G. Stafford/N. Morrison (N.S.W.)	—110
5. Purnell Motors P/L. D. Selby/P. Mulder (N.S.W.)	—221
6. Vaughan & Lane P/L. R. Selby-Wood/L. Adcock (N.S.W.)	—229
7. Keswick Motors (Adelaide). W. Potter/ J. Lock (S.A.)	—233
8. K. D. McCallum P/L. D. Gregory/B. Gregory (N.S.W.)	—258
9. Racing Car News. A. Davis/M. Stahl (N.S.W.)	—309
10. K. D. McCallum P/L. N. Woodley/H. Woodley (N.S.W.)	—335

SPEED PILOT IS BIG ASSET

WITH the revival of around Australia trials and the increased support from motor trade organisations towards open road events, serious thought is being given by leading crews to more and better navigational equipment in an effort to out-smart the other competitor, as well as make the task easier for themselves.

One such piece of equipment recently released in Australia is the Halda Speedpilot MK V. This instrument is the world's most widely used computer of time, distance and speed, and earlier models have been in local competition for some years.

In fact, 17 of the first 20 outright placings in the 1964 Ampol Trial were equipped with Speedpilots of various Mark.

In simple form the instrument consists of a clock, mileage recorder and the Pilot computer, and virtually takes over the navigator's job of converting distance and preset average speed into time.

It gives "Pilot-time" compared to elapsed time and separately registers a total distance covered, all a navigator need do at the start of a section is set the desired average speed on the speed dial, zero the odometer and set the Pilot hand to coincide with the minute at the time of departure.

So long as the driver keeps the desired average speed, the Pilot hand and the minute hand of the clock will stay together. Should the Pilot hand fall behind or advance in front of the minute hand, the exact minutes behind or ahead of average speed can be instantly read.

The Swedish manufacturers claim the Mk V Speedpilot has reached its ultimate stage of development with many new features over previous models. The Mk V has parallax-free indicating hands for more accurate readings, and a manual device for adding distance to the odometer which in turn automatically corrects the Pilot-time correspondingly.

There is also a new "off" switch that completely disengages the instrument for everyday motoring, this can also be employed in competition should an erroneous turn be made.

Installation and adjustment of the Speedpilot is a simple matter, and it can be transferred from one make of car to another with only the T-gear at the speedometer head being replaced should their speedo threads vary in size.

In conclusion, we found the Halda Speedpilot permits relaxed, accurate time and distance navigation, and allows the overworked navigator more time to deal with maps, instructions and other important functions.

Business people who travel great distances by car would also be benefited, as the Pilot will guide you to your destination on time and at a comfortable speed.

The price, complete with fittings, is £38.

Shoalhaven Sojourn

Final Results

ENTRY LIST - THE SHOALHAVEN SOJOURN - 28.02.26

No.	Cat.	Driver - Navigator	Entered Vehicle
1	M	BRUCE MILLER - ANDREW TAURINS	1972 FORD CAPRI V6 GT
2	M	ROB PANETTA - ALAN WALKER	1972 ALFA 2000 VELOCE
3	M	JOHN COOPER - ROSS WARNER	1971 FORD ESCORT
4	M	DAVID SHAW - RAY ARTHURS	1993 MAZDA MX5
8	A	MICHAEL BRANDT - MARINA THIVEDS	1996 BMW M3
9	A	PETER REED - MEGAN LAVENDER	1999 VOLVO C70
10	A	BOB MOREY - TERESA MOREY	2006 HOLDEN RODEO
11	A	GEOFF BOTT - JOHN BOTT	1992 JAGUAR XJS
12	A	MURRAY BAKER - NIKKI BAKER	1990 PORSCHE 944 SE
14	T	GLENN EVANS - JEN NAVIN	1989 PORSCHE 928 GT
15	T	MERZY MODI - KAINAAZ VARIAVA	2005 SUBARU WRX
16	T	STEVE MAHER - (JULIAN PORTELLI)	1973 LEYLAND P76
17	T	TONY SOUTH - TED NORMAN	1970 FORD ESCORT
18	T	DENNIS OSTE - JOHN LEARSON	2008 LAND ROVER DISCOVERY
19	T	MICHAEL MALGO - GEOFF HEMPSALL	1969 LOTUS ELAN
20	T	BERNARD CORBETT - MADELON CORBETT	2018 SUBARU OUTBACK
21	T	ROBERT CLARE - MANDY FERREIRA	1985 MERCEDES 380 SEC
22	T	STRAT MAIRS - EDDY FURLONG	1990 MERCEDES 560 SEC
23	T	LES PAYNE - DIANNE RANKINE	1978 PEUGEOT 504 <small>SPRITE CLUB</small>
24	T	JOHN CROFT - GARY WATTERSON	1985 COMMODORE VK
25	T	JON MANSELL - (BANG-ON MANSELL)	1998 NISSAN PULSAR
26	T	CHRIS McDONALD - (ROGER BORTFIELD)	2022 ALFA STELVIO VELOCE
27	T	WAYNE BRIGHTON - JOY WILLIAMS	1972 MGB
28	T	STEVEN DAVIS - ROCHELLE PRATTLEY	1992 SUBARU LIBERTY
29	T	BRIAN DOYLE - LOUISE D'ARCENS	2007 VOLKSWAGEN GOLF GTI
30	T	TIM YATES - GREG YATES	2004 MAZDA MX5
31	T	SHANEEN DHONDY - NINA DHONDY	2001 SUBARU WRX
32	T	ANTHONY OSTE - (JOSH FOREMAN)	2005 HOLDEN COMMODORE
33	T	CHRIS REID - THERESE POSTMA	1962 ALVIS TD21

DIVISION 1 - MASTERS and APPRENTICES

CAR NO.	VRC AND PASSAGE CONTROL PENALTIES											QUESTION PENALTIES	OTHER PENALTIES LATE TIME	PENALTIES THIS DIV.	TOTAL PENALTIES	POS'N
	MB	TV	RZ	7N	PE	PC.1	A6	PC.2	RW	F2	VRC BOARD ON WRONG ROUTE					
1	12			12	12	30		30	12	12			154		274	
2													11	60	71	
3													11	60	71	
4		12	12					30	12				44		110	
8												15	11		26	
9													33		33	
10													11		11	
11		12											11		23	
12		12		12				30	12				55		121	

DIVISION 2 - MASTERS and APPRENTICES

CAR NO.	VRC AND PASSAGE CONTROL PENALTIES													QUESTION PENALTIES	OTHER PENALTIES LATE TIME I.R.	PENALTIES THIS DIV.	TOTAL PENALTIES	POS'N		
	A8	RU	E8	ET	XE	GE	T4	6E	PC.3	4V	H7	PC.4	CB						GT	VRC BOARD ON WRONG ROUTE
1					12	12				12		30	12	12	30	33		153	427	4
2												30						30	101	1st
3										12	30	12	12			77		143	214	2nd
4		12								15	30	12	12		15	66	60	222	332	3rd
8																		0	26	1st
9										12	25	12	12			66		127	160	4
10																	50	50	61	2nd
11															15	33		48	71	3rd
12										12	25					33		70	191	5

DIVISION 1 - TOUR

PAGE 1 OF 2

CAR NO.	VRC AND PASSAGE CONTROL PENALTIES										QUESTION PENALTIES	OTHER PENALTIES	PENALTIES THIS DIV.	TOTAL PENALTIES	POS'N	
	MB	TV	TN	PE	PC.1	AG	PC.2	GA	F2							
14											33		33			
15		12									33		45			
16											110		110			
17											11		11			
18		12	12								33		57			
19											22		22			
20											22		22			
21								12			22		34			
22								12			22		34			
23		12	12								44		68			
24	D.N.F.												-			
25											33		33			
26											22		22			
27									12		55		67			
28											22		22			

DIVISION 2 - TOUR

PAGE 1 OF 2

CAR NO.	VRC AND PASSAGE CONTROL PENALTIES													QUESTION PENALTIES	OTHER PENALTIES	PENALTIES THIS DIV.	TOTAL PENALTIES	POS'N		
	AB	RU	EB	ET	H9	GE	T4	6E	4V	PC.3	4V	H7	PC.4						CB	GT
14																23		23	56	
15																11		11	56	
16												12				48		60	170	
17																		0	11	2nd
18																		0	57	
19								12										12	34	
20																		0	22	= 3rd
21																11		11	45	
22																		0	34	
23							12			12				12		192		228	296	
24	D.N.F.															-				
25																11		11	44	
26																		0	22	= 3rd
27																6		6	73	
28																6		6	28	

DIVISION 2 - TOUR

PAGE 2 OF 2

CAR NO.	VRC AND PASSAGE CONTROL PENALTIES													QUESTION PENALTIES	OTHER PENALTIES	PENALTIES THIS DIV.	TOTAL PENALTIES	POS'N		
	AB	RU	EB	ET	H9	GE	T4	6E	4V	PC.3	4V	H7	PC.4						CB	GT
29												12				11		23	56	
30																6		6	39	
31	D.N.S.															-				
32																		0	0	1st
33																11		11	99	

Classic Rally Club Inc.
Minutes of the March General Meeting
Held at the Canada Bay Club on 24 March 2026

Present:	Alan Walker	President
	Geoff Bott (via Zoom)	Committee Member
	John Cooper	CMC Delegate
	Ron Cooper	Committee Member
	Gerry Both	
	Garth Bransgrove	
	Chris McDonald	Editor
	Bob Morey (via Zoom)	
	Tony Norman	
	Robbie Panetta	
	Andrew Taurins (via Zoom)	
	Lindsay Trevitt	
	Ross Warner	
	Stephen Wells	
	Tony Wise	
	Greg Yates	
	Glenn Evans	Secretary
Apologies:	Peter Reed	Treasurer
	Murray Baker	
	Nikki Baker	
	Mike Batten	
	Wendy Cooper	
	Bernard Corbett	
	Madelon Corbett	
	Edul Dhondy	
	John Henderson	
	Andrew Inglis	
	Megan Lavender	
	Lui MacLennan	
	Tim McGrath	
	Paul Morton	
	Garth Taylor	
	Lauren Walker	
	Karen Yates	

Item 1: Opening

The President opened the meeting at 7:35pm.

Item 2: President's Report

The President reported that Adrian Walmsley passed away on 6 March and that his funeral was attended by several members.

The Sheep Station Rally was to have been run this weekend but has been cancelled due to the shortage of fuel in some rural areas along the route. The President thanked Jon and Tina Mansell for all the hard work they have put into the event. AROCA also has cancelled a lunch run. The Club will assess the fuel situation and decide, nearer to the date whether to proceed with the Canowindra Reliability Trial, scheduled for the end of May.

Item 3: Secretary's Report

The Secretary reported that the Club has received an invitation from the NSW Rally Legends Association to attend the presentation of its 2025 awards on Tuesday 28 April. Attendees will be invited to contribute stories about any of the award recipients during the function. Contact the Secretary for details.

The Secretary reported that he had uploaded the details of all the current members to the RevSport system. He had notified members prior to doing this to expect to receive an email inviting them to log in to the system but this did not happen, as would have been the case if each member had been added manually. Several members subsequently tried to log in, using the forgotten password option, but only one advised that he had been able to do so, after several attempts. The Secretary apologised for the confusion. Currently, logging into the system allows a member only to amend their own details. The committee is working on utilising the system for other functions, such as event entries. This will require event directors to utilise the system rather than paper forms. Entries via the system would only apply to CRC-run events, not those staged by Drivetek Motorsports or AROCA.

The HVP Registrar stated that the HVP Register needs to be on a website that the committee can access, not just on his PC. The system does not appear to offer the facility for a separate register such as this. At the moment, fields have been created to store vehicle information for each member but this would be suitable for pre-filling vehicle details on an entry form, rather than a register controlled by the HVP Registrar. The President advised that the committee is continuing to explore the functionality of the system and applying it to improving the management of the Club.

Item 4: Treasurer's Report

The Treasurer's March report was presented to the meeting (and is attached to these minutes). The Club is about \$8,000 in surplus for the financial year, thanks mainly to the surplus from the Alpine Classic. The Shoalhaven Shuffle is \$93 in surplus but the cost of trophies is yet to be added.

Item 5: Membership Secretary's Report

The Club currently has 323 members, including 17 who have not yet renewed for 2026. We have gained one addition to a Family; a Family of two who have rejoined.

Item 6: HVP Report

The HVP Registrar reported that the Club currently has 78 cars in the HVP Scheme and five in the Classic Vehicle Scheme. He noted the additions and deletions and advised that Greg Yates' recent purchase of a Mercedes 500SL brings his total up to six. He now has one more car on club plated than Peter Thomson, who has sold his Landrover Perentie.

The HVP Registrar read out a letter from Transport for NSW about clubs complying with HVS requirements. He advised that Transport for NSW has conducted inspections of cars from several clubs and found a number with defects, some unsafe to drive and some which were ineligible to be in the Historic Vehicle Scheme. The Registrar stated that the CRC tries to ensure compliance with T for NSW requirements, including through the annual declaration required of members with cars on club plates.

Item 7: Past Events

The President praised the Shoalhaven Sojourn, held on 28 February, and thanked Tony Norman for an excellent event. He said that he had received good feedback from the field of participants. Tony Norman thanked the event

officials: Paul Morton, John Young, Brian and Michele Madigan, Len Zech and Jacky Walker. Tony spoke further about the event and positive feedback about it was given by Geoff Bott and other attendees.

Item 8: Future Events

The Canowindra Reliability Trial is scheduled to run on 23 and 24 May. As the President stated in his report, the Club and Drivetek Motorsport will assess the fuel availability situation nearer the date and decide whether the event will run.

The President stated that, hopefully, the situation will have stabilised in time for the 25th running of the AROCA Tour d'Course in late June. Tony Wise advised the arrangements for the event: the start and finish will be in Tahmoor and lunch will be at the Bargo Italian Restaurant.

The President/acting Events Secretary then outlined each event in the calendar.

Item 7: CMC Delegate Report

The CMC Delegate confirmed that the CRC has secured its preferred display location for the Shannons Display Day on 16 August. There has been nothing further to report since the last CMC meeting. The next meeting is next week.

Item 8: General Business

John Cooper read the citation for the Life Membership of Tony Wise and presented the Life Membership medallion to him. The President stated that he often had navigated for Tony in events and thanked him for his mentorship over many years.

John Cooper spoke about Adrian Walmsley's life, his professional and motorsport experience and his service of more than 12 years as Treasurer of the Club. Ron Cooper read a brief eulogy from the order of service for Adrian's funeral. Ron Cooper read three of Adrian's past jokes to the meeting.

Ron Cooper advised that Motorsport Australia is calling for people to serve on its State Council and panels. He stated that our type of motorsport needs to be represented in these forums.

Item 9: Closure

The President closed the meeting at 9:20pm. He thanked attendees including those on Zoom.

Alan Walker
President

Glenn Evans
Secretary

Treasurer's Report March 2026

Mar-26	CRC 1st July 2025 to	19/02/2026	Change
Balance Sheet	30/06/2025		
Bank Account	\$ 15,057.48	\$ 24,501.21	\$ 9,443.73
Term Deposit - exp 4/26	\$ 32,780.09	\$ 32,780.09	\$ -
Term Deposit - exp 9/25	\$ 36,564.90	\$ 38,210.33	\$ 1,645.43
	\$ 84,402.47	\$ 95,491.63	\$ 11,089.16

Profit and Loss	Income	Expense	Net	
Membership	\$ 9,580.00	-\$ 589.60	\$ 8,990.40	
HVP	\$ 875.00	\$ -	\$ 875.00	
	\$ 10,455.00	-\$ 589.60	\$ 9,865.40	\$ 9,865.40

Events				
Hidden Gems Tour	\$ 355.00	\$ -	\$ 355.00	
IOM Trophies		-\$ 448.60	-\$ 448.60	
Alpine 2025	\$ 18,375.00	-\$ 10,990.51	\$ 7,384.49	
Shoalhaven 2026	\$ 3,825.00	-\$ 3,731.91	\$ 93.09	
MA Overpayment		-\$ 263.00		
	\$ 22,555.00	-\$ 15,434.02	\$ 7,120.98	\$ 7,120.98

Other				
Alpine Raffle			\$ -	
Donations			\$ -	
Admin		-\$ 7,542.65	-\$ 7,542.65	
Term deposit	\$ 1,645.43		\$ 1,645.43	
	\$ 1,645.43	-\$ 7,542.65	-\$ 5,897.22	-\$ 5,897.22
Total Income and Expense	\$ 34,655.43	-\$ 23,566.27	\$ 11,089.16	\$ 11,089.16

Expenses/Admin	
Trophies	
Canada Bay Club	-\$ 1,200.00
Zoom	
Flowers Carol Both	-\$ 163.00
Website/Domain Name	-\$ 77.77
Fair Trading	-\$ 57.00
Newsletter	
Xmas Party	-\$ 2,371.25
Insurance	-\$ 559.63
Council Motor Clubs	-\$ 210.00
Shannons Day	-\$ 360.00
MA Affiliation	-\$ 1,850.00
RevSport	-\$ 605.00
Youtube Marketing	
Webcam	-\$ 89.00
Flickr/WIX (alpine)	
TOTAL ADMIN	-\$ 7,542.65

CRC CHAMPIONSHIP POINT SCORE 2026

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

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

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

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 25 TH 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 60 th 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.