

Dates to remember

Next meeting July 22

Magazine deadline August 19

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



**Tour d'Course Masters 1<sup>st</sup> place – David Shaw and Ray Arthurs – Car 2**

Turn the page to read about;

- President's Report
- Sheep Station Flyer
- Alpine Classic Accommodation info
- Why are Entry Fees so Expensive?
- Tour d'Course – Alan Walker
- Tour d'Course – Ray and Dave
- Tour d'Course – Andrew Taurins
- Tour d'Course – Director's Cut
- Tour d'Course – Results
- Tour d'Course – Photo Gallery - Andrew Inglis
- Say G'Day Road Trip – John Cooper
- Minutes of General Meeting June 25
- Championship Point Score
- CRC Event Calendar
- Conditional Registration Instructions

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

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The Classic Rally Club Inc.



The Secretary,

P.O. Box 150,

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Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at the Canada Bay Club, 8 William Street, Fivedock.

The opinions and advice provided in this newsletter do not necessarily represent those of the Classic Rally Club Inc. and its officers. No responsibility will be accepted for the opinions, advice and directions contained in this newsletter. Readers should rely on their own enquiries and make their own decisions.



## JULY PRESIDENT'S REPORT

The Hidden Gems tour is the flavour of the month this July. Glenda and Warren have put

together a fantastic weekend away ( 19/20<sup>th</sup> ) and both Lauren and I are certainly looking forward to it.

The weekend will be loaded with a beautiful drive and plenty of time for a social catch up with many other club members. Having not competed in a 'Tour' for quite some time may have us on our toes, but we're sure that the relaxed style of the event will be a very welcome change, and a great way to curtail the end of school holidays.

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

We have also been given all of the info you need for the upcoming Sheep Station event on Sunday 14<sup>th</sup> September. Again directed by Jon Mansell, the 2025 installment will cover approximately 350km Starting in Goulburn with a lunch stop at Dalton, and then a return leg back to Goulburn.

A great option is to head down to Goulburn for a Saturday night social catch up with some fellow entrants. All details are out and well worth a look.

So if you missed out on the Tour d'Course, the remaining half of 2025 still has some great chances to wash the dust off and blow the cobwebs out of your beloved vehicle – and get it out on the open road – where it should be! Team up with your preferred partner in crime to enjoy the perfect chance for a social catchup and of course some really great drives.

A great way to catch up with fellow members is to attend the upcoming club night on the 22<sup>th</sup> July at The Canada Bay Club – Five Dock.

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

So drop the editor a message [crc.editor@classicrallyclub.com.au](mailto:crc.editor@classicrallyclub.com.au)

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

Alan Walker

CRC President







## ***Sheep Station Reliability Trial*** ***Sunday 14<sup>th</sup> September 2025***

Get ready for a day of competitive fun at this year's

### **Sheep Station Reliability Trial!**

We're back! Better than ever with a timed, navigational event that promises to thrill and excite.

Our **2025** event is set to be an unforgettable day of exhilarating driving and breathtaking scenery throughout the **Goulburn & the surrounding Southern Tablelands**. Covering **350 kilometres**, that offer a perfect blend of challenging roads and stunning views, including **70 kilometres** of fabulous, unsealed road sections.

The day kicks off in **Goulburn**, where teams will embark on a thrilling **350-kilometer** loop of competitive stages, stopping in Dalton for an amazing lunch before ending back in Goulburn for some light refreshments, finger food, some socializing, and well-deserved rest.

Join us on **Saturday evening** for the main sign-on, giving competitors extra time to dive into the pre-event information. Enjoy dinner with fellow teams (at your own expense) and soak in the vibrant atmosphere before the real action begins on Sunday morning.

For those who need it, there will be an additional sign-on early Sunday morning.

Our navigation style remains straightforward and easy to follow, ensuring you stay on the move at all times. This year, we have **three classes of navigation** with varying levels of difficulty to suit everyone.

*Sheep Station Reliability Trial*



### **Classes:**

- **Pro:** Full mapped with route instructions, perfect for CRC Masters and Apprentice crews.
- **Pro-Am:** A mix of route charted instructions with simple mapped sections, perfect for CRC Apprentice and ideal for those learning CRC Apprentice level as well as crews stepping up from CRC Competition Tour.
- **Sport:** Fully route charted with additional direction tulips, great for CRC Competition Tour category and newcomers to this type of event.

We welcome almost all legally road-registered vehicles, with no preference for modern or classic cars. This year, we're excited to accept electric vehicles for the first time, and there will be a trophy for the highest-placed classic car and EV car.

EV's be advised that the route has limited re-charge points along the way with only 1 or 2 nearby at lunchtime

No special licenses are required, just a current civil driver's license for those that will be getting behind the wheel.

All information is on our website:

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

For any questions reach out to us at:

[southerncrossreliabilitytrial@gmail.com](mailto:southerncrossreliabilitytrial@gmail.com)

If you have competed with us previously, keep an eye on your emails

***Entries open 7<sup>th</sup> July 2025***

Regards

***Jon Mansell – Event Director***

# 2025 ALPINE CLASSIC

With the Alpine Classic looming on the horizon, NOW is the time to get your accommodation booked.

The 2025 event starts at Lithgow ( 18<sup>th</sup> Oct ) , with an overnight stop in Orange ( 19<sup>th</sup> Oct ) .

So it is important to get yourselves organised and make sure you have a place to stay.

As many of you know, a fairly large majority do opt to venture up to Lithgow on the Friday afternoon and enjoy a nice dinner and a social evening with fellow members.

Our base for Friday night in Lithgow is the

**Zig Zag Motel**  
70 Chifley Rd, Lithgow 2790  
02 6352 2477

Also best to make a booking for their onsite restaurant too, '**FRANKIES**' has plenty of options for dinner and a fantastic way to really kick off the weekend and get into the spirit of the 25<sup>th</sup> running of the Alpine Classic.

**Orange** is the location for the Saturday night, with dinner being held at the Orange City Bowling club. There are several options for accommodation in Orange and we have noted some options that are best to call direct – don't just rely on the online options.

Remember the Sheep Station trail is being held on the 14<sup>th</sup> of September and a perfect way to have a fantastic 'shakedown' run before the two day Alpine.

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

**We are really looking forward to having as many of you as possible along to enjoy the 25<sup>th</sup> running of the Alpine Classic.**

## Why are entry fees so expensive?

One of the biggest complaints currently and in recent years has been the increased cost of entry fees. Anyone that has organised an event in recent years can tell you that there is little to no profit in most events these days and although we are all hurting from cost of living pressures, our rally and trial events cannot continue to be run at a loss.

I know that some of you will not agree with my views of the situation but you have to agree that increases in everything are inevitable.

To simplify event financials for everyone to get an understanding, I have looked at this from a then and now stand point. So here we go.....

I did my first CRC event back in 2011. It was a Tony Norman event around the Southern Highlands and the entry fee was \$90.00. I followed this up with the Tour 'd Course which had an entry fee of \$120.00 or \$125.00. The following year I did my first Alpine Classic which had an entry fee of about \$450.00 if I remember correctly.

We are talking 14 years ago now so let's look at what other costs were like at that time. Fuel was about \$1.35 per litre and a big mack was \$4.45 a can of coke was \$1.50 and a house in Western Sydney would set you back roughly \$400,000.

Our entry fees remained without increases up to Covid in 2019. Once events re-started after the first lockdown there was a lot of entrants that didn't return to competition for various reasons. At this time, CRC decided to hold event entries down to the previous levels to help competitors and in the hopes to bring people back to competition. This meant that many events would run at a loss and the club would and did absorb the losses.

Since then, many events have run at a loss with Alpine not showing a profit until the 2024 event which still only had an entry fee of around \$500.00. Also take into account that this event was unable to afford to have all the officials necessary to run it which meant extra duties for some and some clever control systems organised. The 2024 Southern Cross Reliability Trial got a lot of

complaints as the entry fee was \$550.00. The 2024 event did run at a loss. Note this is only an increase of \$100.00 in 12 years from the 2 day Alpine Classic entry fee or \$8.33 per year to cover the increasing costs. To add to this, Tony Normans last event was only \$90.00 entry and Tour 'd Course in 2024 was an entry fee of \$125.00. Both events lost money.

Step into 2025 and it's impossible to set and organise events at the previous pricing. AROCA and CRC even with their clubs resources and bank balances behind them cannot continually host events at a loss and for myself I cannot afford to run any events at a loss as I don't have a club's bank balance to fall back on.

The costs to put an event together have increased rapidly in the last 12-18 months with event planning and set up costs going through the roof especially for a 2 day event. Officials accommodation has almost doubled in the last two years with most events needing 3 to 6 rooms for officials depending on the size of the event. Now add trophy costs which have almost tripled in recent years. Then there is printing costs as some of us don't get maps etc printed for free, permit fees that have doubled in recent years and the list goes on.

One of the obvious costs is lunches. Tony Norman used public schools for inexpensive easy lunches however, these days many schools do not want the logistics etc of organising this anymore as volunteers are also difficult for them to find. Lunches now set an event back around \$30 - \$60 per person which is another big chunk out of each entry fee.

Looking at what things cost today, fuel is about \$2.26 per litre, a big mack is \$8.95 or more at some locations, a can of coke is \$4.75 or more and a house in Western Sydney will now set you back roughly \$1.1million.

Speaking with Martin Leaver recently, he advised me that he had some complaints about the \$160.00 entry fee for the recent Tour 'd Course. However even with this pricing and a good size

field of 35 entries, this event still ran at a considerable loss.

Taking into account the increases listed above for fuel, coke, big mack's and housing, if our entry fees increased by similar amounts our event fees should be something like, over \$190 for a Tony Norman event, \$250 or more for Tour 'd Course, Sheep Station event at \$220.00 or more and Alpine Classic a mighty \$900 or more. There are actually events out there that run similar to ours and cost over \$900 per day and they get quite large fields.

In all honesty, with the current pricing our events and the CRC championship are unsustainable with AROCA's 2025 event running at a loss and the Sheep Station event set to make a profit of less than \$5.00 per entry with an entry fee of \$160.00 per crew. I wonder how the numbers will stack up for Alpine this year.

As competitors, I know that you all want as much as possible for as little as possible. That's totally understandable but we all must look at the current costs of putting on an event and also consider the additional items in events these days such as, no competition licences, easier scrutineering, driver

revivers, decent lunches, better road variety and scenery, new areas, easier to read instructions and more. None of these were available 10 years ago and our sport must keep evolving so it can re-start its growth.

What this all comes down to is do you wish to have these events around in 3-5 years? If your answer is yes, then the obvious thing is that entry fees must go up and the pricing of 2011 cannot be held as the yard stick any longer. For 2025 a single day event should be priced at \$170.00 or higher and a 2 day event around \$575 - \$600 with increases each calendar year so that event directors and car clubs no longer have to run events at a loss.

I know that this article will attract some discussion and points of view will differ. As long as the conversation is polite and constructive then that can only be a positive for our sport.

I look forward to seeing you all at the up coming Sheep Station Reliability Trial in September. Information elsewhere in this magazine

**Regards**

***Jon Mansell***



## 2025 Tour d'Course

### Event remarks by Alan Walker

With a mid June date – the Tour d'Course has the chance of a beautiful winter's day, all but a little crisp on occasion. This year's event was no exception, a cool crisp morning had crews arriving in Mittagong for a hot beverage and a chat before the event got under way. Several crews stayed the previous evening, and the overnight low had many of the cars covered in a healthy layer of frost and ice! Of note was the fact that Tony Wise finally had a use for the windscreen scraper (that has of course and Alfa Club logo on it!) to be put to good use to clear the screens for what was to unfold to be a beautiful winters day in the Southern Highlands.

Martin Leaver as Director and his trusty crew of helpers led by Andrew Inglis, had a day of fun for all to enjoy. With drivers briefing done and dusted the crews eager to get underway .... or just didn't want to stand out in the cold too much longer, had instructions in hand and attempting to get the vast array of classic cars and their heaters blowing in preparation for the beginning of the day's drive.

It was absolutely fantastic to see so many of the 'classic' cars out for a run, the vibrancy of not only the colours of the paintwork but the character of each vehicle really makes the event just that little bit more special.

This time round Edul and I were to take on the day in his brilliant bright yellow Mini Leyland, resplendent in a brand new coat of paint. It is certainly a different experience from being in his WRX, but with just a slightly bumpier ride. However, the added enjoyment of being in a motoring icon – again adds to the enjoyment that these events have to offer.

Overall the event, as far as roads, and choice of the route – along with the instructions (we were in the Masters category) we all top notch. You always get the chatter that 'oh the southern highlands again' ..... but with the challenging instructions, yet another venue for lunch, a beautiful day, a classic

car with mate in toe – well what can you say, it really is pretty hard to beat!

Lunch was in the form of buffet style and was hosted at Milton House. A wonderful estate that dates well back into the early beginnings of the area. The reddish brown gravel drive had almost every colour of classic imaginable parked along its edge. With all 35 entries (70 plus extras) inside for a great tasting and filling recharge before a short afternoon run to finish in a timely manner back at Mittagong.

It certain is a credit to Martin that he not only took on the Ire of Man earlier this year but also put the effort into the Tour d'Course as well. I found the event a fantastic day out, a great social catch up with many I hadn't seen in a while all wrapped up with a great drive and just the right amount of challenge to keep you on your toes. And yes of course Martin managed to get one over on us in a couple of sections, but that is part of the game.

A massive congratulations the David Shaw and Ray Arthurs for the win in Masters. It is fantastic to see all of the teams, not just in Masters but in Apprentices and the Tour all in the hunt for a win in the 'competition' element to the event.

But best of all, those in attendance just to Enjoy the Drive with no need to worry about questions, had the opportunity to enjoy everything some of the beautiful parts of the Southern highlands has to offer.

A great event and an enjoyable day out, thanks all again to the organisers, but thank you to all those who ventured out to enjoy another wonderful AROCA / CRC event.

Looking forward to seeing you all at the next one!



## Tour d'Course 2025

Sunday 22nd June was a cool morning in Mittagong located in Southern Highlands. We were met by Martin outside the RSL club waiting for the sun to warm us up, all checked in and time for a hot coffee. Dave and I looked at the entry list, five Masters; Warner, Walker, Duff and Mike Stephenson our usual adversaries, "ok I guess fifth place would still be fine." After walking out of the club to drivers briefing we noticed a layer of ice had appeared on the windscreens of the cars parked in the shadow of the club, we couldn't wait to get in the car with the heater.

Once we grabbed our instructions and into the office we went (the car) to plot our course, I had misplaced my old favourite Rally Roamer. I thought I found Martin's first trick, the rally roamer didn't align with the grid so I tore off the scale and used that instead. It all looked straight forward so off we headed north to Aylmerton and Colo Vale then looped back towards Mittagong. So we were set multiple instructions to complete between VIAs all the questions came up and all looked good. I sent Dave on a recon only having to double back before heading to Bundanoon; more VRCs and questions all still looking good. We passed some Masters coming out of different roads around Bundanoon... although we still felt confident in our route. So we headed to lunch at the Historical Milton Park and surprising to us made it within the allocated lunch time. Usually lunch is over when Dave and I turn up, so it was a nice change to sit down for a hot lunch with time to spare.

New instructions were provided after lunch only to realise I had been reading the rally roamer upside down since the morning, now on the correct scale

it lines up with the grid. We set off with the Unorthodox Herringbone and spent a lot of time trying to figure it out but couldn't grasp the whole herringbone. The question was in 6km so I sent Dave on another recon only to be overtaken by another competitor, they had the same idea as us and the answer was on cue. We then headed off to Wildes Meadow then back to the Illawarra Hwy sending us in the wrong direction, only to see Rob and Ross heading back; as the answer didn't appear when expected so we followed the 105 back down the road to the hwy. They went one way and we went the other; east to Robertson then Mount Murray. The roads were great as our little MX5 ate up the roads as we made our way through Glenquarry and back to Mittagong. At this point Dave looked down and noticed the tripmeter had turned off, we powered it back up and with all the confusion I couldn't find the last answer, so we plotted our way to avoid opposing rally traffic taking us back into the club car park. We guessed it was only one question missed to add to how many maybe wrong/missed VRCs we may have acquired.

Only to be surprised with a message the following week from Martin to tell us we made first place!

I guess you never know how well you're truly going until your final results.

Thanks again for a great event Martin and crew; and special thanks for the cryptic questions!

**Ray and Dave**



## AROCA Tour d'Course, 22<sup>nd</sup> June 2025

Southern Highlands: ✓ Classic cars including numerous Alfa Romeos: ✓ Good food: ✓ Good company: ✓ Interesting navigational challenges: ✓ I ask, what more do you need?

35 starters for this annual event including 5 masters, 7 apprentices and 23 tour crews, with the new pairing of Robbie Panetta and Ross Warner in masters, Michael Brandt and Marina Thiveos swapping seats in apprentice, Justin Bedingfield in tour giving his Porsche 911 its first rally appearance, plus Kevin and Thomas Payne back with the light blue Alfa 105 after quite a break. A coat of ice on the roof of Tony Wise's Alfa.

Bruce and I in the Capri as per usual, enjoying the growing number of teams joining us in the apprentice class. Our strategy is not to rush, accept that you will not plot nor drive a 100% correct route nor make all the observations expected, be prepared to adjust on the move, avoid late time penalties, look sharp and make some noise along the way. Preferably dispense any bodily fluids outside of the car.

Typically, the first critical decision is left or right out of the starting gate, if only to avoid embarrassment. A herringbone from the get-go with some extra symbols within being railway tracks which all started to make sense once that light bulb turned on. Having tackled the herringbone with some overconfidence, anything else from there would be relatively easy, we thought. Cue significant head scratching, even when you can clearly see the features on the map mentioned in the instructions but can't quite figure out the correct way to connect them. Time to stop and take in some fresh air.

Our Wrong Direction (WD) penalty near Bundanoon was all the encouragement needed to shave some distance and drop a question or two to get back on track. With a combination of gut instinct, luck and some possibly prudent choices about which cars to follow, we arrived at Milton Park for lunch on time having missed or misunderstood a few instructions, a few questions and a few boards.

With Division 2 after lunch being a shorter 96km vs Division 1's 153km, the navigational challenge was a little less complicated, but when some of the observation questions didn't turn up at the nominated distances, and the noted absence of rally friends, that gave us cause to conduct an exploration of other possible roads before we were back on track. Trying to

avoid opposing rally traffic was also a challenge (except for less than 3km and only on a Principal road), given the somewhat compact map area we covered and the complete mess I had made of the map in the morning. Let's just say that we more than made up for the distance we shaved off in Division 1.

The possible entries into the finish at Mittagong RSL also had potential for a WD; I believe we took a hit for not using the shortest mapped route rather than opposing event traffic, the (unmapped) road in question being deemed a mapped road for the event. Reeled in by the sucker(?) M board and a smiling official we were none the wiser.

We went home satisfied, having ticked all the boxes mentioned above. What I really appreciated afterwards even before scoring started was that Martin Leaver - our event director reached out for feedback on the apprentice navigation, asking what was easy / hard / a good challenge. Some lengthy and constructive email exchanges followed that helped me understand where we could have done better and what Martin's thinking was on certain instructions, clues and observations. It also gave a completely different perspective of the challenges and practicalities of setting an event.

Two key takeaways / reminders from that discussion as well – make use of all available information (e.g. refuelling instructions are a handy clue that you're likely to be in a built-up area at the nominated distances) and remember that the maps you are using are most likely well out of date (in this case 20 years or so) so expect some anomalies.

A big thank you to the people that made this event happen, particularly Martin, Andrew Inglis, AROCA and those out in the field still waiting for us.

*Andrew Taurins*

*P.S. Please check out another recent story of mine at <https://collectingcars.com/articles/the-rare-ford-capri-specials-that-show-why-knowledge-is-power> if you care to.*



## Tour d'Course Director's Cut

Ross Warner mentioned to me once that the best way to learn about navigating in rallies is to set events. Through the mistakes that you make in setting the instructions (hopefully corrected before the final instructions) and then looking at what the crews do on the road can be quite insightful.

When I started navigating in 2015 there were several tour directors – Ross, Mike Batten, Dave Johnson and later Mal Sinfield – who were testing our ability to find old, mapped road realignments. But the first event I did was one set by Tony Norman, whose events were all about working out the shortest mapped route on the map and then finding the current roads that matched. I have usually been more successful at that kind of event and that style has informed how I set events.

I had structured the navigation of Tour d'Course this year with the intention of making the morning progressively more difficult and then having a fairly simple and shorter afternoon. I decided to have a sting in the tail though, with a dummy M board on the Old Hume Highway on the way into the Mittagong RSL, while the instructions said to use the same location as M1, which was on Bessemer St. Most masters and apprentices crews went to the dummy board.

Ross mentioned that the M board location on the driveway on Bessemer St would mean opposing rally traffic (for ~20m) from division 1. In my head this was just a consequence of where there were available poles to manage the start and the finish, and that the instructions would take priority. I may be reading too much into this, but Ross' thinking about precise road alignments, having set many alignment challenges, may well have had him thinking about it in a different way to me.

Rather than give the apprentices hints, for much of the event I gave them completely different instructions for the same route. This avoided the common complaint that I've heard with other directors that the hints did not help and may even

have been confusing. Having two instructions describing the route was also useful when Phill Stead was checking the instructions for me, as it helped him understand what I was trying to do and point out errors.

I had constructed what I intended to be a difficult section going from Exeter to Bundanoon and back to Exeter. With the masters, it was mission accomplished, with a few wrong directions visiting Helen, Stephen and Ric at the control.

Without stating as much to the crews, I was attempting to make the apprentice instructions easier and a bit of a training exercise. For the loop around Exeter and Bundanoon I gave the apprentices the same instructions as masters, but gave an explanation of what I was trying to trip the masters up with, and on Phil's suggestion I also told them not to use a particular section of road as it looks like the obvious way to go but is the wrong direction. Along with advice that a mapped road was no longer a through road, that left only one way to comply with an instruction to turn left at a T-junction, yet all the apprentices ended up with a WD into the control. As an evil tour director that would be a win, but as a coaching exercise, I'm not so sure.

The tour competitors seemed to avoid getting lost, and I had enough questions that involved a bit of thinking to get a unique winner. A few crews' scores would have blown out if I'd strictly applied the requirement to match the upper case on the sign. Another bit of leniency from me was in scoring our masters winners. As the photo shows, the VRC RW is still visible under the DJ. Keep your erasers in reach, especially if you are in tour.

It looks like Ray and David saw another crew coming the other way on Elsmore Road between Ringwood Lane and Cornwall Road, which prompted a rethink, and they were then the only (non-tour) crew to come up with the correct route around Exeter and Bundanoon. Being in the right place at the right time can make all the difference in spotting your errors. I won Ross' Wondaiah

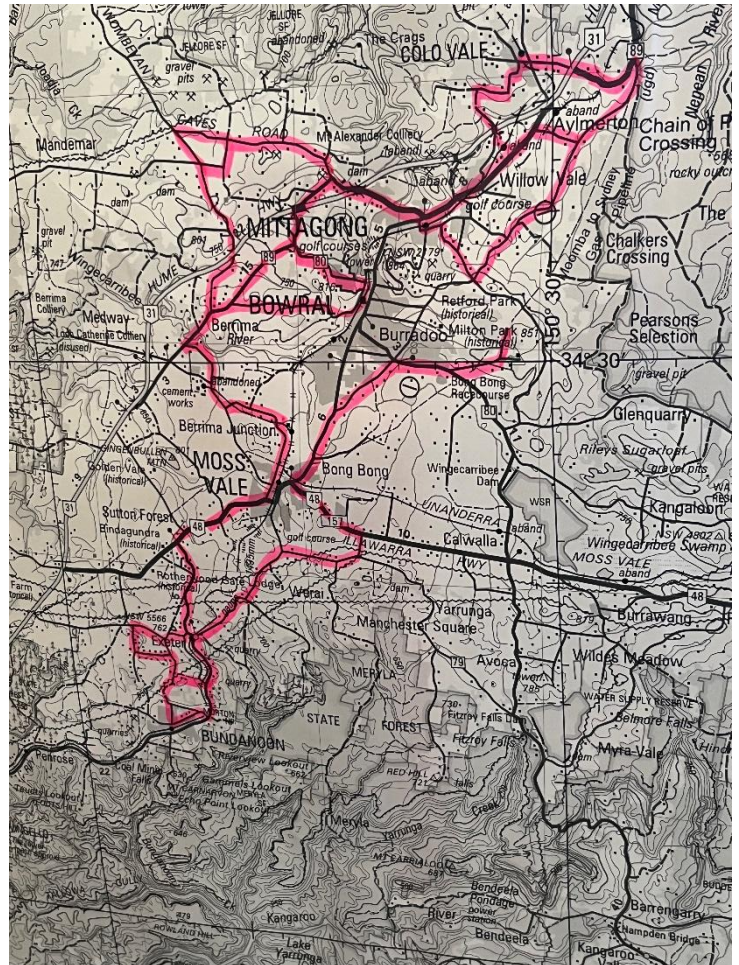
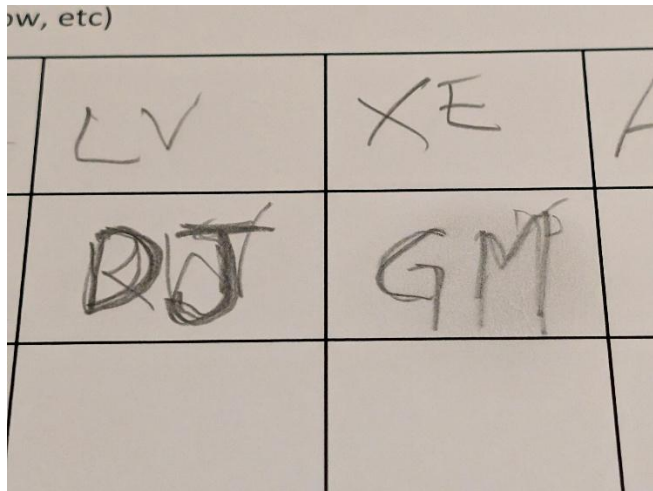


event by seeing a Mercedes leaving a junction near the end of Division 2 and changed my route. In that case we had to cross a railway line a couple of times. The line stopped at a station that was on the road. Ross may have moved it from being on our left. But the map and instructions are (almost) always right.

The event itself went quite smoothly. Andrew and I did the set up on Saturday, which meant that Sunday was much more relaxed for us, and we

were able to take photos out on the route. I'd chosen a fairly compact course, using the Mittagong RSL for both the start and finish locations. That helped with some logistics, but the current RSL management has told me that it would prefer that we did not use the venue, unless we booked a room for breakfast.

Next year is going to quite busy for me, so I will not have time to run Tour d'Course. So unless someone else runs it next year, the next one will be in 2027.





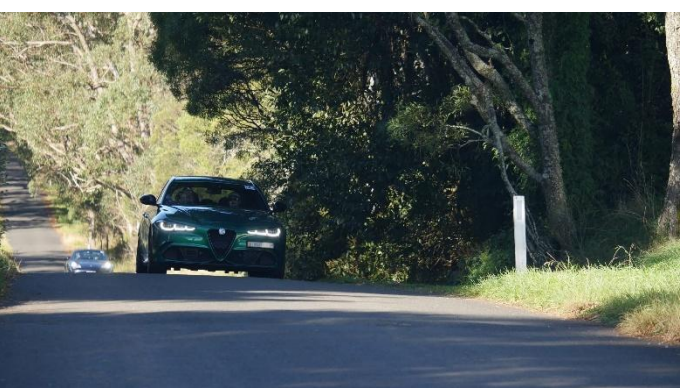
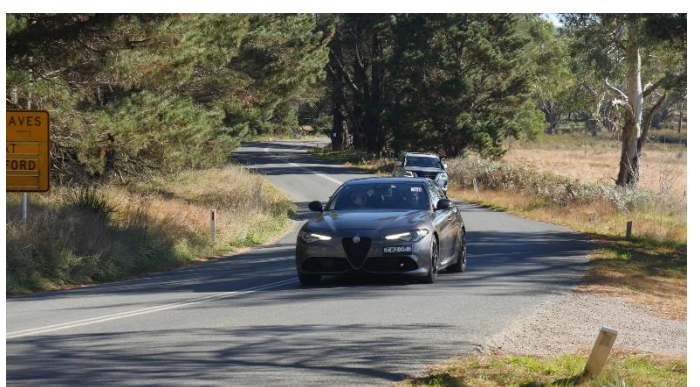
## 2025 Tour d'Course

### Scoring Summary

Car	Driver	Navigator	Vehicle	Div 1 Qs	Div 1 VRCs	Div 1 PC	Div 1 MC	Div 1 Total	Div 2 Qs	Div 2 VRCs	Div 2 PC	Div 2 MC	Div 2 Total	Total	Place
2	David Shaw	Ray Arthurs	Mazda	30	0	0	0	30	0	11	0	30	41	71	1
3	Edel Dhondy	Alan Walker	Leyland	30	33	30	0	93	0	11	0	30	41	134	2
5	David Stephenson	Michael Stephenson	Mazda	45	74	25	0	144	0	0	0	30	30	174	3
1	Rob Panetta	Ross Warner	Alfa	30	74	25	0	129	45	0	0	30	75	204	4
4	John Slater	Hamish Duff	Alfa	45	66	55	0	166	60	44	0	30	134	300	
Car	Driver	Navigator	Vehicle	Div 1 Qs	Div 1 VRCs	Div 1 PC	Div 1 MC	Div 1 Total	Div 2 Qs	Div 2 VRCs	Div 2 PC	Div 2 MC	Div 2 Total	Total	Place
14	Bruce Miller	Andrew Taurins	Ford	75	44	30	0	149	0	0	0	30	30	179	1
17	Marina Thiveos	Michael Brandt	Mazda	75	121	30	0	226	45	11	0	0	56	282	2
12	Helen Oste	Toby Oste	BMW	90	88	55	0	233	0	33	0	30	63	296	3
11	Bob Morey	Teresa Morey	Holden	120	88	30	60	298	0	33	0	0	33	331	4
13	Geoff Bott	John Bott	Jaguar	150	55	30	0	235	45	33	0	30	108	343	5
Car	Driver	Navigator	Vehicle	Div 1 Qs	Div 1 VRCs	Div 1 PC	Div 1 MC	Div 1 Total	Div 2 Qs	Div 2 VRCs	Div 2 PC	Div 2 MC	Div 2 Total	Total	Place
39	David Francis	Sue Francis	Alfa	27	0	0	0	27	0	0	0	0	0	27	1
24	Glenn Evans	Jennifer Navin	Porsche	36	0	0	0	36	6	0	0	0	6	42	2
28	Greg Lemmon	James Achilleos	Volvo	42	0	0	0	42	0	0	0	0	0	42	2
21	Tony Wise	Chris McDonald	Alfa	36	0	0	0	36	12	0	0	0	12	48	4
26	Dennis Oste	Anthony Oste	Nissan	42	0	0	0	42	6	0	0	0	6	48	4
31	Wayne Brighton	Joyce Williams	Volkswagen	27	0	0	0	27	21	0	0	0	21	48	4
37	Shaneen Dhondy	Nina Dhondy	Subaru	36	0	0	0	36	12	0	0	0	12	48	4
33	Harry Barker	Jessica Smith	Alfa	51	0	0	0	51	6	0	0	0	6	57	8
32	Stephen Barker	Sally Barker	Ferrari	36	0	25	0	61	6	0	0	0	6	67	9
34	Geoff Hemsall	Fiona Hemsall	VW	51	0	0	0	51	6	11	0	0	17	68	10
36	Andrew Wiltshire	Sebastian Wiltshire	Jaguar	63	0	0	0	63	6	0	0	0	6	69	11
35	Michael Olsson	Harriet Jordan	Alfa	66	0	0	0	66	6	0	0	0	6	72	12
22	Justin Bedingfield	Isla Murdoch	Porsche	72	0	0	0	72	6	0	0	0	6	78	13
40	Laurie Mason	Ted Norman	Vauxhall	78	0	0	0	78	6	0	0	0	6	84	14
42	Danny Paris	Tina Paris	Alfa	42	33	0	0	75	0	11	0	0	11	86	15
43	Matt Hand	Joshua Hand	Alfa	72	11	0	0	83	6	0	0	0	6	89	16
41	Stephen Dalton	Caroline Dalton	Alfa	72	11	0	0	83	21	0	0	0	21	104	17
29	Kevin Payne	Thomas Payne	Alfa	78	11	0	0	89	21	0	0	0	21	110	18
15	Doug Matley	Hilary Matley	Alfa	171	0	0	0	171	96	0	0	0	96	267	19
30	Hudson Worsley	Finn Worsley	Morgan	117	158	0	0	275	66	30	0	0	96	371	20
16	Peter Kirkland	Beverly Jones	Alfa	291	187	0	0	478	93	0	0	0	93	571	21
38	Paul Wajon	Scott Wajon	Alfa	108	11	0	0	119	0	0	0	0	0	119	DNF
25	Enrico Farina	Robert Benedetti	Alfa	129	33	25	0	187	0	0	0	0	0	187	DNF
27	Warren Nix	Peter Osburn	Abarth	330	187	0	60	577	0	0	0	0	0	577	DNF
23	Strat Mairs	Eddy Furlong	Mercedes	0	0	0	0	0	0	0	0	0	0	0	DNS



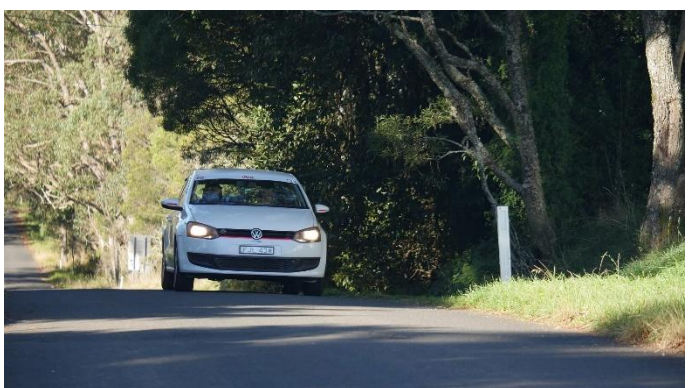
## Tour d'Course Photo Gallery













## SAY G'DAY ROAD TRIP

JOHN & WENDY COOPER

Wendy and I recently undertook another road trip in our 1994 XG Ford Falcon Utility, heading inland northward as far as Bundaberg in Queensland and returning southward back down the coastline of Queensland and New South Wales. Some of my CRC friends follow our journeys on our daily blog, and all the comments are much appreciated.

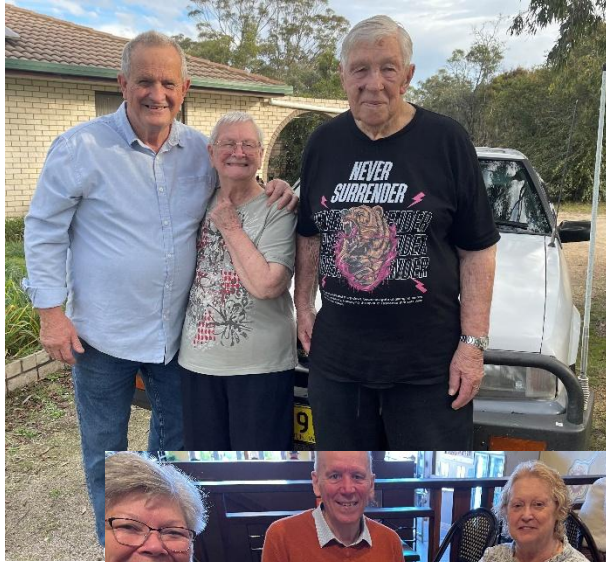
The theme and idea for this road trip was for Wendy and I to get away, enjoy a drive in an older vehicle, see some countryside, and catch up to say G'Day to as many family, friends and relatives as we could, in the time we were away, those that have moved out of Sydney, relocated, or have always been living some distance from us, making visits and catch ups in person not as often as we would like.

The Road Trip consisted of travelling 3593 kilometers, over 28 days catching up and sometimes staying overnight with as many of our longtime friends as possible. Apart from all the others we saw, below are the CRC members and ex-members we enjoyed some time with, even if it was sometimes briefly.

- Muswellbrook, morning tea & coffee. Warren Herrick, Glenda Lawrance, and Steve Mayer
- Stanthorpe, lunch at their residence, Don & Heather Dux.
- Grafton, morning tea & coffee, Wendy & Ian Gibbs.
- Coffs Harbour Dinner & drinks at the RSL, Anne Mullholland
- North Congarinni (Macksville) overnight Tim & Ngarie McGrath with a bowling club dinner including Greg & Karen Yates.
- Forster- Tuncurry, RSL Club dinner with Garth & Margaret Taylor, also with Michael & Eleanor St John Cox.
- Anna Bay, Port Stevens, a virtual catch up with Dave Johnson, as he was travelling down to Sydney for a funeral.
- Maitland, morning tea at their new residence after moving off the farm in Taree, 93 year old, CRC Rally Legend Bob Holden & Colleen.
- Coal Point, Lake Macquarie, A couple of overnights, boat cruising with hosts Peter and Sharyn McAlpine and lunch with Rob & Starr Mifsud.

Overnight stops included, Gunnedah, Wialda, Stanthorpe, Toowoomba, Landsborough, Palmwoods, Bundaberg, Gympie, Maroochydore, Coomera, Brunswick Heads, Ballina, Yamba, Coffs Harbour, North Congarinni, Bonny Hills, Forster-Tuncurry, Anna Bay, Morpeth & Coal Point.

We thoroughly enjoyed our trip away, seeing family and friends, eating too much food, checking out lots of quilt shops, museums, places of interest, beaches, restaurants, back roads & highway-freeways. The old Ute again performed perfectly, always reliable and comfortable, ready for another road trip adventure. Planning stage will start shortly.



**Classic Rally Club Inc.**  
**Minutes of the General Meeting**  
**Held at the Canada Bay Club on 24 June 2025**

**Present:** Alan Walker - President  
Peter Reed (via Zoom) - Treasurer  
Ron Cooper - Committee Member  
John Cooper - CMC Delegate  
Geoff Bott  
Paul Morton  
Robbie Panetta  
Lindsay Trevitt  
Stephen Wells  
Tony Wise  
Stefan Woelk  
Greg Yates  
Glenn Evans - Secretary

**Apologies:** Chris McDonald - Editor  
Julia McDonald  
Nikki Baker  
Murray Baker  
Mike Batten  
EduL Dhondy  
John Henderson  
Andrew Inglis  
Tony Kanak  
Greg Lemmon  
Lui MacLennan  
Tim McGrath  
Tony Norman  
Bruce Smith  
Jennie Smith  
Darren Taylor  
Garth Taylor  
Dominic Votano  
Tanya Votano  
Lauren Walker  
Kim Warner  
Ross Warner  
Karen Yates  
Helen Young  
John Young

**Item 1: Opening**

The President opened the meeting at 7:35pm. He welcomed John Cooper back after his and Wendy's "Say G'Day" trip north.

**Item 2: President's Report**

The President noted that Ross Warner had collected the CRC's tickets to the Shannon's Day in August from last month's CMC meeting.

Sadly, Lyn, Tony South's wife, passed away late last month. Her Celebration of Life Service was attended by several CRC members. The President offered the Club's condolences to Tony and his family.

Laurie Mason lost his brother, Robert, last month. Robert was a past member of the Club. The President offered the Club's condolences to Laurie and all the Mason family.

Steve Brumby is recovering well after undergoing triple bypass surgery about six weeks ago.

Gerry Both e-mailed the President a couple of days before this meeting to advise that Carol developed two secondary breast cancer tumours in her right neck/shoulder area late last year. This condition is not yet life-threatening but unfortunately the tumours have grown and merged to a point where her brachial nerve has been crushed. The nerve pain associated with this condition has been excruciating and worse, her right arm is now numb and paralyzed. Carol was admitted to hospital early last week in an attempt to better co-ordinate her treatment and provide pain relief. This has



been fairly successful although her pain level needs to be tolerable and stable before she can be discharged. Please pass any messages for Carol to Gerry. His email address is [geraldboth@bigpond.com](mailto:geraldboth@bigpond.com).

The President and attendees expressed their concern and good wishes for Carol. The Secretary undertook to arrange for flowers to be sent to Carol.

Secretary's Note: I spoke to Gerry and asked that members' good wishes be passed to Carol. Gerry advised that space is limited in Carol's room and asked that flowers be sent once she returns home. Gerry will advise.

The President reported that John Henderson and Lui MacLennan have finished the 2025 Peking to Paris Rally. They placed 5<sup>th</sup> outright and second in class.

### **Item 3: Secretary's Report**

The Secretary reported that the Club has received the CMC June Preserve and the June issue of The Australian Jaguar Driver. The Club also has been invited to display our vehicles at the Westfield Hornsby Motor Show on Saturday, September 6. Please contact the Secretary if you are interested in this event.

### **Item 4: Treasurer's Report**

The Treasurer presented his June report, which is attached to these minutes. The Club is about \$1200 in surplus to date for Financial Year 2025.

### **Item 5: Membership Report**

The Membership Secretary reported that the Club currently has 330 members, compared to the reported 318 at the May meeting. The reminder sent out after the last meeting prompted two renewals, and a response that a renewal had been paid in March. The Membership Secretary then obtained the bank statements covering the period he had been overseas and found two more renewals, of which he had not been advised, and a

new Family membership, the e-mail for which had gone astray. Around 25 per cent of renewals each year are paid by EFT without any advice to the Membership Secretary, necessitating him having to obtain bank statements from the Treasurer to check for unadvised renewals.

### **Item 6: Past Events**

The President thanked Event Director, Martin Leaver, and his team for running a fantastic AROCA Tour d'Course event. We had a great drive around the Southern Highlands, with a superb lunch at the Milton Park Country House.

### **Item 7: Future Events**

The Hidden Gems Social Tour of the Upper Hunter will be run by Warren Herrick and Glenda Lawrence on the weekend of 19 and 20 July. The start venue will be "Pie in the Sky" at Cowan, the overnight stop will be in Muswellbrook and the finish will be around midday at Gundy. This will allow participants to look around the Scone area, at their leisure, or to make an early return home.

The CMC Shannon's Display Day will be conducted at Sydney Motorsport Park on 17 August. The CRC has tickets for 12 cars to be displayed. There are still tickets available; contact John Cooper to reserve yours.

The Sheep Station Reliability Trial will be run on 17 September. The event will start and finish in Goulburn, with lunch at the Dalton Hotel.

The 25<sup>th</sup> 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. Running the Alpine in this area will pay homage to Lui MacLennan and John Henderson, who ran it there for many years. The Event Director, Alan Walker, foreshadowed that it will be run in a different area next year.

The Historic Rally Club Association of Victoria will conduct its Mallee Tour event from Thursday, 7

August to Sunday, 10 August. See the HRA website, [hra.org.au](http://hra.org.au), for more information.

Greg Newton will be competing in The Great Inland Endurance Trial in early August. This will cover 5000 km in 10 or 11 days and is a leadup event to the 50<sup>th</sup> anniversary rerun of the 1979 Repco Reliability Trial. Greg's daughter, Nickie, will co-drive for the first six days, with wife Liz taking over for the rest of the event.

#### **Item 8: HVP Report**

The HVP Registrar reported that there are 76 cars on historic plates through the Club, with Peter Thomson's Morris 8/40 having been removed. He outlined several Transport for NSW initiatives, which include general practitioners to support older drivers; a workshop for assessors of older drivers and the digital upgrade to improve the Authorised Inspection Scheme (pink slip inspections). He also reported that the Auto Sport Alliance of Australia (AASA) will no longer accept competitors' Motorsport Australia licences for its events. The next Gear Day will be on 8 August at Sydney Motorsport Park.

#### **Item 9: General Business**

Paul Morton gave a brief report on his tour around inland Australia.

John Cooper reported on his "Say G'day" trip to Queensland and northern NSW to catch up with many old friends, including past and present members of the CRC. He reported that Honorary member, Bob Holden, and his wife Colleen, have moved from their property to a suburban block in Maitland.

The Treasurer proposed that the Club consider using some of the roughly \$80,000 it has on term deposit for worthwhile purposes. For example, his local Beechworth Old Cranks Motor Club sponsors the purchase of tools for two motor mechanic apprentices at a local TAFE who are learning about older vehicle technology.

Ron Cooper expressed his opinion that the Club should make its first spending priority the improvement of communication, such as acquiring the club management and membership software previously mentioned. Such software would replace the use of spreadsheets and make the sending of e-mails to members easier. Other benefits might include electronic entry forms and the setting of rallies by making lists of previous entrants available to event directors.

The President stated that the committee is looking at what other car clubs are using, and that we are aware that AROCA is using new software. This provides a generic website design which enables a club to choose its own colours and fonts but, otherwise, sites will be similar. Information of these websites can be updated readily. He also noted the Secretary's previously expressed concern about the security of personal information handed over to a service provider.

The Secretary stated that he is a member of the Porsche Car Club of NSW. PCNSW has used the Wild Apricot software for years, and also pays an administrator. From memory, the PCNSW spent some \$80,000 just in administration in the 2022/23 financial year, which is more than the CRC's annual turnover.

Ron Cooper proposed a motion to proceed with the acquisition of technology to improve communication to members and the management of the Club, as a matter of priority. Zoom invitations to meetings should be sent to remote members to give them value for continuing their membership. This motion received general assent from the members.

The President invited members to submit their wish list of what such software should do for us.

**Coronial Findings into the Targa Tasmania Deaths in 2021 and 2022.** John Cooper asked Glenn Evans about his view on the findings of the Tasmanian Coroner in relation to the death of Shane Navin. (Glenn was Shane's navigator at the time of the accident.) The Coroner went to some length to



describe his responsibilities to investigate a death. The Coroner did not say so explicitly, but these do not include addressing third party reports, errors and conjecture which are not admitted into evidence; namely the report of Motorsport Australia's tribunal. The Coroner's findings do not make any reference to the tribunal report. The evidence referred to by the Coroner did not support the description and criticism of Shane's driving in the report of the MA tribunal. Nevertheless, the Coroner stated: "I consider that Mr Navin's death was also due to driver error." Glenn stated that his opinion is that it would be difficult to make the case that no driver error was involved, so the Coroner's conclusion is not unfair. Glenn expressed disappointment, however, that Shane appears to be included in the Coroner's comment: "Each of the deceased men were aged over 59 years and all had pre-existing health conditions for which all were taking medication in one form or another." He had stated earlier in his report that Shane's "health appeared to have been good" and the Medical Examiner found only paracetamol and traces of ibuprofen in Shane's blood. No previous mention had been made of Shane having been found to have a pre-existing medical condition and Glenn isn't aware of one.

**Motoring Weekly Podcast.** The President commended Stephen Wells' Motoring Weekly podcast for its recent interviews of people involved in the HSRCA and Australian Motor Heritage

Foundation. Stephen remarked that the podcast had risen in the motoring podcast rankings to 15<sup>th</sup> after the HSRCA episodes; and that the largest listener age group is 35 to 45, followed by over 60s but that there is growing interest among the 20 to 35s. This shows that younger people are taking an interest in classic and historic motoring. The President congratulated Stephen for telling Australian stories.

Lindsay Trevitt advised the meeting that his younger brother, Paul, also had passed away just before the last meeting. Paul was a member of the Club at the time of his passing and had competed in events with Lindsay some years ago. The President expressed the Club's condolences to Lindsay and all of Paul's family.

#### **Item 10: Closure**

The President closed the meeting at 9:10pm.

Alan Walker - President  
Glenn Evans - Secretary

## CRC CHAMPIONSHIP POINT SCORE 2025

Masters Drivers										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	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
David Stephenson	40	18							58	1
Edel Dhondy	38 (m)	19							57	2
Andrew Inglis	36	18							54	3
David Shaw	34	20							54	3
Graham Pettit	36	0							36	5
Rob Panetta		17							17	6
John Cooper	0	0								

Masters Navigators										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	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
Mike Stephenson	40	18							58	1
Alan Walker	38 (m)	19							57	2
Martin Leaver	36	18							54	3
Ray Arthurs	34	20							54	3
Phill Stead	36								36	5
Ross Warner	0	17							17	6

## CRC CHAMPIONSHIP POINT SCORE 2025

### Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	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
Bruce Miller	28	15							43	1
Rob Panetta	30								30	2
Bob Morey	26 (m)	12 (m)							26	3
Geoff Bott	14	11							25	4
Michael Brandt	24 (m)								24	5
Toby Oste	20 (m)	13 (m)							23	6
Joyce Lawrence	22 (m)								22	7
Nikki Baker	16								16	8
Marina Thiveos		14 (m)							14	9

### Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	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 Taurins	28	15							43	1
Lauren Walker	30								30	2
Teresa Morey	26 (m)	12 (m)							26	3
Marina Thiveos	24 (m)								24	4
Helen Oste	20 (m)	13 (m)							23	5
Murray Baker	16								16	6
Glenn Evans	14								14	7
Michael Brandt		14 (m)							14	7

## CRC CHAMPIONSHIP POINT SCORE 2025

Tour Drivers										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Ire of Man	Tour d'Course	Sheep Station	Alpine Classic						
	2 day	1 day	1 day	2 day					Points to date	Position to date
<b>Competitor</b>										
Doug Barbour	20 (m)								20	1
Dennis Oste	13	5.5							18.5	2
Steven Davis	18								18	3
Stephen Annabel	16								16	4
Frances Stephenson	13 (m)								13	5
Greg Yates	10								10	6
Greg Lemmon	0	8.5							8.5	7
Glenn Evans		8.5							8.5	7
Chris McDonald	8 (m)								8	9
Michael Malgo	6 (m)								6	10
Tony Wise		5.5							5.5	11
Dennis Oste		5.5							5.5	11
Shaneen Dhondy		5.5 (m)							5.5	11
Ryan Shaw	4 (m)								4	14
Geoff Hemsall		1 (m)							1	15
Frank Dess	0									
Michael Olsson		0								
Justin Bedingfield		0 (m)								
Laurie Mason		0 (m)								
Kevin Payne		0								
Strat Mairs		0								

Tour Navigators										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	Ire of Man	Tour d'Course	Sheep Station	Alpine Classic						
	2 day	1 day	1 day	2 day					Points to date	Position to date
<b>Competitor</b>										
Xanthea Boardman	20 (m)								20	1
Rochelle Prattley	18								18	2
Jayne Annabel	16								16	3
Karen Yates	10								10	4
James Achilleos		8.5							8.5	5
Jen Navin		8.5							8.5	5
Geoff Hemsall	6 (m)								6	7
Chris McDonald		5.5							5.5	8
Anthony Oste		5.5							5.5	8
Nina Dhondy		5.5 (m)							5.5	8
Shelly Shaw	4 (m)								4	11
Harriet Jordan		1 (m)							1	12
Wendy Dess	0									
Isla Murdoch		0 (m)								
Ted Norman		0 (m)								
Fiona Hemsall		0 (m)								
Thomas Payne		0								
Eddy Furlong		0								



# CRC Event Calendar 2025

Day	CRC Championship Events	Other events / notes
<b>January</b>		
Tuesday 28th		Club Meeting (Hawaiian shirt night!)
<b>February</b>		
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
<b>March</b>		
Thursday 6 - 8th	HRC - Tour of the Western Slopes	HRC - Historic Rally Club NSW
Tuesday 25th		Club Meeting
<b>April</b>		
Tuesday 22nd		Club Meeting
<b>May</b>		
Saturday 17th	Lunch run - Windsor to Patonga	CRC - Lui MacLennan, Alan Walker
Tuesday 27th	4 William St, Five Dock	Club Meeting
<b>June</b>		
Sunday 22nd	AROCA - Tour d'Course	AROCA / CRC - Martin Leaver
Tuesday 24th		Club Meeting
<b>July</b>		
Saturday 19th	Hidden Gems TOUR	CRC - Glenda Lawrence/Warren Herrick
Sunday 20th	Hidden Gems TOUR	CRC - Glenda Lawrence/Warren Herrick
Tuesday 22nd		Club Meeting
<b>August</b>		
Thur 7th - Sun 10th	Mallee Tour	HRC - Historic Rally Club NSW
Sunday 17th	CMC display Day	CRC - John Cooper
Tuesday 26th		Club Meeting
<b>September</b>		
Sunday 14th	Sheep Station Reliability Trial	Drivetek Motorsport - Jon Mansell
Tuesday 23rd		Club Meeting
<b>October</b>		
Saturday 18th	Alpine Classic (25th Aniversary)	CRC - Alan Walker
Sunday 19th	Alpine Classic (25th Aniversary)	CRC - Alan Walker
Tuesday 28th		Club Meeting
<b>November</b>		
Tuesday 25th		Club Meeting- AGM
<b>December</b>		
	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](mailto:rondcooper1275@gmail.com) Mobile 0403 037 137

49 Wongawilli Rd Wongawilli NSW 2530

The scheme is designed to allow historic vehicles (more than 30 years old) to be registered under conditional registration which provides limited usage of the vehicle and also provides Compulsory Party insurance cover both at a very reduced cost. The Classic Rally Club is very grateful to the RMS and relevant Minister for the scheme which allows the preservation of historic vehicles for road use without incurring the cost of full registration and insurance. The scheme works very well so long as it is not abused; it is not intended for day to day driving such as driving to work, going shopping, commuting to the railway station or driving the kids to school. The introduction of the 60 day log book trial allows members to enjoy 60 days use of the car for driving sake. The Classic Rally Club will not tolerate any abuse of the scheme by club members.

## Types of Conditional Registration available to CRC members

- 1 Historic Vehicle Registration H Plates (HVS) 60 day log book which allows 60 days per year use plus club events. This is an accord between the RMS and individual car clubs. An annual signature and club stamp required to ensure you are a financial member of the CRC RMS Form for HVS 1259
- 2 Classic Vehicle Registration (CVS) similar to above but with modification allowed provided they are certified by and engineer's report. This is an accord between RMS and the CMC /ACMC. An annual club RMS form for CVS 1835
- 3 Rally Registration for outright rally cars, note this is the only way cars with full roll cages can be registered in NSW.

When your renewal with the RMS falls due, they will send you a new Historic Vehicle Declaration form. You **MUST** have that form signed by the Club Plate Registrar, so allow enough time for this to be done before your registration falls due.

## Procedure for renewing at the RMS:

- **Get a pink slip. The preferred option**  
**You need to send a copy of the pink slip to me.**
- **A return stamped address envelope would be appreciated.**
- **Fill in the Historical Vehicle Declaration and mail to me email copies not permitted by RMS alternatively you can complete the writeable PDF from RMS site and that can be emailed to me but it needs to be posted back**
- **Club Plates Registrar will complete Section 4 and sign**
- **Take or send your Conditional Registration renewal and pink slip to RMS or Services NSW for processing.**

Don't forget that all movements of your car, other than those set out in the constitution, must be logged with the Club Plates Registrar or logged in your logbook if your car is on the 60 day scheme to ensure your CTP insurance is valid. To log in vehicles not on the 60 day scheme contact me on mobile 0403 037 137 or email [rondcooper1275@gmail.com](mailto:rondcooper1275@gmail.com).

## Club Rules in addition to RMS Conditions

The scheme is designed for Classic Rally Club members who will be active in club events not just to provide cheap registration as per the overview of the scheme.

The club reserves the right to withdraw eligibility to those 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.