

Dates to remember

Next meeting August 26

Magazine deadline September 16

The official Organ of the Classic Rally Club Inc.

(Affiliated with Motorsport Australia)



Hidden Gems Tour 19th to 20th July 2025

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

Classic Rally Club Officers and Contacts 2025

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| Gary Maher (Bronze) | North Richmond | (02) 4571 1229 |
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The Classic Rally Club Inc.



The Secretary,

P.O. Box 150,

Northmead, NSW 2150

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

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



AUGUST PRESIDENT'S REPORT

What a wet and wild month it has been. I do hope you have managed to stay out of the

weather as best you can but still managing to get up to some fun and interesting experiences none the less.

The only break in the rain happened to be that of the CMC Display Day. A beautiful sunny day had plenty of cars out on display, and our fellow CRC members joined in on the fun too. Again, thank you to John Cooper for organizing this one.

Just over a month ago Warren Herrick and Glenda Lawrence had many of us out enjoying the lesser used roads in the upper Hunter Region. Lauren and I attended and enjoyed the weekend away – the laid back social tour had all the teams enjoying the great roads and scenery. Having the tarmac option on offer was a great idea. I imagine that some of the sections of unsealed roads we toured could have been a little tough on a few of the best presented cars. So next year, we'll endeavor to give a detailed description of these sections, so the entrants can have no issues swapping over to the tarmac for a section.

Looking forward to a break in the rain, we have some exciting events coming up to finish of the year. Up next is the Sheep Station Reliability Trial. Drivetek Motorsport has put together a one day run that is heading out of Goulburn on Sunday 14th of September. Approximately 350km with the inclusion of around about 70km of some great unsealed roads has the event enjoying a lunch stop at Dalton, and then a return leg back to Goulburn.

To access all of the event docs and get your entry in, get over to

<https://www.drivetekmotorsport.com>

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.

October 18/19 celebrates the 25th running of the CRC Alpine Classic. The upcoming event has us heading back to the event's origins, with a traditional start out of Lithgow, with an overnight based in Orange. The route this year should be a very enjoyable one. We will be traversing many roads that have only recently become sealed in the last few years and plenty that have been resurfaced too. With just a sprinkling of a few unsealed sections to tie these together the 755km two dayer should be one to remember.

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.

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

Alan Walker

CRC President



Sheep Station Reliability Trial ***Sunday 14th 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

For any questions reach out to us at:

southerncrossreliabilitytrial@gmail.com

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

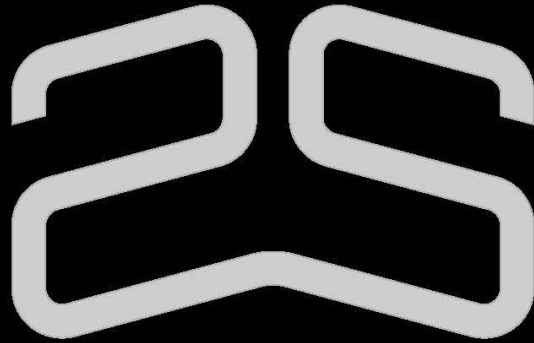
Entries open 7th July 2025

Regards

Jon Mansell – Event Director

ALPINE CLASSIC

- 25th Anniversary -



two days - 750km

Social category makes a return !

four categories to suit all levels

Inclusions:

Saturday - Breakfast, lunch, two course dinner

Sunday - Lunch

Commemorative cap, patch, sticker, lanyard
for every all attendees

All instructions / maps relevant to your category

thealpineclassic.com.au

18 -19 OCTOBER ,2025

LITHGOW - ORANGE - LITHGOW

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 (18th Oct) , with an overnight stop in Orange (19th 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 25th 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 14th 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 25th running of the Alpine Classic.

2025 Alpine Classic

18-19th OCTOBER

With just over two months to go before we set off on another great edition of the CRC Alpine Classic, now is the time to book your accommodation for the event if you haven't done so already.

The route this year will be venturing through several historic towns, again delving into a few areas we haven't visited for years and a few that have now become accessible due to extensive road works over the years.

This event is one not to be missed, with just over 750km of beautiful touring roads, with only a small sprinkling of unsealed sections to tie them all together.

TWO DAYS - 750 kilometres

The Alpine Classic will be running four categories (Masters, Apprentices for the navigational crews) along with Tour and the reintroduction of the Social categories.

SOCIAL CATERGORY MAKES A RETURN !

The Tour and Social categories will both enjoy everything the event has to offer, however the 'social' teams don't have the pressure of searching for observations, be they boards or questions – as these teams won't require scoring as they are not part of the competitive part of the event.

The Social category is the perfect way to enjoy the event and all of offer, following the supplied route charts for the various sections – all that is required is to follow your trip meter and the supplied instructions to stay on course.

INCLUSIONS:

Saturday - Breakfast, Lunch, Dinner

Sunday - Lunch

All instructions and maps required for your category

Commemorative Cap, patch and sticker for every attendee.

Entries will be open from Sunday to 24th August

thealpineclassic.com.au

Hidden Gems 2025

After great feedback last year, we decided to run our second Hidden Gems social tour in July. Scheduled for the end of the school holidays, it was the only weekend available in our and the CRC calendars. Planning started in April with an early recce of new routes for both the dirt and tarmac route participants. And then the rain came, again and again! Several times, large sections of the route were under water in May and June, and we had to drop a fantastic 50 km section (85% dirt).

On 19 July, Hidden Gems started at “Pie in the Sky” at Cowan, a popular cafe among car and bike clubs. A sedate scenic drive of 164 km to Paterson followed via Peats Ridge, Yarramolong, Corranbong, Freeman’s Waterhole and Woodville, using quiet sealed backroads and bypassing the M1.

At Paterson, we were joined by another 6 cars (making 19 in total) and enjoyed a pleasant lunch at the newly renovated Paterson Tavern. Our group of 40 no longer needed the chilly beer garden and were comfortable in the warm dining area where new friendships were struck and old ones renewed.

After lunch, there was a choice of a full tarmac route (255 km), or a regular route (234 km) to make our way to Muswellbrook for the overnight stay. Both routes offered great scenery heading north from Paterson to East Gresford. The tarmac route then turned east to Dungog and Stroud across the Great Dividing Range, before swinging back to Woodville, Luskintyre, Glendon and Middle Falbrook. The regular route offered many causeways and cattle grids, first going north towards the Allyn River then in through the back of Singleton to connect to a popular dirt section climbing a long ridge with spectacular scenery and many grazing cattle. Both routes ended at the Muswellbrook Golf Club where there was time for a drink and chat before heading to accommodation and dinner.

The Muswellbrook Workers Club served excellent meals to everyone efficiently and, again, there was a great conversation buzz in the room. After dinner we had a lucky dip for bottles of wine from the local “Small Forest” winery – the lucky winners were Car 18 (Greg & Karen Yates), Car 6 (Steve Maher & Colin McLean), and Car 15 (Bruce Miller and Andrew Taurins). And we all joined in with fine voice to wish Alan Walker a very happy birthday.

Sunday morning was sunny and chilly – breakfast at the “Hunter Belle” café was a hit with everyone. Cars departed from there to make their way to our finish point at Gundy. Again, there was a choice of scenic tarmac and regular routes for the 3 hour drive. The tarmac route (222 km) headed west then looped through the back of Denman and onto the edge of the Bylong Valley Way before heading east to Aberdeen, over the iconic timber Allen Bridge then to Scone and Gundy. The regular route (206 km with about 90 km of dirt, grids and causeways, and many livestock) headed west and then north on public dirt roads through private properties to Bunnan and Kars Spring then into Scone and Wingen with a final run of 34 km of dirt towards Gundy. We all met at the “Linga Longa Inn” for a park up, lunch in the sunny beer garden and a final catch up with war stories and happy conversation before heading home.

We had a great time and it seems those who joined us did too. After great feedback, we’re already planning for Hidden Gems 2026, with more dirt for those who enjoy the experience, and scenic tarmac routes for those fabulous shiny cars. We hope readers can join us next year, both newcomers and the folk who have already enjoyed a Hidden Gems Social Tour.

Glenda Lawrence & Warren Herrick



A beautiful sunny weekend beckoned in the Upper Hunter region, the teams assembled at the 'Pie in the Sky' for a very casual start to a great social and relaxed weekend. Warren introduced the event with a drivers' briefing and the instructions passed to all the crews.

A great number of cars were in the field, all set to enjoy what the roads in the area had to offer. Not long after the start – a small amount of trouble hit. The fuel pump in a Karmann Ghia was failing, so with the assistance of two other teams (Graham Pettit and Andrew Inglis) a solution was sorted and all were on their way fairly promptly.

It has been quite a while (beside doing recce runs for events we are running) that Lauren and I have shared a car for the event, it was also quite a while since we had participated in a 'Tour' instructional level. Both were a welcomed change and with clear instructions, we had plenty of time to enjoy all the sights and scenery of the route laid out for us by Warren and Glenda.

Our first main stop was for lunch at the recently renovated Patterson Hotel. After a nice warm pub meal for lunch and bellies full all the crews set off again. Even with a few more in toe. The Yates and Steve Maher and his mighty Rangie joined at this point. Being a social weekend the opportunity to catch up and join at a stop was well worth it for those crews heading down from further up North.

The route did have both a 'regular' and a full tarmac option – at least a quarter of the field enjoyed the full tarmac. Both routes criss-crossing on occasion to allow the more adventurous to tackle some of the unsealed sections in the area. As far as the road condition, it was certainly noted that with all of the weather in recent times some of the unsealed sections had become a little rough. Nothing impassable of course, but in areas caution certainly needed to be exercised to pass through as smooth as possible. Both Lauren and I noted that some of the more 'well presented' vehicles could have used a more concise report on the condition of some sections, and may well have opted for the tarmac sections in those parts –

something that will be looked at for next year's tour.

The overnight stay had us visiting Muswellbrook, with the social dinner at the local Workers Club. With a couple of tables filled with over forty attendees, the room was abuzz with some great conversations – all a great way to catch up with fellow CRC members. The roads and scenery were at the forefront of the tales recounted from the day of touring.

A cool crisp night had many of the cars covered in a healthy layer of frost. I made good use of my rally kit roamer to scrape the screen free of the thin ice before we set off to catch up for breakfast at the Hunter Belle Cheese Café. All of the meals were fantastic here and it is well worth a visit if in the area.

With the sun shining on the cool crisp morning – the teams set off for day two. Even more scenic views were on the cards to enjoy. A few kangaroos were spotted early but gave no trouble, later in the day we even came across a couple of instances of the local bovines enjoying some fresh grass along the road. Day two was full of vast stretches of great roads, a few used way back on the MG rallies held years ago – so really nice to revisit and enjoy again.

The Hidden Gems Tour is a fantastic mid-year event that is a very laid back and relaxed enjoyable weekend, great drive, easy instructions, no questions, and of course a perfect way to enjoy a social weekend away. So keep an eye out and put it on your calendars for next year.

Just remember, all of our events run the Tour category, so if you're up for a drive just like this one and prefer not to take part in the 'competitive' part of the event – just inform the director that you won't be filling out the boards or questions (no score), we're more than happy to do this just as long as you and your team get out there, enjoy your car, the roads, the social catch up and best of all the drive.

Look forward to seeing you at the next one soon.

Alan

HIDDEN GEMS PHOTO GALLERY

Photos by Jim Pope, Alan Walker and Warren Herrick





The Great Inland Trial – 5200kms of dirt and dust over 10 days!

We'd done a few of Todd Martin's events in the past including the 2019 **Repco Reliability Around Australia Retrial** and in 2022, the **Historic Motoring Trial** from Melbourne up to the Gulf then back to Sydney. They were long and challenging events with demanding roads and with a great group of people, so when the Great Inland Tour was announced we were onto it.

The event, essentially running from Adelaide to Canberra via the Red Centre, was promoted as non-competitive but tough and fast with long days and some 'dark starts'. Due to the heavy rains in the centre the original route had to be heavily modified at the 12th hour, with Birdsville and the Strzelecki Track having been closed. Rising to the challenge, Todd Martin did a great job of re-routing the event while still maintaining its spirit and covering over 5200kms including 3000kms of dirt – just our thing. But as you'll read below, the re-routing didn't end there.



With 16 cars plus two support vehicles entered, including six CRC member cars – Marijke and Jim Limberious (Fairmont), Warren Herrick (Volvo 242GT), Annette and John Croft (Commodore), Steve Maher (Volvo 242GT), Ian Packard (P76) and ourselves (Merc 190E), it was a solid field for such a tough route.

The transport leg from Sydney to Adelaide on 29 July to Hay then Adelaide was uneventful and after checking in with friends and rels on the 31st, I dropped Liz off at the airport and collected my daughter Nickie who was joining me for the first half of the event then off to scrutineering.

DAY 1 – Adelaide to Hawker

A very cold night and we awoke to 3 degrees. A cup of tea on, bags into car and off to the start along Semaphore beachfront. After about 30kms it was on to the dirt where we spent at least half the morning. Fast open sections where 110kph was just cruising down to twisty, windy bits where the mud had just caked from the recent rains. While there were no P boards a detailed route book and a couple of M's kept most of the cars on track.

After lunch at Petersborough the sad news was delivered that the police would not open the gravel/dirt roads to traffic so that our afternoon route was on the tar road to Hawker, albeit a very scenic one along the edge of the Flinders Ranges.

DAY 2 – Hawker to Quorn to Hawker

We woke to a bright sunny 1 degree morning with the cars all well iced over and expectations of around 140km on tar and 500kms on the dirt today.

The morning run to Quorn was unforgettable. Of my many thousands of kilometres over challenging dirt / gravel roads in all places around the world, I have to give this morning a 10/10. While this morning was an adventure, the afternoon quickly turned into a real challenge with testing fast gravel roads with their numerous grids, gates, sharp stones and rough crossings, along with stray wildlife, all playing havoc with the participants. Three roo and one emu collision, a holed fuel tank (Celica), a run centre bearing, blown head gasket (Corolla), busted suspension (P76), a leaking rear main (Celica) etc etc created some carnage among the entrants.



DAY 3 – Hawker to Roxby Downs

Despite the challenges created by yesterday's route, most of us limped away toward Blinman then Marree via the Oodnadatta Track and south to Roxby Downs.



Over 400kms of dirt today with challenging crossings, terrible ruts and creek crossings and the mandatory tow out by either another competitor or the rescue team just out of Marree. Our biggest issue was a mal functioning auto transmission where the oil had foamed over 150kms of rutted roads and we couldn't get any drive until it had cooled down. Dawn will reveal the damage of the day but there was certainly an absence of participants at the Roxby Downs pub tonight.

DAY 4 – Roxby Downs to Broken Hill

Today it was a 650km run with a sweep across to the famous town of Woomera then down the bitumen to Port Augusta and across to Yunta then Broken Hill. 80% tar today but that gave the cars a break as we cruised through the Horrick's Pass to Wilmington then Orroroo to our destination of Broken Hill. By now a few participants were limping with both 242GTs Volvos suffering drive train issues and the P76 starting to experience suspension challenges. In contrast the Crofts and Limberious were just cruising along.



DAY 5 – Broken Hill to Innamincka



After a 'dark' 6.30am start it was off on a 300km delivery leg to Tibooburra for our fuel stop then 270kms on dirt and gravel then onto Innamincka for the night. Sadly, the potential motorkhana didn't eventuate. Not a lot of carnage today but the Mustang is out with suspension issues (later to return) and the HSV with full support crew wasn't a happy chap with all 4 corners jacked up for some surgery. That done, we headed into the pub for a cold one and a solid meal with the new managers.

DAY 6 – Innamincka to Broken Hill

Another 6am start but much warmer than recent days. Off on the Strzelecki then on the dirt for over 250kms. Firstly it was across to Cameron Corner which was 220kms out. New managers had just arrived from Victoria the day before and it looked like they had no idea what they were in for in this desolate corner of NSW, SA and Qld.

Allan's Merc 300SE was looking worse for wear and our Merc 190E started experiencing automatic gearbox issues yesterday and today they were somewhat magnified with no 4th gear leading us to drive straight back to Broken Hill rather than take the arduous dirt track back which was full of water crossings.

We understand that it was extremely difficult with some cars not getting back in until after 9pm and meals forgone to get on top of damage and stuff that causes that old Rolls Royce problem known as 'failure to proceed'.

DAY 7 – Lay Day in Broken Hill

A well-earned rest for some but not most with the Broken Hill Outback Resort's grassed area littered with ramps, jacks, stands, tools, oils and parts sourced from all corners of the country to keep the cars running. After 4 hours work our



efforts to sort the loss of 4th gear in the Benz were to no avail and with great regret we had to arrange to ship her home and grab a hire car to complete the event. My daughter Nickie (Co-driver) flew home today, handing the banner back to Liz who was to navigate the mighty Mazda 2.

DAY 8 – Broken Hill to Hillston

This morning the start was from the Broken Hill Veteran & Vintage Car Club hall with the first stop being Menindee. By now the P76 was on a trailer, Warren's 242GT awaiting a tow back to WA and our Merc 190E, awaiting on its lift back to Sydney. So it was over to the Crofts, Steve Maher and the Limberious to represent the CRC. Today was over 400kms of dirt which saw numerous cattle grid and water crossings as the fleet headed into the Mungo National Park then onto Hillston. Sadly with our newly acquired stead with its one run flat, we had to stick to the tar.

DAY 9 – Hillston to Cootamundra

80% tarmac today as the fleet headed across some fast gravel then on to Lake Cargelligo, Condobolin and Trundle for lunch with old fashioned shops that close at 12pm irrespective of the number of potential patrons dying of hunger and thirst. It was then onto Bumbaldry, Douglas Gap with its many blind corners and then Murrumburrah. It was then a short hop into Cootamundra for the night's stop. No casualties.

DAY 10 – Cootamundra to Canberra

For the last day of the event we headed directly to Canberra having to avoid the 165km of dirt however the remaining fleet had a challenging morning working their way across the Murrumbidgee then onto the Bundarbo Rd which traverses a working property. All made it through with a few scars, including the Limberious' Fairmont which sadly collected a flat tire (quickly replaced by Jim), just kilometres from the finish atop Black Mountain.



OVERALL

It was a tough and challenging event as Todd Martin's always are, however despite all of the issues from minor damage to total withdrawal from the event, a fabulous time was had by all. 5 cars out of 16 didn't make it to the finish while others used every skill at their disposal to limp home after 5300kms including 3000kms on dirt, gravel and mud caked roads.

Next on the cards for us will be the 50th anniversary Repco Around Australia Re-Trial in 2029.

[Update Five GIET 2025.pdf](#)



1989 Mercedes W201 190E 3.0

ROAD & CLUB RALLY CAR

Our lovely, well known historic registered 190E has been purpose build as a capable tar/dirt rally car which is just at home as a comfortable daily driver. Her body and interior are original and in excellent condition, and she has all the comforts of air conditioning, power steering, electric windows and sunroof.



To equip her for the challenges of tar, dirt and offroad events we've made the following significant upgrades –

- W124 3 litre engine with all new seals and gaskets
- Bolt in MSA approved half roll cage plus full length alloy bash plate
- 50mm lift using Mercedes factory W124 springs and spring pads
- Spax 24 setting adjustable shocks at front + gas shocks at rear
- W124 Coupe 15" x 6.5" wheels with Goodride SL369 205/70R15 AT (6 ply) tyres
- W124 Coupe 295mm ventilated discs with Cardone 4 piston calipers
- W124 Wagon 274mm rotors at rear with Cardone 2 piston calipers
- VHF radio, rally computer, digital clock plus lots of USB outlets
- Fire extinguisher, First Aid kit and 13" suede steering wheel
- Twin driving lights and twin reversing lights plus Ultra HD headlight globes
- Over \$1500 of spares + Workshop Manual
- Dozens of photos of build and during events available on request

A bargain at \$14,950 ono. Ring Greg on 0413 705559

For Sale

1963 Century Resorter

Lizzie is a fully restored and immaculate Century Resorter, originally built in 1963 in Michigan USA, with batten seamed Mahogany planking over American oak frames.



Lizzie

We have owned *Lizzie* for over 30 years and have overseen the complete restoration of this fine craft with over 1100 hours of careful craftsmanship and \$80,000 spent in the process. The result is brilliant, and you'll turn heads and get attention everywhere you take her.

Powered by an original yet completely rebuilt Gray Marine Fireball V8CF 175 HP engine with only 20hrs on her, *Lizzie* has plenty of power to give the driver and guests absolute enjoyment.

Cruise with style on the two seater red leather forward facing lounge and aft is an additional lounge for guests under way or relaxing at your anchorage of choice. There are high quality stainless fittings to boost the charm and feel.

Lizzie is fully registered in NSW and comes with a bespoke trailer so you can move her from your garage to your local ramp or take her with you on holiday adventures up and down the coast.

This boat, based in Sydney, is as cool as it gets and is a thrill to drive with exclusive NSW registration RAVEON.

Serious enquiries to Greg at:
thenewtons5@icloud.com
or ring **0413 705 559**

TREASURER'S REPORT - JULY 2024 TO JUNE 2025

| FY 2025 | CRC 1st July 2024 to | | 30/06/2025 | | |
|-------------------------|----------------------|--|------------|--------------|-------------|
| Balance Sheet | 30/06/2024 | | | | Change |
| Bank Account | \$ 15,442.51 | | 30/06/2025 | \$ 15,057.48 | -\$ 385.03 |
| Term Deposit - exp 4/25 | \$ 31,308.58 | | | \$ 31,308.58 | \$ - |
| Term Deposit - exp 9/25 | \$ 34,869.11 | | 30/06/2025 | \$ 36,564.90 | \$ 1,695.79 |
| | \$ 81,620.20 | | | \$ 82,930.96 | \$ 1,310.76 |

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

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

| Other | | | | | |
|---------------------------------|---------------------|----------------------|--------------------|--------------------|----------|
| Alpine Raffle | \$ 1,350.00 | | \$ 1,350.00 | | |
| Childrens Cancer Institute | | -\$ 1,500.00 | -\$ 1,500.00 | | |
| Admin | | -\$ 15,710.52 | -\$ 15,710.52 | | |
| Term deposit | \$ 1,695.79 | | \$ 1,695.79 | | |
| | \$ 3,045.79 | -\$ 17,210.52 | -\$ 14,164.73 | -\$ 14,164.73 | |
| | | | | | |
| Total Income and Expense | \$ 45,995.79 | -\$ 44,685.03 | \$ 1,310.76 | \$ 1,310.76 | -\$ 0.00 |

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

TREASURER'S REPORT – 1st JULY 2024 TO 22nd JUNE 2025

| FY 2026 | CRC 1st July 2025 to | 22/07/2025 | | |
|-------------------------|----------------------|------------|--------------|---------------|
| Balance Sheet | 30/06/2025 | | | Change |
| Bank Account | \$ 15,057.48 | 22/07/2025 | \$ 15,374.48 | \$ 317.00 |
| Term Deposit - exp 4/25 | \$ 31,308.58 | | \$ 31,308.58 | \$ - |
| Term Deposit - exp 9/25 | \$ 36,564.90 | 22/07/2025 | \$ 36,564.90 | \$ - |
| | \$ 82,930.96 | | \$ 83,247.96 | \$ 317.00 |

| Profit and Loss | Income | Expense | Net | |
|-----------------|-----------|---------|-----------|-----------|
| Membership | \$ - | \$ - | \$ - | |
| HVP | \$ 125.00 | \$ - | \$ 125.00 | |
| | \$ 125.00 | \$ - | \$ 125.00 | \$ 125.00 |

| Events | | | | | FY25 |
|------------------|-----------|------|-----------|-----------|-----------|
| Hidden Gems Tour | \$ 355.00 | \$ - | \$ 355.00 | \$ 350.00 | \$ 705.00 |
| | | | \$ - | | |
| Alpine 2025 | \$ - | \$ - | \$ - | | |
| | | | \$ - | | |
| | \$ 355.00 | \$ - | \$ 355.00 | \$ 355.00 | |

| Other | | | | | |
|---------------------------------|-----------|------------|------------|------------|------|
| Alpine Raffle | | | \$ - | | |
| Childrens Cancer Institute | | | \$ - | | |
| Admin | | -\$ 163.00 | -\$ 163.00 | | |
| Term deposit | \$ - | | \$ - | | |
| | \$ - | -\$ 163.00 | -\$ 163.00 | -\$ 163.00 | |
| | | | | | |
| Total Income and Expense | \$ 480.00 | -\$ 163.00 | \$ 317.00 | \$ 317.00 | \$ - |

| Expenses/Admin | |
|---------------------|------------|
| Trophies | |
| Canada Bay Club | |
| Zoom | |
| Flowers Carol Both | -\$ 163.00 |
| Website/Domain Name | |
| Fair Trading | |
| Newsletter | |
| Xmas Party /30th | |
| Insurance | |
| Council Motor Clubs | |
| Shannons Day | |
| MA Affiliation | |
| Youtube Marketing | |
| Projector | |
| Flickr/WIX (alpine) | |
| TOTAL ADMIN | -\$ 163.00 |

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

Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

Ron Cooper CRC Club Plates Registrar
rondcooper1275@gmail.com Mobile 0403 037 137

49 Wongawilli Rd Wongawilli NSW 2530

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

Types of Conditional Registration available to CRC members

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

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

Procedure for renewing at the RMS:

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

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

Club Rules in addition to RMS Conditions

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

The club reserves the right to withdraw eligibility to those who do not participate in club activities.

Members should be financial members for 12 months prior to applying for club plates.

Members with club plates must comply with all RMS conditions and club rules and directions from club officials.

The club reserves the right to accept or reject any cars and to withdraw acceptance to the Historic and Classic Plate schemes.

In addition to the RMS costs the Classic Rally Club will charge members on the HVP scheme \$25 per year and require them to sign a document annually requiring members to agree to the conditions of the scheme and to provide information on the insurance of their vehicles.