



The 2025 Sheep Station Reliability Trial

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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

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

The Classic Rally Club Inc.



The Secretary,

P.O. Box 150,

Northmead, NSW 2150

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

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



SEPTEMBER PRESIDENT'S REPORT

Spring has certainly sprung, some nice temperate weather has brought some very nice days, and a great time to get out and enjoy touring on a CRC rally.

Just this past week (at time of writing) we ventured south to Goulburn to enjoy the 'Sheep Station Reliability Trial' hosted by Drivetek Motorsport. A one day event that encompassed a little over 350km, with a fairly healthy mix of unsealed roads in the mix too.

Just like the rest of the east coast the region has been drenched with rain – and even though we in Sydney were well and truly over it the rural regions have come alive. The wide open fields now glowing with green growth. Certainly a welcome change from years gone by.

September has also not managed to pass without some very sad news.

Peter Reed, our long term Treasurer – sadly informed us of the passing of his beloved wife Sue. Sue attended a number of CRC events over the years including Xmas parties, the Christmas in July in Bathurst and was an official at some of Mike Batten's Wollondilly rallies.

And Also, Garth Bransgrove informed us of the passing of his father – Arthur. Arthur was a stalwart of the Alpine Classic being one of the very few to have attended every event for at least the first 20 years. He also donated the perpetual trophy 'The Sheep Station'. The joy of not only being able to enjoy our events but to do it alongside his son and grandson was always special.

Please find further detail inside this issue of Rally Directions.

October 18/19 celebrates the 25th running of the CRC Alpine Classic. The upcoming event has us heading back to the events 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.

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

Alan Walker

CRC President

The 2025 Sheep Station Reliability Trial

-A very brief overview- by Alan Walker

Just a very quick overview and a huge thank you to Jon and Tina Mansell of Drivetek Motorsport.

The 2025 'Sheep station' was run, won and was a hell of a lot of fun. With a fairly healthy dose of unsealed roads in this years event, has all the teams enjoying some new areas between Goulburn, Dalton and back again.

Some of the unsealed sections were used to allow crews to enjoy retracing some of the original rout of the 1966 Southern Cross.

With a mix of driver revivers (coffee stops) and a great selection of pizza on offer at the Dalton pub. This event had a bit for everyone.

Please take a look and enjoy the pics I have added, as the spectacular scene on driving amongst the Collector Wind Farm cost Edul and I a 'correct' question answer. (the only answer we were unsure of the upper and lower case- and opted not to go back and check....) I'll take the blame for that one!

Anyway thank you again, and congratulations to the placegetters, but most of all thank you for the organisers and officials, and of course all the teams that got out there and enjoyed this one. I'm sure the final results, more reports will come next month.

2025 Alpine Classic

18-19th OCTOBER

Five weeks to go – Get your entry in !

With just over five weeks 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 for those that enjoy the drive without the hassle of all the mapping !

INCLUSIONS:

Saturday - Breakfast, Lunch, Dinner

Sunday - Lunch

All instructions and maps required for your category

Commemorative Cap, patch and sticker for every attendee.

thealpineclassic.com.au

LOSING TOO MANY

It's been a very sad few weeks losing a few CRC members and close car club identities. In due order we have lost the following, may they all Rest in Peace, condolences to all loved ones, partners, family and friends, remembered by all who knew them.

Vale 1st June 1932 - 28th August 2025

GUS STAUNTON



It was with great sadness that we received the news of the passing of Gus Staunton, Patron of the Mini Car Club. Many CRC members were involved in the early days of the then Morris 850 Car club, back in the 60's & 70's, now known as the Mini Car Club. Gus was the founding President for the first 8 years of the club. Gus passed away, after a short illness, with his family by his side at 93 years old. It was so fortunate for myself, Ron Cooper and Jim Barrett to make the trip down to his farm last June, out back of Boorowa, to catch up with him, his wife and three of his sons. We shared many stories of the good old days, signed some memorabilia, lunch, coffee and a fantastic afternoon on the back veranda overlooking the rolling hills and country side of his property. We all made the trip down again to Boorowa on Saturday the 6th to farewell Gus, with a large gathering of his family, at the St Patrick's Catholic Church Boorowa.

Gus fitted so much into his early years before retirement. His brilliant mind and ability to achieve so much in the motoring world as well as Australian and the International Surf Life Saving. He was the absolute legend when it came to administrative work within Motorsport. Just some

of his Directorships included such events as the 1964 Sun Castrol Safety Drive, the three magical Mini Monte Rallies of 65, 67, 68, multi day rallies just for Minis. Starting in all states they plotted different navigational routes but covering the same distances with all cars finishing up at Lithgow and Warwick Farm at the same time. He masterminded the great 1966 Bathurst win with Bob Holden and numerous other minis, the '68 BMC London to Sydney team effort across Australia then the '69 Austin 1800 victory in the Southern Cross with Andrew Cowan and Dave Johnson BMC/Leyland rally team, Team manager, Minis to New Zealand for Heatway rallies, BLMC teams Young Lions, rallycross for channel 7, The bus, Roadsaf International, so much more given to the motorsport community.

We caught up with well known motoring commentator and journalist and past BMC Promotions Director Will Hagon at the funeral. He followed us back to Goulburn for an extended lunch on the way home, an afternoon of reminiscing about Gus's achievements and early rallies, racing and speedway.

Vale 1929 - 5th September 2025

JOAN VAUGHAN OAM



The Mini Car Club and the wider motorsport community mourned the death of Joan, who passed away peacefully at the age of 96. Secretary of the Mini Car club for 33years, only standing down last year as she could not drive her Mini to committee meetings anymore.

Her son Alan, also well known in motorsport to many of us, with his sister Arlene held a private funeral. However, they invited everyone to an "After Party " for Joan's send off. A very large gathering was held on Wednesday afternoon the 17th at the same venue as Arthur Bransgrove's

wake which was held that morning. Another incredible lady that fitted so much into her life serving Motorsport, Surf Life Saving and many community organisations. Again, myself, Ron Cooper, Jim Barrett and wife Joan attended.

Vale 20th May 1931 - 7th September 2025

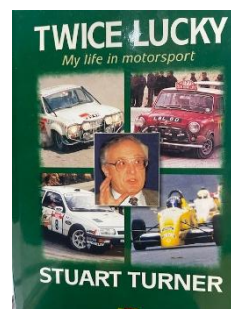
ARTHUR BRANGSGROVE



Arthur Passed away peacefully in care with his family by his side, aged 94. He was a long time member of the Classic Rally Club, joining around 1996 and introducing his son Garth into rallying, mainly in Volvos. They became known as Egg and Son and later when a young grandson Adam joined the Brangsgrove crew they became known as Egg and Son and Son, three generations rallying together. Arthur was only one of two people to be in the first 20 consecutive Alpine Classic rallies along with Mark Drummond. Mark also attended the church service with myself, Ron Cooper, Jim Barret and Paul Morton representing the CRC. Garth had worn his blue and yellow CRC t-shirt to the funeral to give his heart warming and emotional Family Tribute with his family Adam, Kelly & Bren by his side. Arthur was a true gentleman and much respected and liked amongst our club members.

Vale 1933- 8th September 2025

STUART TURNER



It was also sad to hear of the passing of Stuart Turner over in England, aged 92. He joined the British Motor Corporation as Competition Manager just when the Mini was coming on song. His genius took the humble Mini to race and rally wins around the world, including three Mini Cooper wins in the famous Monte Carlo Rallies back in the 1960's. His background included a Championship winning co-driver, winning the British Rally Championship twice in the 1950's and early 60's. He was also an accomplished journalist. Some years later he moved to Ford as the Escort was starting to shine, as Director of Ford Motorsport. He was heavily involved with racing and rallying, the AVO program (Advanced Vehicle Operations), Ford Public Affairs, Escorts, World cup rallies, Marathons, right through to the RS200 and Sierra Cosworths.

Somehow, and I can't remember through who and what year, possibly around 2004 or 05 we were lucky enough to have Stuart at our CRC meeting as a guest speaker, whilst touring Australia. He just so happened to also have with him copies to sell of his autobiography book "Twice Lucky" and sign for those who bought one, including myself. Another rally legend of the good old days, gone but will be remembered by those interested in our sport's history and little magic rally cars, the Mini and Escort.

Vale 14th October 1947 - 9th September 2025

SUE REED



Unfortunately, Sue Reed lost her battle aged 78, struggling with Cancer since moving down to Beechworth Victoria to be closer to her children and grandchildren. Wife of our Treasurer Peter, mother of Geoff, Mark and Anthony, loving Nana to four. Sue was showing some signs of some improvement in the early months of this year. Sue and Peter were able to enjoy going out to restaurants and wineries together. Sue had a series of strokes in July which on top of her cancer eventually became too much. Sue was able to come home from hospital for a BBQ lunch with the family just days before her passing. Sue attended many CRC functions with Peter and officiated on many Wollondilly rallies.

The family have asked all her friends to not send any flowers but rather consider making a donation to the Albury Wodonga Regional Cancer Centre Trust "In memory of Susan Reed".

<https://awcancertrust.org.au/donate-online/>

With my 3 sons were have been going through all the old photos - lots of great memories there.

Sue's funeral will be held at 11am on Monday 22nd at Christ Church Beechworth.

Sue's funeral will be webcast given quite a few friends from Sydney can't come - so they can view it live or at a later time. A link will be created on the Tobin Bros website.

<https://tobinbrothers.com.au/tribute/susan-reed-2507306/>

Regards,

John Cooper

Life Member

Classic Rally Club NSW

johncoopclassic@gmail.com

0414 246 157



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Rolling

VOLVO CLUB OF AMERICA





BY JOHN HOUCK

The 2025 edition of the Peking to Paris (P2P) motor rally has been completed.

It was 14,988 kilometers (9,313 miles) long, ran for 37 days from May 17 to June 22, 2025 and went through 11 countries. The journey started at the Great Wall of China, just outside of Beijing and traversed through northern China (Inner Mongolia), Kazakhstan, and across the Caspian Sea to Azerbaijan. (We flew; the cars went on a huge ferry.) The route continued through Georgia, Turkey, and then through Bulgaria, Romania,

Hungary, Austria, Switzerland, before finally reaching Paris, France.

It was organized by the *Endurance Rally Association* in London, England (www.hero-era.com/rallies/2025/05/peking-to-paris-2025) that has been sponsoring the P2P every three years since 2007. (The 2022 edition was delayed to 2024 due to COVID.) They plan the route, book hotels (they were all top notch, dinners and breakfasts were excellent hotel buffets), supply eight trucks with experienced mechanics (called *Sweeps*), supply a

four-doctor medical crew, arrange for smooth as possible border crossings, and arrange for local “fixers” in each country to help with medical and mechanical emergencies (most commonly fixing flat tires).

Fifty-five teams from Australia, Great Britain, the United States, Austria, Argentina, Italy, Germany, Austria, Belgium, Switzerland, France, Spain, Netherlands, and Canada participated in this endurance, precision-driving competition. There were eight teams from the U.S. All cars had to be older than 1976.





PHOTO IAN SKELTON

A typical day involved getting up early, eating breakfast, doing routine maintenance on the cars, and then getting on the road. The cars left at one-minute intervals to avoid crowding. There was generally a break in the morning, at lunch, and in the afternoon for rest and snacks. The mileage per day varied from as little as 270 miles to as much as 430 miles. The roads included highways, two-lane paved roads (both well paved and not so well paved—broken asphalt and potholes), and very challenging gravel, dirt and sand roads with deep ruts, rocks, steep hills, and multiple tracks.

Driving instructions were given using Tulip diagrams, which outline upcoming intersections associated with a precise distance from the day's starting point. An extremely accurate odometer (accurate to 1/100 kilometer), usually on a rally computer, was essential.

In addition, a Garmin 276Cx was required with PV544.

Some of the Contestants



1973 Citroen D520



1973 Porsche 911



1973 Fiat 500



1969 Pontiac GTO



1939 Ford Coupe and 1939 Chevy Coupe



1951 Bentley

The Four Volvos



John Henderson and his sister Lui MacLennan, from Australia, (who also did the 2019 and 2024 P2P) in their 1974 144 DL.



Peter Gerstrom and Mark Tilbury from Great Britain in a 1967 144S.



Max Merlino and Nicolas Merlino, father and son, from Switzerland in their 1964



My brother David and I in our 1967 122S wagon.



There were six nights of camping in China and Kazakhstan on remote desert roads. Tents were available for rent. There were also tents for dining, showers, restrooms, and drinks.

to avoid getting lost. A chip with navigating waypoints was provided to give general directions.



The circle in the Tulip diagram indicates your approach to the intersection, and the arrow indicates where you should be after the intersection. Too often, easier said than done.



Garmin 276Cx.

Also, a Spot Trace GPS locator was required so that the rally organizer and friends could keep track of exactly where your car was.



Our trace record for the entire rally.

The precision driving competition involved three different types of timed segments. Penalty points were given for seconds before or after the ideal time.



Time Controls Easily attainable times to reach prearranged checkpoints (mid-morning, lunch, midafternoon, and evening), unless you got lost or had a mechanical problem (flat tire).

Regularities (2-4 per day) Usually on twisting, steep, roads, with oncoming traffic (you never know what's around the next corner!), often horrible gravel, dust and dirt. Directions are for a certain speed for a certain distance, often with several changes. They were usually not over six miles long. Finish timing is done by a team of officials with a stopwatch, hiding behind a hill or turn (you don't know where they are!) Penalty points are given for seconds before and after the "ideal" time.

Test Segments Again, usually on a nasty stretch of road or a road racetrack. You get to drive as fast as you want. The sports cars (i.e., Porsche 911) generally had the most fun on these.



A test segment on a dirt horse racing track in China.

Problems

The biggest problems were the times lost due to mechanical issues. We lost points for missing time controls due to: 1) our skid plate fell off twice (it was eventually replaced with new, much firmer attachments), and 2) an unfortunate flat tire that we needed help with because the restriction straps on the rear end had broken (our jack could not lift the car up high enough). The Merlins broke both wishbones and attachment bolts that required days on a flatbed truck and complicated welding at



The Merlins, in their 1964 PV544, broke both wishbones, which had to be welded to get back on the road.

an expert shop to get them back on the road. They missed many checkpoints.

Poor quality roads were chosen by the organizers to separate out the cars in stiff competition. But they were very hard on the cars—virtually everyone had problems that required the attention of the *Sweeps*.

Some of the more common problems were:

- *Vapor lock or overheating*

While sitting in traffic on a hot day, due to an inadequate radiator and fan.

- *Engine failures*

Seven cars had complete engine failures, four of them due to inadequate air filtration—dust and sand got into the engine and acted like sandpaper.

One participant dropped out of the rally because of the shipping expense for another engine for his 1938 Chrysler.

Two of the Porsches had engines shipped from Germany with technicians to replace them and one Porsche had a technician flown in to rebuild the engine at the shop.

Several of the Porsches had engine failures.



The three other cars found engines in Europe that could be shipped—a huge cost, on an emergency basis. (Four of them in a shop in Baku, Azerbaijan; one in Tbilisi, Georgia; and another in Istanbul, Turkey.) The rally organizers were amazing in finding the necessary resources!

• *Suspension problems*

Many cars experienced broken axles and difficult-to-find replacement shock absorbers. Replacements parts were either with the car, or you had to make do. Some of the broken parts could be welded or sourced from parts stores that could be found to fit. We eventually found rear shock absorbers in Almaty, Kazakhstan that were made for a Nissan Pathfinder that worked great.

Modifications to Our 122

These are the modifications made to our car before the rally:

- Strengthening of the suspension using welded gussets; raised 3 inches.
- Aluminum skid plate.
- Bored and stroked B20 engine to 2380 cc.
- T5 transmission.
- BMW clutch.
- Limited slip differential—Positraction PowerLock.
- Roll bar.
- 32-gallon gas tank—JAZ Jeep Speed.
- Recaro seats with Sketchers seat covers.
- Brantz Rally computer—International 3 Pro.
- Radiator—much larger than stock, with pusher electric fan.



Animals on the road were a frequent problem—goats, sheep, cattle, horses, and camels.

Tire Karma

Generally, entrants preferred to have two spares (rim and tire), if the car could hold them, because two flats in one day was not unheard of and it could be days before a tire could be replaced. Mostly, a flat tire meant a destroyed tire that could not be patched.

We had two spares. One day we had a flat that destroyed the tire and needed a new tire mounted on the rim. The next morning while walking into the hotel, I met another entrant carrying a tire. It turned out that he had ordered four tires to be delivered to the hotel because he had a flat. They were 185 65/15s, the exact same tire as on our Volvo! I bought one of them and put it in the cargo bay. Later that morning, we saw one of the entrants at the side of the road on the outskirts of a Chinese city, with the rear driver's side jacked up, so we stopped to see if we could help.



Turns out their car, a Peugeot 504 Coupe, had just had their second flat of the day. They had used up their only spare earlier. They, fortunately, had an extra tire but no way to mount it. What to do? The sight of two old cars at the side of the road drew a small crowd. (There are almost no cars in China older than 15 years due to strict performance rules.)

Using Google Translate, we explained the situation. They pointed and said there was a tire place about half a mile down the road. We put the Peugeot flat and new tire in the back of the Volvo (we easily had the space) and drove down the road.

There was a huge truck stop with a large tire repair shop. The young manager was highly amused to see a little green Volvo show up in his parking lot. Any reservations about quickly swapping tires went away for \$50. He put the new tire on the Peugeot rim, and we drove back to the Peugeot to get them back on the road. I then returned to the tire shop to retrieve our Volvo rim and tire. The Peugeot was able to meet their time control that morning without a penalty. We had another flat that afternoon and were able to use our new spare.

Amazingly, Brian Palmer and David Bell (GB), in the Peugeot, were the overall winners of the rally! If they had missed that time control, they almost certainly would not have come in first. Everyone who heard the story said it was Karma.



1975 Datsun 240 Zebra



A father and son duo from Salt Lake City had wrapped their 240Z in zebra stripes. The father lost a brother in February due to a very rare gastrointestinal cancer (a “zebra” in medical slang) and dedicated their participation in the rally to the memory of the brother. Their differential failed in rural China six days after starting. They were able to get it fixed but lost a day and a half of rally time. To catch up, they found a route from Google Maps and planned to drive straight through the night.

In the dark, they apparently took a wrong turn. Suddenly, they were surrounded by searchlights and armed vehicles. They had mistakenly wandered onto a Chinese military base! They were arrested as spies and interrogated for two hours and then taken on a two-hour drive (with a police car in front and one in back) to another base where they were again interrogated (including questions about life in the U.S., if they liked President Trump, etc.). Their cell phones were searched and the Garmin 276 investigated. They had to convince the authorities that they were not spies, just lost travelers.

Finally, after about 24 hours, the Chinese decided they were no longer interesting and let them go, in part due to the efforts of the rally organizers. However, the differential failed again, and they had to put the car on a flatbed truck to get to Almaty, Kazakhstan, where a shop was found that made repairs.



Then, in the middle of Kazakhstan, the front shock absorbers broke, and they had to again use a flatbed truck to get to Baku, Azerbaijan.

The new shock absorbers came in the luggage of the wife of one of the entrants who flew to Baku from Connecticut to accompany her husband on the second half of the P2P. Again, the car was repaired. However, the



next day, the engine failed. Blown head gasket and block. Amazingly, through a grapevine of the local Porsche and Datsun clubs, they were able to locate a Datsun engine that had been swapped out six months before in a 240Z that got a new LS engine. The owner drove 200 miles to deliver the old Datsun engine. It was installed in Tbilisi, Georgia and worked great for the rest of the rally.

Final Results

The Volvos did well in the end. Fifty-three cars finished the rally; here's how they they finished:

- Henderson, MacLennan—5th place, 38.30 penalty points
- Gerstrom, Tilbury—12th place, 72.54

penalty points

- Houcks—31st place, 290.54 points
- Merlinos—47th place, 1698.36 points

I would encourage Volvo owners to consider these types of international rallies. The cars are up to it—with proper preparation.

The *Endurance Rally Association* and *Rally the Globe* are two major organizers for these



Ryan and Isaiah Salter, the father and son team from Salt Lake City with the Datsun 240Z, received the *True Grit* award at the awards ceremony in Paris for their persistence.

events. There are many smaller, regional rallies as well.

A 13-minute highlights video can be found on the ERA website at www.hero-era.com/films-images/2025-06-pekings-to-paris.

Many thanks to Joe Lazenby of Susquehanna Spares, Harrisburg, Pa. (the car); Duane Matejka of R Sport Engineering, Pip-

ersville, Pa.; Mike Finn of Midwest Classics, Edmond, Okla.; and Butch Deacon of Deacon Racing, Edmond, Okla. Their skills and persistence made all this possible. n

John Houck lives in Edmond, Oklahoma and can be reached at jrhouchkok@gmail.com.

Many friendships were made while socializing at dinners, breakfasts, happy hours, and along the road. Memories to last a lifetime.





1974 Volvo 144 DL (#74) John Henderson/Lui MacLennan (AU). They also did the 2019 and 2024 P2P, and are signed up for 2028.

No punctures, but we wore out our Dunlop rally tires at about 4,000 kms and spent the rest of the rally riding on Chinese van tires purchased in Almaty. Probably the most unpredictable tires I've ever used.

We cracked a rear trailing arm and had it welded and plated in Shymkent. Later found one of the bolts holding the front subframe had ripped the captive nut out. Happened once before, on the other side, and we used the same fix of welding the subframe to the chassis.

Also had to replace the clutch cable twice because operation was getting very stiff—the innards were unravelling and getting caught. I only had one spare, but managed to oil up the original to get us to Paris.

We went through three sets of shock absorbers in the rear and two

in the front. These were MCA—heavy duty rally products. The roads were tough on everything.

Air filters needed regular cleaning. I use an airbox with an inner and outer oiled foam filter. The inner stayed clean, but the outer was washed and reoiled every three days on average.

My windscreen washer pump failed and got replaced in Dunhuang. A mechanic also accidentally broke off the operating handle. Fortunately, I'd already wired in a parallel switch for the navigator to use.

Overall, a pretty trouble-free run! **n**

John Henderson

We were lucky to escape with no punctures, but we did have a problem with overheating and relied on the secondary electric radiator fan a lot. The failure of the secondary fan, when the blade parted company with the body, required some “bush mechanics” by the Sweeps to reattach it and keep it going until we got to Paris. We also had problems with breaking back axle restraining straps and had to “nurse” the car once we ran out of spare ones.

Our main problem throughout the rally, however, started with a drop in oil pressure, which we could not explain. In the end, we put it down to deteriorating high-pressure rubber hoses to the oil filter (due to modern aggressive oils, maybe), which had been repositioned on the bulkhead for easy access. The debris kept a pressure relief valve open.

After many oil changes, the problem resolved itself, but the hoses failed, and we had to get new ones fabricated in a small hydraulics shop in Turkey. Another issue was our ignition key unit that failed. We had to strip it,

abandon the key, and use a screwdriver in the remainder of the barrel to turn the engine on and off.

One story that I like to relate when talking to friends is how James Hall-Smith and Ed Talbot (GB), in their 1972 Lancia Fulvia 1600 HF (#64), racing for the Sarcoma UK charity, holed their radiator on day

24 when they ran into the back of a Datsun 260, which suffered only superficial back bumper damage, on a test segment on the way to the small remote town of Qakh, Azerbaijan.

In Qakh that evening, the *Sweeps* found a small garage where five guys extracted the radiator and sorted the bodywork. A radiator specialist was called from a nearby town and turned up at 2 am. They all worked through the night, and the car was on the road again the next morning. They made it to the Azerbaijan-Georgia border in time to get through. Hall-Smith and Talbot said afterwards that the incident restored their faith in human nature. **n**

Peter Gerstrom



1967 Volvo 144S (#52) Peter Gerstrom/Mark Tilbury (GB)

Classic Rally Club Inc.
Minutes of the General Meeting
Held at the Canada Bay Club on 26 August 2025

Present:	Alan Walker	President
	Geoff Bott	Committee Member
	Ron Cooper	Committee Member
	John Cooper	CMC Delegate
	Doug Barbour	
	Xanthea Boardman	
	Edul Dhondy	
	Bruce Miller	
	Paul Morton	
	Tony Norman	
	Robbie Panetta	
	Andrew Taurins	
	Lindsay Trevitt	
	Dominic Votano	
	Tanya Votano	
	Stephen Wells	
	Tony Wise	
	Greg Yates	
	Glenn Evans	Secretary
Apologies:	Peter Reed	Treasurer
	Chris McDonald	Editor
	Nikki Baker	
	Murray Baker	
	Mike Batten	
	Wendy Cooper	
	John Henderson	
	Andrew Inglis	
	Tony Kanak	
	Greg Lemmon	
	Lui MacLennan	
	Steve Maher	
	Darren Taylor	
	Garth Taylor	
	Lauren Walker	
	Kim Warner	
	Ross Warner	
	Karen Yates	

Item 1: Opening

The President opened the meeting at 7:52pm.

Item 2: President's Report

The President welcomed attendees to the meeting. He advised that the trophies for the Isle of Man TT and the AROCA Tour d'Course will be presented at the Alpine Classic dinner. Entries for the Alpine Classic are open.

Item 3: Secretary's Report

The start of the meeting was delayed as the Secretary was trying, unsuccessfully, to get his laptop to allow internet access via the Canada Bay Club's wifi network. Apologies to those who tried to dial in.

The Secretary reported that his evaluation of different membership management software packages is ongoing. He is compiling a list of necessary and desirable features to enable the committee to evaluate the packages on offer.

Item 4: Treasurer's Report

The Treasurer's report for the financial year to date was presented, and is attached. Income of \$3020 comprised mainly Alpine entries (\$2475) and expenditure of \$811 included \$448 for Isle of Man trophies.

Item 5: Membership Report

The Membership Secretary reported that the Club currently has 332 members. A family of two rejoined and a member was added to a Family membership since the July meeting.

Item 6: HVP Report

The HVP Registrar presented his report. He presented a photo of Mark Hoyle's Skyline, a recent addition which brought the number of cars on Club plates to 77. He reported that cameras are being used to enforce the wearing of seatbelts. Seatbelts are not mandatory if they were not fitted as original equipment by the vehicle manufacturer. Refer to Safety Items in the HVS section of www.nsw.gov.au.

Ron reported that his car finally gave him a trouble-free event at the last Gear Day. The next Gear Days will be on 8 October and 3 December at Wakefield Park.

The HVP Registrar expressed condolences on the passing of Bruce Grant, a past CRC member.

Item 7: Past Events

The CMC Shannon's Sydney Classic Display Day was conducted at Sydney Motorsport Park on 17 August. The CMC Delegate gave a recap of the day. He expressed his disappointment that some non-classic cars were included in the display and parade lap.

Item 8: Future Events

The CRC has been invited to the Hornsby Car Show on Saturday, 6 September.

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. Tony Norman observed that electric vehicles will be permitted to run in the event, as it is sanctioned by AASA. A discussion ensued on where MA stands on the participation of electric vehicles in navigation assemblies.

The 25th running of the Alpine Classic Rally will be conducted on the weekend of 18 and 19 October. It will start in Lithgow, overnight in Orange and finish in Lithgow. Those who intend to enter are advised to book their accommodation now for the Saturday night in Orange and in Lithgow, if you intend to stay there on the Friday night. Entries will open soon. The President reported that the increased entry fee is regrettable but unavoidable, as the costs of fuel, catering and accommodation for officials have increased. He encouraged more entries to spread the costs and keep the entry fee down.

The Club has been negotiating with MA about licences, in an effort to assist its understanding of our style of events. Currently, MA requires a Speed licence for TREs with skills tests, so the Alpine cannot include a motorkhana or, currently, an average speed section. This year's Alpine will be timed, as usual.

The President advised that the Christmas Luncheon will be held early in December. Details will be advised.

The President expressed his optimism that Tony Norman will agree to come out of retirement to run an event next year.

Item 9: General Business

Dominic Votano gave accounts of his three recent events. He entered the Shitbox Rally, which ran from Perth to Darwin, with a mate from Perth. The Finnish Ambassador participated in the event and raised \$50,000. Dominic and Tanya took a 4WD tour to Cape York, which included negotiating the Old Telegraph Road. Dominic also ran in the Mallee Tour with Andrew Inglis.

The CMC Delegate advised that next year's CMC Heritage Day will be on 17 May.

John Cooper nominated Tony Wise for Life membership of the Club and summarised Tony's long service to it. The motion was seconded by Ron Cooper and passed unanimously (with Tony abstaining).

Item 10: Closure

The President closed the meeting at 9:07pm.

Alan Walker
President

Glenn Evans
Secretary

CRC CHAMPIONSHIP POINT SCORE 2025

[illegible]

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					Points to date	Position to date
Competitor										
Mike Stephenson	40	18								
Alan Walker	38 (m)	19								
Martin Leaver	36	18								
Ray Arthurs	34	20								
Phill Stead	36									
Ross Warner	0	17								

CRC CHAMPIONSHIP POINT SCORE 2025

[illegible][illegible]

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.