



The next event is
**THE SHOALHAVEN
SOJOURN**
**SATURDAY
FEBRUARY 28**

Entries
close on the 22nd

**See the CRC website
for all details and
entry form**

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The Classic Rally Club Inc.



The Secretary,

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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.



FEBRUARY PRESIDENT'S REPORT

We are basically on the eve of our first event, the 'Shoalhaven Sojourn'

Held on SATURDAY **February 28th**, an awesome one day event held in the South coast region. Tony Norman has again taken the reins to put together an event that is sure to be as enjoyable as it is challenging.

I can't wait to see you all there and kick 2026 off in style, with the 'Shoalhaven Sojourn'.

As always get your entries in early for the upcoming events do your part to help the organisers bring you the best events we can.

Our first club night in 2026 had all those in attendance in some of the most colourful Hawaiian shirts you'd ever seen. It was also fantastic to see several members we hadn't seen for quite a while – a fantastic way to catch up with friends.

Of course, outside of our first events, this year will again bring us many of our favourites – be they competition (Championship events) or wonderful social TOURS, your club has a lot on offer.

Sheep Station Rally Sunday 29th March - Goulburn to Harden by Drivetek Motorsport

Great event to enjoy a nice social evening and meal on the Saturday pre-event for those heading down the night before.

Canowindra Reliability Trial 23 – 24th May - two day with an overnight in Canowindra and an early finish in Goulburn on Sunday afternoon.

AROCA Tour d' Course Sunday 28th June – the 25th Anniversary running of one of the must do events.

This year we will again be visiting, and enjoying more of the best of NSW, delving through some lesser used areas to get you on some roads to explore.

The only piece missing at the moment is you ! So by all means lets support our club through enjoying what we love the most – a social catch up with friends and of course The Drive !

I'm really looking forward to the Shoalhaven Sojourn, and a great year in 2026 with the CRC and I hope you are too.

I look forward to catching up at an event soon.

Alan Walker - CRC President

The 2026 AROCA Tour d' Course 25th Anniversary Sunday JUNE 28th

This year brings about the 25th Anniversary of the Tour d' Course, the longest running CRC championship event only behind the Alpine Classic.

This year will be a special event, because for the anniversary the event will be a re- run of the inaugural event back in 2001. The event will again be held in the Southern highlands region with a start location returning to the Bargo Sportsground Hall.

Tour d' Course Sunday 28th June 2026.

Join the Alfa Romeo Owners Club in conjunction with the Classic Rally Club on the annual TOUR d'COURSE.

This year is the 25th Anniversary of the TOUR d'COURSE which started & finished at the Bargo Community Hall and this year will be a re-run of the original 2001 event.

The TOUR d'COURSE is known for fine food and this years anniversary will be no exception with an Italian lunch at the Bargo Community hall.

Travelling through beautiful countryside covering approximately 300km of some of the best driving roads in the Southern Highlands.

You can choose from 2 Levels of Navigation:

MASTERS - Challenging Navigation.

SOCIAL TOUR - Simple & enjoyable route-charted instructions.

Both Navigation Levels do not require Motorsport Australia Licences.

Entry Forms and Supplementary Regulations will be available soon from -

www.alfaclubnsw.org.au

www.classicrallyclub.com.au

The morning division is a wonderful tour around the region, with many long sections to enjoy the scenes and touring roads of the area. IT has been noted reviewing the original instructions that in 2001 there were only two categories (Masters and Tour). The surprising outcome is that the instructions used then had the Tour using maps to navigate their way through the event. I will admit there are plenty of notes and instructions for turns but I do note there are quite a few sections where the instruction given would have to be plotted and followed on a map.

Rest assured this year's event will have all the Tour instructions in the format we know it now – a full route chart with distances of turns.

So please mark it in your calendars and we look forward to having you all along for the Anniversary.

Event details will be confirmed soon, so keep an eye out for the updates.



CHAMPIONSHIP POINTSCORE AMENDMENT

The amendment is to promote inclusion of all members across the championship year.

In the past, the championship excluded moderns from all but a single event during each year.

With an aging demographic of the club, the financial pressures of being able to also own and store an extra vehicle that is more than 30 years old, it is found that modern vehicles, in some instances are being used to compete across multiple events.

It is also of note that the club when first started promoted the use of 'interesting vehicles' as many of the cars being used then were in the bracket of 20 – 25 years old, so wouldn't have been considered a classic in our current championship system.

The main focus for the championship is good team work and Navigation results, and by including moderns in the mix we are creating a larger pool of competition across the categories.

It is of note that we do love classic vehicles and that is why there is 'bonus point' system introduced. This is a consideration to those running in older vehicles. We love seeing all the cars that are 30 years and older out on our events and look forward to that in the future too.

This change is more about inclusion – many of the members are getting older and prefer the comfort of a more modern vehicle, may have down sized and can no longer keep an extra car in a garage etc. Also, it should be noted that new members may not have a classic car but could very well fall into the category of 'interesting cars' (just less than 30 years old).

We want to attract and retain all members that fall into these categories and reward them for their ongoing participation and support of the club throughout our event calendar, and of course reward them for doing well.

We do hope this change works well, promotes inclusion, gives our fields more depth in regard to the championship competition and can entice others to participate and enjoy more events during the year.

Participation, consistency, and reward for those doing well over the year are the goal.

Outside of the competition side of things, we do hope this year's events will also be great enjoyable social occasions too.

So, looking forward to 2026, and enjoying it with you all.

Amendment for the

Rules for the Classic Rally Club Inc. Championship

Qualifying results

To be eligible to score points in the Championship a competitor must be a Current Member of the Classic Rally Club on the day of the event.

A competitor's score for the Championship will come from their best days of rallying (i.e. highest scoring) in the year. A maximum of two thirds of possible Championship rally days will count towards the Championship. These two thirds of days to be counted will be rounded to the nearest whole day. To clarify, if there are 9 rally days in the Championship year, a competitor's best 6 days will be counted. If there are 10 rally days, then 7 days will be counted; if 11 rally days then 7 days will also be counted.

A two-day rally will be treated as two rally days of equal score.

For each competitor, their Championship category will be that of their first rally of the year. They may change categories until the end of their third event for the year with their point score then being adjusted on the basis similar to that in the paragraph of this document headed "Competitors competing outside their chosen category" The Championship points scorer may adjust a competitor's category any time before the last event if it is shown that majority of events the competitor has competed in is different to the one in which he or she is currently listed.

A bonus point will be awarded per rally day that is counted within the Championship for 'Classic' vehicles (notionally at least 30 years old at the beginning of the year, or a model run-on – see Eligible Vehicles)

Eligible vehicles

For inclusion in the Championship (Bonus points system) an entrant's vehicle must be eligible to be on NSW H-plates i.e. be notionally at least 30 years old at the beginning of the year, or a model run-on. Model run-ons are defined as having identical body shell, engine and suspension as the H-vehicle equivalent. Minor variations such as trim details are acceptable.

Safety related modifications are acceptable for all vehicles. The Eligibility Committee will adjudicate in the event of a vehicle dispute

(REMOVE)

A modern vehicle may be substituted for two rally days each year and the entrant still qualify for inclusion in the Championship results.

(REPLACE)

A modern vehicle will qualify for inclusion in the Championship results, noting that a vehicle that is not considered a 'classic' (i.e being more than 30 years old or a model run on will be ineligible for bonus points)

CRC Administration Systems update

The CRC has purchased a 12 month subscription to Revolutionise Sport (RevSport) to streamline the club's administration and communications/engagement with members following a 6 week trial. This is the first step, with a decision on the website to be made later, as the existing website can just have links added to RevSport.

The 2026 renewals are nearly completed, and our first event (the Shoalhaven Soujourn) is in about a week's time – after that there are no other CRC events for quite a while so there is no pressure to quickly implement RevSport. We will take our time to make sure it is set up to deliver the maximum benefit to the CRC in terms of reducing administration and improving member engagement.

At the January CRC Meeting there was a demonstration of the membership registration and event entry process. It showed that HVP fees can be paid with membership renewals.

The meeting raised some questions with some taken on notice. This is a summary of those questions and answers:

1. RevSport is an Australian Company based at Homebush near Olympic Park with over 260 governing bodies and 18,000 clubs using their membership, event, financial and member communications/engagement software,
2. RevSport does resize the screen automatically for mobiles,
3. RevSport don't have any plans for an App given the updating issues - in poor mobile reception an App won't work if it needs an update but can't update,
4. RevSport does have a high level of security as you would expect from software of this calibre,
5. RevSport can hold member vehicle details on file which can then be used for events,
6. While the members at the meeting were happy with direct debit payments, the meeting did accept that credit card payments would be helpful for new members or non-members entering events,
7. RevSport uses Pin payments for credit card payments but can also use Paypal but the fee is higher,
8. Using Pin Payments means any payment is automatically reconciled with a receipt emailed immediately. This reduces membership, HVP and event administration – so there is a workload reduction benefit even if CRC does pay a transaction fee.

RevSport also has some longer term benefits in terms of greater transparency and ease of CRC committee succession – there will be backup for all key committee roles something we currently don't have.

Peter Reed 16/2/26



VALE

Terry Thompson OAM

The Motoring fraternity has lost one of their champion blokes. With much sadness we learnt of the passing of Terry Thompson OAM on New Years Eve, aged 77, after an extended illness. Unfortunately we didn't get the chance to post this Vale over the Christmas break in our January magazine.

On behalf of myself and all the members of The Classic Rally Club, friends and family, all those that knew Terry and many now having the benefit of Terry's years of efforts and hard work with the Historic and Classic registration schemes, we extend our sincere condolences to his wife of 54 years Sharon, his daughter Laura, family and friends. Terry's popularity by his family, colleagues and friends was very much evident with the very large gathering at his funeral, sharing their grief and respects. The CRC was represented by Tony Wise and myself.

I personally came across Terry in the early 6day Repco Mountain Rallies believing he contested the 1993, 94, 95, 96 and 97 rallies in his Ford Lotus Cortina Mk1, alongside Allan Channels navigating for him. Continuing my association with Terry up until his passing, through the CMC, historic racing and many other of our likeminded endeavours, as well as an unexpected meet up one day with him in 2018 in the Macquarie Hospital oncology chemotherapy clinic, where we sat discussing our treatments together. Him passing the hours by catching up processing historic rego renewals whilst hooked up to his infusion drip. Even with his medical issues he pushed through that continuous medical barrier making the most of life, always giving, serving, organising and working for the historic and classic community.

Terry was awarded his Order of Australia Medal (OAM) in 2003 for service to motoring clubs and historic motor sport. A fitting recognition of his continued contribution.

Here is an outline of some of Terry's motorsport history. My apologies if I've missed something (thanks to Tony O'Donnell for sharing some of this with me).

In 1967 he joined the Sydney Tech Car Club. In 1968 he made his motorsport debut in the Forty Bends Hillclimb in Lithgow as a member of the 48 – FJ Holden Club. In 1979 he joined the committee of the NSW Automotive Museum Association. In 1984 elected to the committee of the Council of Veteran, Vintage, Thoroughbred Motor Clubs (CVVTMC). In 1991 elected President, a position he held until the end of 2025 with only a gap in 2007 when he stepped back to fill the Secretary role because they couldn't find one. From 1992 to 2001 he was President of the AHMF (Australian Historic Motoring Federation). In that time he was one of the key organisers of the AHMF 2001 Shannons Tour to Canberra celebrating 100 years of federation. A member of HSRCA (Historic Sports Racing Car Association) committee for many years. In 1999 he was selected as an expert examiner for the Moving Cultural Heritage Act. He was on the CAMS Historic Commission. He was also at that time deeply involved in negotiations with the RTA for the HVS scheme to replace the previous permit to move an unregistered vehicle. Later he was heavily involved in negotiations for the CVS, Classic Vehicle scheme. In 2000 he made the revolutionary proposal to change the name of CVVTMC to the Council of Motor Clubs. CMC simply to reflect the changing times and bring the council forward into a new era. While Terry was at

the helm of the CMC it grew from 54 clubs to almost 240 and it's still growing. Terry was a much loved member of the ARDC (Australian Racing Drivers Club) for nearly 30 years. A board member from 2007 until he stepped down in 2025 to focus on his health issues but stayed on as Registrar and Public Officer of the ARDC Classic Inc. A Life member of the Historic Touring Car Association. Patron of the Cronulla RSL Motor Enthusiast Group. He was a founding member of the Australian Confederation of Motor Clubs in around 2010. One of the 6 inaugural members of the Australian Motor Heritage Foundation. He was instrumental in its establishment and in finding a home at Sydney Motorsport Park. He was responsible for the processing of CVS paperwork for ACMC and later for CMC when the responsibility was divided out a little. Chairman of the ACMC, Australian Council Motoring Clubs Inc.

Always a helping hand, he helped to run the Volvo Club motorkhanas at Albion Park, a great initiative helping to attract young enthusiasts. He was probably best known in the earlier days driving Herbie, the Group Na VW and then a Mark 2 Zephyr for a while. He won the AHTCA Cup for Na in 2002. He also worked with his friend Bob Pearson to help run the PRO-DUCT team in Production Car racing. Terry was no stranger to having dealings with Government bodies.

In recent times he sat on Transport for NSW committees like VSWG (Vehicle Standards Working Group), RSAC (Road Safety Advisory Board) and the Historic and Classic Industry Working Group. In all of that he was never just a passive member he was deeply committed and active. He was a true leader. He could guide things along without being bombastic or autocratic. Terry was always approachable, willing to listen and assisting any way he could. He has left big shoes to fill to continue his legacy he has given us.

Apart from all that he was a strong family man, making time for his loved ones wherever he could. He was a great friend to have, a humble down to earth gentleman it was a pleasure to have known him. He will certainly be truly missed.

A verse from his funeral service - " Not how did he die, but how did he live,,, Not what did he gain, but what did he give,,, these are the units to measure the worth of a man as a man regardless of birth." Rest in Peace Terry.

Regards,

John Cooper

Life Member

Classic Rally Club NSW

A Tribute to MARGARET BROWM OAM and CRC Life Member



With the ageing demographic within our present and past CRC members, partners, family and friends, especially our long-time originals, it's getting more and more common to lose and get the sad news to say goodbye to some of our good people. This sometimes feels more frequent lately, even worse when some are so unexpected or we have some so close together. We also now find other members enduring age related sickness of many forms, injuries and hospitalisation, nursing homes, operations and suffering. We all wish them all the very best with their treatments, recovery and wellbeing. Hoping to be back with us at some stage. You are not forgotten.

Terry Thompson sadly succumbed to his cancer on New Years eve 2025. President of the CMC among other motoring things (see Vale elsewhere in this mag). Terry was farewelled by a very large gathering at his funeral at Woronora Cemetery on Tuesday 13th January.

Leaving Terry's funeral in Sutherland, reflecting on so much that Terry fitted into his time and the achievements he accomplished for the benefit of the motoring fraternity it was a very sombre drive down the south coast to Nowra where I bunked down for a few days at the hospitality of Geoff and

Trish Mills. I had written a Vale for Margaret Brown's passing and published it in last year's October Rally Directions magazine. Margaret insisted she didn't want a funeral and that no fuss was to be made over having a wake of some sort.

It was an early departure for Geoff and myself the next morning to make it to Margaret Brown's Celebration of her life, organised by the family, commencing at 10am, a 4 hour drive including a coffee stop at Moruya, just making it right on time. The ceremony was held at a unique hide-away place 9 kms past Bermagui in the hills of Barragga Bay called the Four Winds Cultural Centre. It's set in bushland with a very impressive 160 seat, acoustically acclaimed auditorium, which was pretty full. Called the Windsong Pavilion it is a world class pristine venue and Australia's home for the finest music makers to create, perform, teach and study in nature's concert hall. Outside amongst some manicured landscaping and cut into the hillside there is a terraced amphitheatre for 2000 people looking down onto a Sound Shell covered stage area. It was pointed out during the ceremony that it was not normal for this venue to be used in this manor for a wake, but without hesitation it was provided,

because in the early days when the venue was suggested for this development and construction being initiated and commenced Margaret was the very first community donor to open her cheque book for a contribution to kick the establishment off. She was a very keen supporter of the Arts and the First Nations people. This place hosts a year-long schedule of entertainment where you can go along for concerts from Classical, Contemporary, Jazz, Folk and First Nations music.

It started with the welcoming and the waiver of Margaret's wishes not to have a funeral. We were told that it was not a funeral of sorts, but just bit of a gathering of all her family and many friends, some from overseas, that could come along to enjoy and share in life stories and the memories of such a wonderful giving, generous, loving, and likable person, known to her family as "Brownma". Formerly of Narooma, Canberra, Melbourne and Perth, beloved wife of Don Brown (dec) and John Gellibrand (dec). The large gathering nearly filled the auditorium as we were enlightened by some beautiful words and stories from her daughter Lisa, followed by her granddaughter Abelia. We were treated to a very emotional and moving recital of bush poetry of Banjo Paterson's "The Man from Snowy River" on the stage, sitting on the grand piano stool, alternating verse by verse (without notes) by Margaret's grandson inlaw Joel, his daughter, Margaret's great granddaughter Phoebe, very moving tribute.

I considered myself special every year at Christmas as Margaret used to post me up her delicious Christmas fruit cake, but when it came around about her marvellous cooking, especially her Strawberry Hazelnut Torte and those Christmas cakes, it was asked for a show of hands from those that use to get one of her Brownma's Festive Fruit cakes.

To my surprise over half those there put their hands up. The gathering was asked if anyone from the floor would care to speak, share their stories and experiences of Margaret. So it was my pleasure to be able to stand up amongst so many others to read out my eulogy, my personal feelings and encounters as well as provide Margaret's and Don's Classic Rally Club involvements, history and their Life Membership. The service ended with a rendition by Barragga Yangga, a local First Nations singing group with a song sung in their native language. To finish off there was a large spread of food and cakes, complete with Margaret's and Lisa's friend 's coffee van, kindly donating his coffee and services for such a lovely lady's farewell.

It was another decent drive back up the coast with Geoff, back to spend another evening and BBQ, followed by the next day's working bee for some minor repairs to my XG Falcon Ute.

Goodbye dear friend, you will always be very special to so many people, never to be forgotten. Rest in Peace Margaret Brown 27th February 1936 -- 3rd October 2025.

Regards,

John Cooper

Life Member

Classic Rally Club NSW

dirty weekend away.....

It all started so innocently, Max Engellenner (ex speedway bike rider amongst other things) was looking for a navigator in the standard Car class of the HRA Boisdale Rallysprint (near Sale in Vic) held on the Saturday 17th January. We had done the HRA 61 Shell Rerun event together last year (I navigated) and I thought why not get the band back together? So then I thought, why not take Beauty (1974 Alfa GTV 2000) down and have a run myself and Max and I could cross enter on each others cars! Brilliant! After the 2024 CRC Alpine Classic I decided to get a 1 inch lift instead of the 1 inch drop after some of the rougher roads on that event, and the Rallysprint would be a perfect to try this out. So I duly entered, did the paperwork and paid my fees. Then came the bad news - Max was no longer available - he was selling an old Singer and the buyer was picking it up on the event day and couldn't do it any other time! So onto the HRA FaceBook group to ask if anyone was available to co-pilot on the day and was assured that someone would and Rob Wilson held up his hand.



In my mind I thought the Boisdale Hillclimb circuit would be tarmac and the Rally sprint was just adding a dirt part at the top to make the run more

Rally in the sprint! To be fair, now I cast my mind back, I have not run previously because I had been told it was a dirt track. After a week of 40 plus degrees a cool weekend was beckoning and seemed a great time to take Beauty on a run and have some fun! I mean a little dust never hurt anyone right! Well Gippsland weather had other ideas. Friday night in a motel in Sale - I listened as 2 inches of rain (well that's what it sounded like) fell. I really only noticed because I wanted to fix an electrical problem in the car and the rain was stopping me from working on it. On a run with Martin Leaver and a collection of Alfa 4C's (and a Lotus Emira - lovely car - highly recommend - absolutely gorgeous and very capable - Ferrari looks and performance with out the outlandish price tag - but still pricey) - my fuel pump stopped working. Tracked it down to the fuse holder and so by-passed it to get back on the road and hadn't had time to fix it properly since getting back 2 months ago... (I know) so I had put a replacement fuse holder in the car (well I had bought the parts at least) with some tools and intended to do it that night but the rain had other ideas.

So Saturday dawns - light rain and the car won't start! A little history - For the last 2 years I have used Beauty only for about 2 weeks each year which were mostly the Autumn (Grampians-Ocean Road) and Spring (Snowy Mountains) Alfisiti Tours and occasionally I have had similar issues which resulted in me, a collection of Alfisiti, problem solving why my Alfa was not starting in the rain on a rainy morning in Mudgee (NSW)- which I had only realised had become a pattern because of the infrequent use. Long story short after throwing a new coil and new spark plugs at the problem determined it was the high tension lead. Shortly after that trip and getting ready for Alfesta in SA, I had poor running issues which turned out to be the Misab O-ring seals mounting the carbies to the inlet manifold - which was probably disturbed by recently installing a new air filter which had a new backing plate. But with all

these starting and running issues, at least the engine cranked - and now nothing.....



Now in desperation I pushed the car in gear, thinking somehow the starter motor and ring gear or solenoid was the issue, and after, the car promptly cranked and fired but I was now a worried man - thinking 6 runs at the hillclimb, a sighting lap and queueing for start, a trip home, fuel stop a - going to be a lot of starts... how big an issue would this be.... should I just go home... Well I'm here now and lets give it a go - worst that happens it would be on the back of a tow truck.... This people - is why you bring your car to a motorsport event on a trailer - as you know how you will be getting home after it all goes wrong... also why you have towing-trailer insurance as well in case something happens there as well. Although I must admit - Insurance companies now seem happy to leave you at the side of the road after taking your car away is now my experience. If anyone needs a trailer tow or pickup - give me a call if you are within co-ee of Benalla Vic!

Arrive at the Boisdale Hillclimb circuit (Run by the Maffra and District Car Club), after some more paperwork (new co-pilot) - a big Thank you to Rob Wilson who did double duties for the day with Mark Laidlay - it's on for a sighting lap and its slippery - really slippery - everyone but me it seems has gravel tyres and I'm on smooth performance road tyres - not the best option for a

dirt track that is close to a quagmire in places and I'm more worried about getting bogged than what line I'm on! I hadn't expected it to be wet let alone boggy!

Back to the starting issue - it was now happening all the time - had been intermittent - but was definitely an issue with the ignition key lock barrel - as the key wasn't going that last millimetre to start position - was just an exercise of continually turning and juggling it to the magic happened and it cranked and go was an option!

Never have I been sideways so much, aside from being terrified of getting bogged - the car had so little grip and spinning wheels everywhere and on very light throttle - never on cam - engine getting bogged down as trying to be a gear higher on light throttle rather than low gear and spinning wheels going nowhere - but did I say sideways! Car almost tried to go around several times, I was learning basic car control all over again! And loving it!

Rallysprint results are based on adding all run times together. There were two different track layouts used, 1 in morning for 2 runs and another in afternoon for 3 runs (I didn't do last run - as needed to get to Cranbourne for the AOMC Cruden Farm classic car show as part of the AROCA club display - so got a derived slow time! Each of my first runs were really sighters as new to the slippery dirt - my second run was 21 seconds faster than my first on a 3 minute and half run to give an indication. The hillclimb circuit got better as the day went on - but the top part got worse having to really slow down for the boggy tight corners which were just understeer with no grip in or out, just praying not to get bogged. So yes excuses - so 2nd last for the day - someone has to be last thank fully it wasn't me - but I have never been so low and beating a Morris 1100 is not a high light! Didn't help being last car with the circuit conditions.

More fun on a poor day, better tyres - ie gravel ones - ran into Russell Stuckey at Cruden Farm and he has just the tyres for my spare minilight 14 inch rims - better - has them in hard, medium and soft... says soft as the alfa is so light!

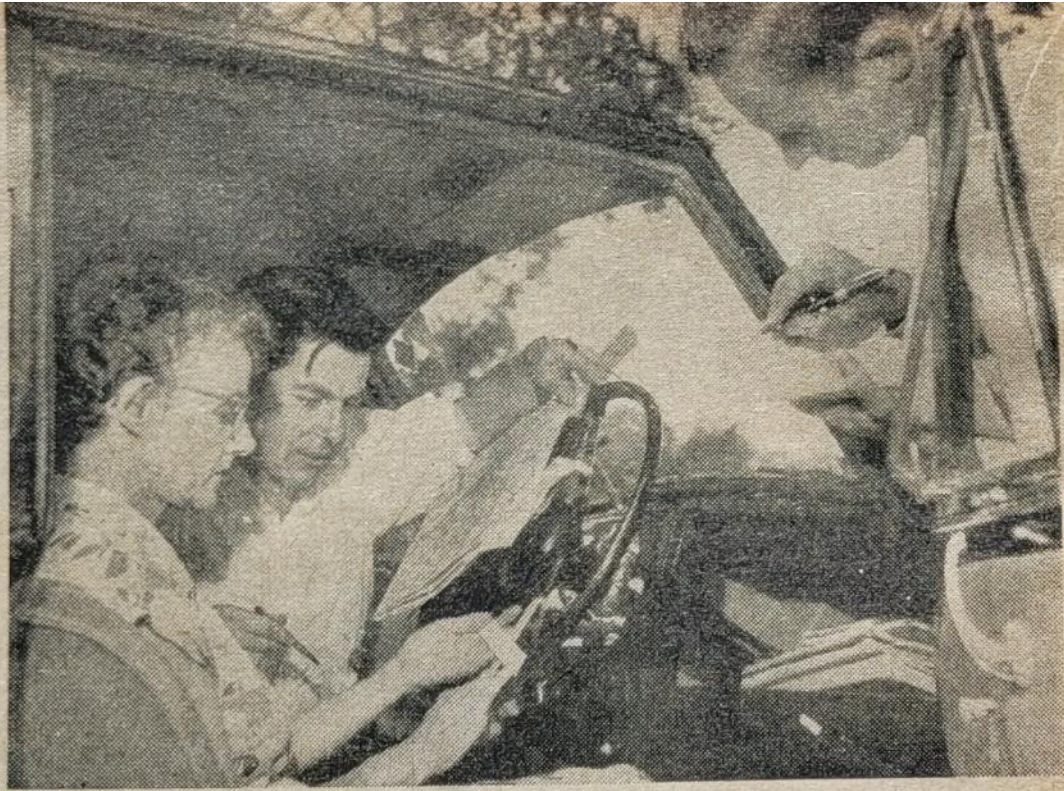
The carwash washed the sins of the day away and Cruden Farm on Sunday had many delights from AROCA fellowship to rare sites - a grey Zagato Porsche 356 and a green Brazillian VW SP2 - just saying those names gets my blood flowing and feeling great to be alive.

Big Thankyous to Graham Wallis and the HRA for running Boisdale Rallysprint, AOMC for running Cruden Farm and AROCA the company.

Get out there people - your milage may vary but you will never know unless you are out and about - so that was my dirty weekend but with a clean finish!

Andrew Inglis.





Miss Doris Cairns and navigator John Rogers in their Mayflower at one of the controls in the A.M.S. Invitation Trial, which they won. The official is J. Smith.

Australian Motor Sports Club

Invitation Trial

The stage was set on Sunday, February 7, for the running of our first Annual Invitation Trial, and from the entry list of 109 it was felt that competition for the big list of prizes was going to be quite keen.

From 8.30 onwards cars left the start, on the Boulevard near the Richmond cycle track, in perfect summer weather. The Marshalling Official mounted on a Lambretta was exemplary of the efficient manning of all controls reached during the trial. Watson's Creek, entering from the west, was the first control, and with about six officials in attendance no time was lost pushing on to Control 2, which was a road junction $3\frac{1}{2}$ miles N.E. of Coombe Cottage, again entering from the west. A few competitors got off the beam slightly here, but the next run to a railway crossing S.E. of Mt. Evelyn proved

to be a main highway drive. After following written directions for 5 miles to a check point and ruling two cross lines on your map, the next control was found to be a road junction in the vicinity of Macclesfield. Navigation was now proving to be the order of the day, but the field was still fairly intact as they pressed on via Macclesfield and Nangana to the lunch control at Yellinbo, entering from the South.

A welcome respite from the dusty roads was taken here and for half an hour everyone relaxed. On again to a non-stop control west of Yerring, entering in a northerly direction, the navigators hard at the job of average speed computations. The next control seemed to have been conceived as the "Piece de Resistance" of the trial. It was situated at the centre of a circle which passed through four

given points, namely: Heidelberg, Glen Vale, Kinglake West and Yarra Glen, and had to be approached in a westerly direction. After applying Newton's Law and Archimedes' Principle and dropping the dividers down between the seats, this was found to be in the vicinity of Hurstbridge. The exact location was a road junction approximately three-quarters of a mile S.W. of Nutfield. Wrong direction was a bad stumbling block here also and at least one crew in retrospect realised that it was well worth while to lose 30 points for this misdemeanor than spend at least 30 minutes looking for the right way in. The second last control was situated at St. Helena and was also a non-stop control conveniently situated just around a sharp corner. From there the field proceeded to the finish at the Maison de Luxe, Elwood. This control, set up in the Maison, was most impressive and efficient. The point score of competitors was posted on the result board as soon as possible after they had clocked in. All in all a very good trial, well

run and well patronised. The winner, Mrs. Doris Cairns, driving a Mayflower, thoroughly deserves every credit for her fine effort, as also does her navigator, Mr. John Rogers. It must be pointed out now that the following results are only provisional, subject to final checking by the directors.

The sincere thanks, of the directors, Mr. Steete and Mr. Beatty, are extended to all those people whose efforts made this trial such a great success. As a competitor, I should like to compliment the directors and officials on the excellent day's entertainment they afforded us and for the attractive prize list which undoubtedly added incentive to everyone's efforts.

Results:—

Driver	Navigator
1. Mrs. Doris Cairns (M'flower)	J. Rogers
2. G. S. Dorman (A40)	L. R. Edwards
3. G. S. Fraser	D. G. Begg
4. A. C. Withers (Minor)	Mrs. B. Withers
5. E. S. Charman (M.G.)	Wayne Whittles
6. M. Dorr (Morris 8/40)	F. Bryant
7. S. J. Thompson (Morg. 4/4)	F. Cullen
8. D. F. Burchfield (Holden)	T. A. Barnes

Teams prize went to the A.M.S.C. team of Stroud, Riley and Funnell, all Holden mounted. Mrs. Cairns also received the prize for first woman driver or navigator.

Jan-26	CRC 1st July 2025 to	25/01/2026	
Balance Sheet	30/06/2025		Change
Bank Account	\$ 15,057.48	\$ 24,682.82	\$ 9,625.34
Term Deposit - exp 4/26	\$ 32,780.09	\$ 32,780.09	\$ -
Term Deposit - exp 9/25	\$ 36,564.90	\$ 38,210.33	\$ 1,645.43
	\$ 84,402.47	\$ 95,673.24	\$ 11,270.77

Profit and Loss	Income	Expense	Net	
Membership	\$ 6,858.00	-\$ 170.00	\$ 6,688.00	
HVP	\$ 775.00	\$ -	\$ 775.00	
	\$ 7,633.00	-\$ 170.00	\$ 7,463.00	\$ 7,463.00

Events				
Hidden Gems Tour	\$ 355.00	\$ -	\$ 355.00	
IOM Trophies		-\$ 448.60	-\$ 448.60	
Alpine 2025	\$ 18,375.00	-\$ 10,990.51	\$ 7,384.49	
Shoalhaven 2026	\$ 1,960.00	-\$ 607.90	\$ 1,352.10	
	\$ 20,690.00	-\$ 12,047.01	\$ 8,642.99	\$ 8,642.99

Other				
Alpine Raffle			\$ -	
Donations			\$ -	
Admin		-\$ 6,480.65	-\$ 6,480.65	
Term deposit	\$ 1,645.43		\$ 1,645.43	
	\$ 1,645.43	-\$ 6,480.65	-\$ 4,835.22	-\$ 4,835.22
Total Income and Expense	\$ 29,968.43	-\$ 18,697.66	\$ 11,270.77	\$ 11,270.77

Expenses/Admin	
Trophies	
Canada Bay Club	-\$ 800.00
Zoom	
Flowers Carol Both	-\$ 163.00
Website/Domain Name	-\$ 77.77
Fair Trading	
Newsletter	
Xmas Party	-\$ 2,371.25
Insurance	-\$ 559.63
Council Motor Clubs	-\$ 210.00
Shannons Day	-\$ 360.00
MA Affiliation	-\$ 1,850.00
Youtube Marketing	
Webcam	-\$ 89.00
Flickr/WIX (alpine)	
TOTAL ADMIN	-\$ 6,480.65

CRC Event Calendar 2026

Date	Event	Promoter
January		
Tuesday 27th		Club Meeting (Hawaiian shirt night!)
February		
Saturday 28th	The Shoalhaven Shuffle	CRC - Tony Norman
Tuesday 24th		Club Meeting
March		
Sunday 29th	The Sheep Station Rally	Drivetek Motorsport - Jon Mansell
Tuesday 24th		Club Meeting
April		
Tuesday 28th		Club Meeting
May		
Sat 23 – Sun 24	The Canowindra Reliability Trial	Drivetek Motorsport – Jon Mansell
Tuesday 26th		Club Meeting
June		
Sunday 28 th	AROCA - Tour d'Course 25TH Aniversary	AROCA / CRC
Tuesday 23 rd		Club Meeting
July		
Tuesday 28th		Club Meeting
August		
Sat. 8 – Sunday 9th	Hidden Gems Tour	CRC
Tuesday 25th		Club Meeting
September		
Sat 19th – Sun 20th	The Southern Cross Reliability Trial (Provisional)	Drivetek Motorsport – Jon Mansell
Tuesday 22nd		Club Meeting
October		
Saturday 24th	Alpine Classic	CRC - Alan Walker
Sunday 25th	Alpine Classic	CRC - Alan Walker
Tuesday 27th		Club Meeting
November		
8 th to 14 th	Southern Cross 60 th Anniversary Tour	HRC
Sunday 22nd	CRC Xmas Party	CRC - Alan / Lauren Walker
Tuesday 24th		Club Meeting– AGM
December		

Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

Ron Cooper CRC Club Plates Registrar

rondcooper1275@gmail.com Mobile 0403 037 137

49 Wongawilli Rd Wongawilli NSW 2530

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

Types of Conditional Registration available to CRC members

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

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

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

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

Club Rules in addition to RMS Conditions

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

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

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

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

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

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