



Congratulations to the winners of the Pro Section in the

2026 Sheep Station Rally

Driver – Bruce Miller

Navigator – Andrew Taurins



Driver - Andrew Inglis

Navigator – Martin Leaver

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- May Treasurer's Report
- Championship Point Score
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- Conditional Registration Instructions

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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
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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.



JUNE PRESIDENT'S REPORT

June has us still in the post event glow from the Sheep Station Reliability Trial. 20 crews ventured down to Sutton forest for the start of Drivetek Motorsport's Sheep station event, a reworked two day event that had all crews working through a tuliped roadbook for Saturday, then a fantastic social night at the Paragon Café in Goulburn followed by a big day of competition that had all the crews enjoying the weekend.

A massive thank you to Jon and Tina for a tremendous effort again. Their efforts in regard to classic rallying can't go unnoticed and certainly can't go without recognition. Best of all we are always in talks about not only their event in September (weekend of the 19th TBC **), but those that will be on the calendar for 2027 !

Well done to all of the crews that have entered for the 2026 AROCA Tour d Course. Looking forward to spending a great day with a great mix between the 40 plus entries of CRC and AROCA members ready to enjoy the 25th Anniversary of this long running event.

Hidden Gems III, Social Tour - August 8-9th

The fully route charted social tour offers both full tarmac and regular (quite a lot of dirt) again this year, this allows you the entrants to choose which you'd prefer in route and type of vehicle you bring. Perfect for any members and friends that wish to come along without the usual 'competition' aspect to get in the way !

Southern Cross Reliability Trial - September 19 – 20th

Will be utilising many sections of the early Southern Cross events with a mix of our usual navigation style, looking to be a great event.

Alpine Classic – October 24 – 25th

Two day event to finish off our club year in style.

Remember – right now is the time to get yourself sorted for the upcoming events.

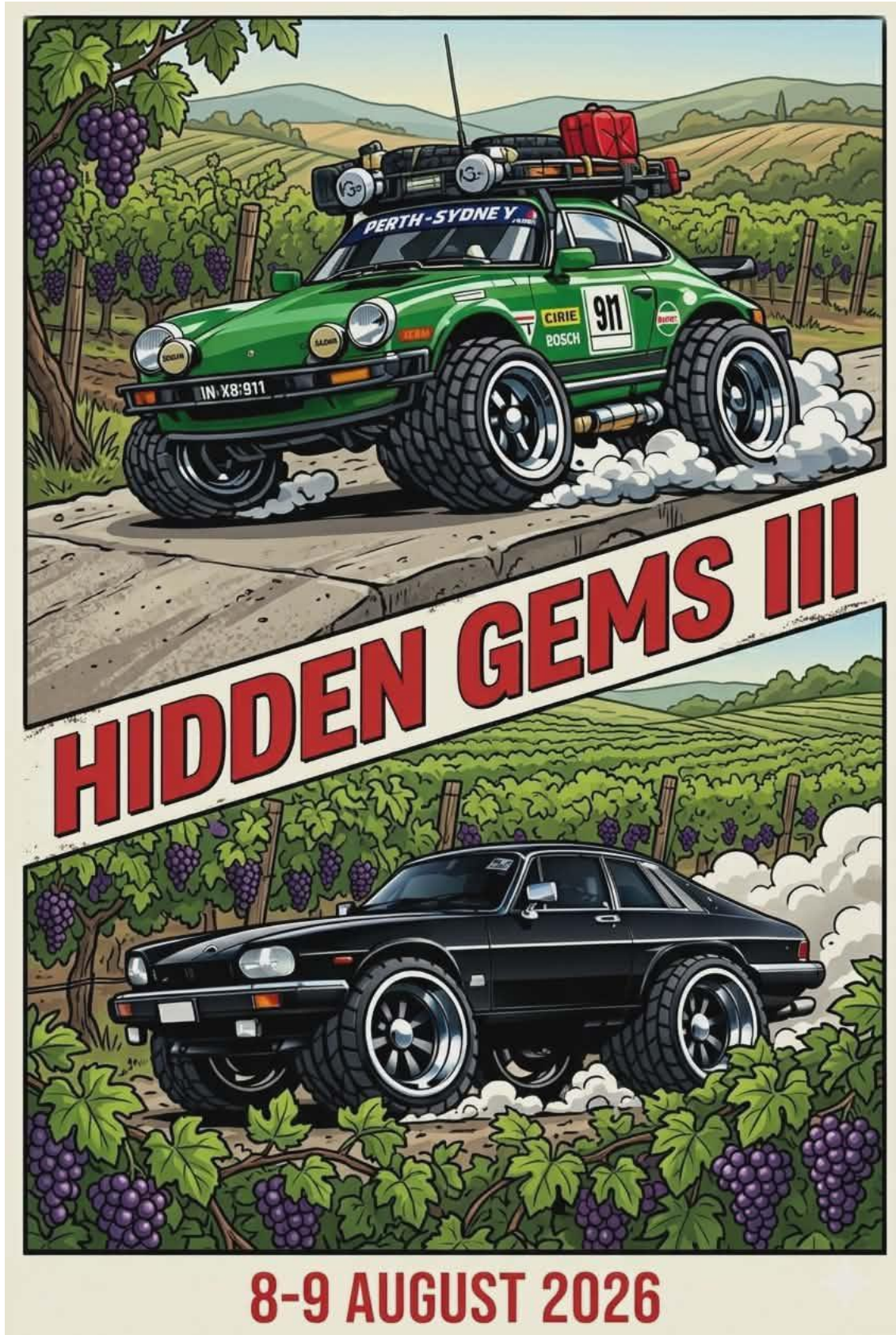
So, lets get out there, jump at the chance to enjoy another great weekend away with your rally mates and enjoy a well and truly deserved run in the countryside !

I'll see you at the AROCA Tour d Course

Alan Walker - CRC President

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

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



2026 Sheep Station Rally - Final Score Totals								
Car	Crew		Road cards		Timing		Total	Placing
Pro - Sport			Day 1 Total	Day 2 Total	Morning	Afternoon	Grand Total	
2	Frank Brookhouse	Christine Aughey	0	0	0	2	2	1st
3	Geoff Hemsall	Michael Malgo	0	20	4	5	29	4th
4	Chris McDonald	Paul Baker	20	40	0	3	63	5th
5	Tony South	Ted Norman	85	20	4	7	116	6th
6	Robert Clare	Amanda Ferreira	0	0	2	1	3	2nd
7	Paul Nelson	Mitchell Nelson	185	100	1	36	322	9th
8	Steve Davis	Rochelle Prattley	0	20	2	3	25	3rd
9	Stefan Woelk	Daniel Woelk	25	110	7	8	150	7th
10	Mark Pentecost	Craig Plummer	105	20	10	26	161	8th
Pro - AM			Day 1 Total	Day 2 Total	Morning	Afternoon	Grand Total	
1	Dennis Oste	Toby Oste	0	20	0	0	20	1st
20	Peter Reed	Megan Lavender	0	80	21	6	107	3rd
44	Glenn Evans	Roger Ranftl	25	0	4	2	36	2nd
Pro			Day 1 Total	Day 2 Total	Morning	Afternoon	Grand Total	
12	Robert Panetta	John Henderson	0	80	0	51	131	7th
14	Michael Brandt	Andrzej Cieslak	25	0	16	3	44	6th
15	Alan Upton	Mark Laidlay	0	0	8	1	9	3rd
16	Bruce Miller	Andrew Taurins	0	0	0	1	1	1st
17	Edul Dhondy	Alan Walker	0	40	0	1	41	5th
18	Andrew Inglis	Martin Leaver	0	0	0	1	1	1st
19	Bob Morey	Teresa Morey	25	0	0	1	26	4th

2026 Sheep Station Reliability Trial

Thank you to Jon and Tina (Drivetek Motorsport)

As you may have read in the 'President's report' June has us still in the post event glow from the Sheep Station Reliability Trial. 20 crews ventured down to Sutton forest for the start of Drivetek Motorsport's Sheep station event, a reworked two day event that had all crews working through a tuliped roadbook for Saturday, then a fantastic social night at the Paragon Café in Goulburn followed by a big day of competition that had all the crews enjoying the weekend.

A massive thank you to Jon and Tina for a tremendous effort again. Their efforts in regard to classic rallying can't go unnoticed and certainly can't go without recognition. Over nearly the last decade their efforts have brought us some really fun and enjoyable events. Also in some of those new ideas have been trialed and tested to see if it could be the next step forward.

The social side has always been front and centre with the underlying drive to bring the social and fun back to our events. It is best to remember that all of the events are run by very small teams and to have the same teams back year after year giving their time at many times a financial commitment is truly outstanding effort.

At times tiny errors do crop up – as a fellow director I can tell you, the director of the event feels gutted when stuff like this happens no matter how small it may be – So if you're out there enjoying yourself, best think about just what it takes for the Officials to bring one of these together. If a distance or a question isn't quite right, well does it really matter in the grand scope of life ? I know being out on the open road with friends in interesting cars, with all the issues in life left behind for the weekend in some time well spent.

Best news of all we are always in talks about not only their event in September, but those that will be on the calendar for 2027 !

Always looking forward to the next one, thanks again to Jon and Tina.

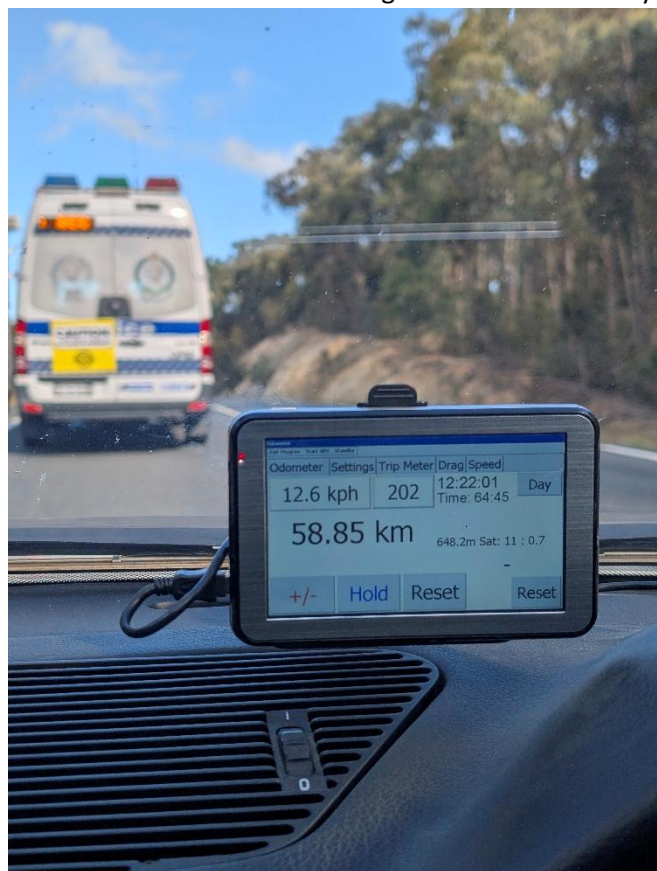
Sheep Station Rally – The Ringer’s Tail

By (Ringer) Martin Leaver

Andrew’s and my Sheep Station weekend started with Andrew driving up from Benalla, and then, on Friday evening, manoeuvring cars in my storage unit to get the BMW out of its elevated location, where it has largely been in hibernation since the 2025 Alpine Classic. On Saturday morning we met at the western Goulburn Scottish Restaurant car park, where we also picked up Craig Plummer, who was leaving his car there and coming with us to meet his driver, Mark Pentecost, at the start in Sutton Forest. Andrew’s Ranger and Craig’s Colorado would spend the next day and half waiting in Goulburn.

The start at Sutton Forest was quite relaxed. Thankfully, there was little wind and there was little cloud, so although cool, it was pleasant to be outside. The first day was fully route-charted, and we were the second last car in the order, so there was no rush to plot as much of the route as possible before getting started.

Having gone west of Exeter to Bundanoon, the field progressively caught a group of police-escorted cyclists on the Highland Way.



Too slow to be racing, it was presumably some kind of charity ride. We then found a second group on the Jerrara Road, which links Marulan to Bungonia and goes past the recently sold Pheasant Wood circuit.

Geoff and Michael, in their RX-7 had stopped at the BP on the Hume, dropping them about 15 places in the order, coming out alongside us. The police van said no to Geoff’s first overtaking attempt, moving right to block him. The RX-7 was able to get by on the next opportunity, but we were stuck until the cyclists pulled over, several kilometres later.

No having much to do in the navigator’s seat, I sent Jon some text messages to let him know that we had been delayed.

Jon had promised us some new roads during the event. I can cover back to 2015, but the first new roads to me were Marian Vale Road and Tiyces Lane. I had seen Tiyces Lane as an exit on the Hume north of Goulburn, but any map that I had seen had shown that it was unsealed. I’d never looked into the side roads from Mountain Ash Road – which links Bungonia to Goulburn – so had no idea that Marian Vale Road was a through road.

Jon had also promised that the event would be entirely sealed. He later told me that road congestion on the way south to Goulburn led to his satnav sending down Tiyces Lane and Marian Vale to get home to Goulburn. From his previous experience, he and Tina had only known Tiyces Lane to have unsealed sections. On the north side of the Hume, there are road works that may eventually seal roads through Towrang, Brayton and Carrick.

There was no specific lunch stop, but there was an afternoon tea stop at Tarago. Jon and Tina were the control officials at the expected manned passage control. Just before the control was a VRC, checking to see if we were paying attention. One question about a



letterbox got going back for a second look. Was it a cow or a sheep? The letterbox was at a sheep station on the Sheep Station Rally. The Valais Blacknose sheep has a black nose and black ears.

After the break, it was a simple run to Bungendore and then

Gundaroo, Gunning, then taking the old Hume Highway almost to Breadalbane, before turning north to avoid the Freeway.

Most of the participants and officials had dinner at the Paragon Café on the main street. Andrew and I stayed at the Parkhaven Motel, which had rooms that were fine, but had very tired bathrooms.

Sunday morning was an early start, with instructions handed out at 7:15 am at the Grit Café. When the event was originally going to be run in March as a one-day event, daylight saving and the longer day would have made it feasible to start later. In late May, the decision to make it a two-day event made a lot of sense.

Our maps were two ~ A0 sized Geoscience Australia topographic maps. Sometime in the last six months I had raid my navigation bag for the scissors, so my time before the briefing was spent carefully tearing off the legends to make the map a bit wieldier. I use an A3 board to rest the map on, so once I could work out where we were going, I could start folding the map to suit.

Our first section was a transit run to Yass. I was able to plot the morning's route before we had turned off the Hume to take the Yass Valley way. Victoria Park at 8:30 in the morning was much less pleasant than Sutton Forest at 10:30 the day before.

Unlike most other CRC events, the Pro category (scored in the CRC championship as Masters) required crews to have accurate case and spelling. As the navigation was likely to be simple, getting questions right and avoiding stuffing up the timing were likely to be deciding factors.

Second last on the road, going past the first question we turned around to re-check the spelling of PRESCHOOL vs PRE-SCHOOL. About 10km up the road, we saw a few cars hunting for a property name. Seeing what else was around, we made the assumption that the last digit on the question was wrong and went with the obvious name.

The first section took us through Rye Park, Boorowa and then to Murringo where we met Jon at the control point. From Murringo we went north, following the sealed roads to just south of landra Castle, before approaching Young on Scenic Road. The instructions had us finding Pattersons Lane, right at the end of which would be Helen and John Young's control. There was a final question, finding a property name at #40

that was at a later distance than the question sheet suggested. After spending most of the section alone on the road, there were now five Masters cars looking for the question. We could see from the numbers that it was about a kilometre up the road. As the controls were enter on sight, we then had to be careful to arrive at the right time, as it was only a short distance away, so we could not wait just outside.

From Young we took the Back Creek Road to Kingsvale (a good drive, but I think the Kingsvale Road to east is bit better) and then the Currawong Road into Harden where the Harden Pony Club was putting on lunch for us. We had plenty of plotting time, so I was able to finish plotting before even the first car was due to hit the road.

Our route took us northeast on the Barwang Road, with a property name question getting an essay along the bottom of my road card. There was a property name about 1.5 km early, and then one almost exactly 2km afterwards, which suggested the latter, but then then next question came up early, by more than 1 km.

These things happen. As a tour director, at times you can be lucky with errors being small enough that some crews find the correct answer and others do not and helps get a unique winner.

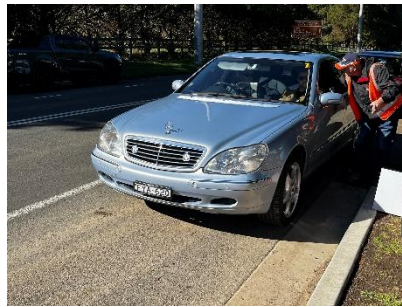
We visited Jon and Tina in Galong, before taking the Berremangra Road to the Freeway to get to Bookham where Helen and John were waiting inside the Veranda of Barney's at Bookham. Here, there seemed to be different views on what the out time should be. The instructions gave us a 15 minute break time, but there was also a 1 minute difference between our in and out minutes, which most Masters/Pro competitors factored into our arrival times at Breadalbane. I'd asked Helen to confirm my out time. Looking across the results, a different interpretation, would not change the positions, but the gap between 3rd and 4th in the Pro-Sport would have been reduced to one point.

Overall, the event met what Jon and Tina were trying to accomplish, with simple navigation and time for socialising. During the event I compared the navigation difficulty to a 1-star Sudoku, while a Tony Norman event might be a 4-star Sudoku equivalent. If you are interested in trying mapped navigation, one of the DriveTek events Jon and Tina run is a good place to start, allowing new navigators to practise knowing where they are on the map.

SHEEP STATION RALLY PHOTO GALLERY

Photos by Paul Baker and Julia McDonald

At the Start on Saturday





At the dinner on Saturday night at the Paragon in Goulburn



At the Start on Sunday in Goulburn



The Datto Story

By Geoff Bott

The success of the Datsun 1600 and its successor, the Datsun 180B, in rally competition stands as one of the most significant yet often understated achievements in motorsport history. These cars did not rely on flamboyance or outright power to win events. Instead, they built their reputation on durability, balance, and intelligent engineering—qualities that proved decisive in the brutal conditions of rallying, particularly in Australia. Together, they helped establish Nissan as a serious force in international competition and reshaped perceptions of Japanese performance cars.

The Datsun 1600, introduced in 1967, quickly became one of the most effective rally cars of its era. Its success was rooted in a highly advanced design for a relatively affordable sedan. Independent rear suspension, MacPherson struts at the front, and a rigid monocoque shell gave the car exceptional handling and composure on loose surfaces. At a time when many rivals still relied on live rear axles, the 1600 offered superior traction and predictability—critical advantages on gravel, mud, and broken outback roads.

Power came from the robust L16 overhead-cam engine, which, while not especially powerful in standard form, proved extremely reliable and responsive to tuning. More importantly, the car's overall balance allowed drivers to maintain speed across difficult terrain without overdriving the machinery. In rallying, particularly endurance events, this was often the difference between finishing and retiring.

Australia became the natural proving ground for the Datsun 1600. Rally conditions were among the harshest in the world: long distances, rough roads, extreme temperatures, and limited service opportunities. In this environment, mechanical strength and consistency mattered more than outright speed. The Datsun excelled, earning a reputation as a car that could be driven hard all day and still finish.

Drivers such as Edgar Herrmann played a crucial role in establishing the car's international credibility, while Australian competitors including Ross Dunkerton and George Shephard demonstrated its effectiveness at a national level. The 1600 became a dominant force in events like the Southern Cross Rally and the Australian Rally Championship, frequently defeating more powerful and prestigious European rivals.

Equally important was its accessibility. The 1600 was affordable, relatively simple to maintain, and supported by a growing network of parts and expertise. Privateers could prepare competitive cars without factory backing, which led to widespread adoption across the rally community. This grassroots success helped cement its legendary status.

When the Datsun 180B was introduced in the early 1970s, it carried forward much of the 1600's DNA but with key refinements. Powered by the larger L18 engine, the 180B offered improved torque and mid-range performance—an advantage on long rally stages where pulling power and flexibility were more important than high-revving output. The car was slightly larger and more refined, but it retained the fundamental strengths of durability and chassis balance.

A particularly important variant was the 180B SSS (Super Sport Sedan). The SSS models represented Nissan's more performance-oriented specification, typically featuring twin carburetors, improved instrumentation, and sportier trim. In rallying terms, the SSS provided a stronger base for competition preparation, with better breathing and more responsive performance straight out of the showroom. These variants became highly desirable among competitors and contributed significantly to the 180B's motorsport credibility.

In Australian rallying, the 180B proved to be a capable and respected successor, although it never quite eclipsed the near-mythical status of the 1600. By the time it arrived, competition had intensified. The Ford Escort, particularly in Twin Cam and later RS form, and the Holden Torana had become formidable rivals with strong factory support. Even so, the 180B carved out a solid reputation, particularly in endurance rallies where its reliability and torque gave it an edge over more highly strung competitors.

Like its predecessor, the 180B benefited from Nissan's engineering philosophy of overbuilding key components. Gearboxes, differentials, and suspension systems were designed to withstand sustained punishment, making the car well suited to long-distance events. This translated into fewer mechanical failures and a higher rate of finishing—often the decisive factor in rally success.

Beyond individual results, the broader impact of the Datsun 1600 and 180B was profound. They demonstrated that Japanese manufacturers could produce cars capable of competing at the highest levels of motorsport. At a time when Japanese vehicles were often viewed as purely economical transport, these rally successes challenged that perception and laid the groundwork for future performance icons.

The legacy of these cars endures today. The Datsun 1600 remains one of the most revered historic rally cars, still competing successfully in classic events decades after its introduction. The 180B, while less celebrated, is increasingly recognised for its role in continuing Nissan's rallying momentum and for the contribution of its SSS variants to performance development.

In many ways, these cars redefined what it meant to succeed in rallying. They showed that outright power and prestige were not always decisive. Instead, balance, reliability, and intelligent engineering could prevail—especially in the world's toughest conditions.

If the Ford Escort was rallying's headline act, the Datsun 1600 and 180B were its quiet achievers: disciplined, resilient, and relentlessly effective. Their success was not built on spectacle, but on substance—and that is precisely why their story remains so compelling today.

My 1968 Datsun 1600 (pictured) was bought for \$600 with a blown engine but had a twin throat Weber fitted. I found a 180B engine at a wrecker and fitted it myself. A Bond alloy cage, sumpguard, Halda Twinmaster, SP44 tyres, a pair of Super Oscars and some Pedders red shocks completed the setup. It was incredibly reliable. By a remarkable coincidence I had three navigators in succession with the first name Tony (Hughes, Turner & Rugari). In 1977 we had the first closed stage rally in SA, the Endrust Forest Rally. I had a wow of a time, finishing somewhere midfield against some very strong competition such as Colin Bond in a Torana GTR XU-1. Sadly, I never received a call from Howard Marsden offering a works drive.



Classic Rally Club Inc.
Minutes of the May General Meeting
Held at the Canada Bay Club on 26 May 2026

Present:	Alan Walker	President
	Peter Reed	Treasurer
	Geoff Bott	Committee Member
	Ron Cooper	Committee Member
	Chris McDonald	Editor
	Doug Barbour	
	Xanthea Boardman	
	Frank Brookhouse (via Zoom)	
	John Henderson	
	Megan Lavender	
	Lui MacLennan	
	Tim McGrath	
	Paul Morton	
	Robbie Panetta	
	Andrew Taurins	
	Lindsay Trevitt	
	Tony Wise	
	Greg Yates	
	Len Zech (via Zoom)	
	Glenn Evans	Secretary

Apologies:	Mike Batten	
	John Cooper	CMC Delegate
	Wendy Cooper	
	Edul Dhondy	
	Lance Doyle	
	Andrew Inglis	
	Bruce Miller	
	Tony Norman	
	Mark Pentecost	
	Darren Taylor	
	Garth Taylor	
	Dominic Votano	
	Tanya Votano	
	Lauren Walker	
	Ross Warner	
	Karen Yates	

Item 1: Opening

The President opened the meeting at 7:34pm. He advised that John Cooper, our CMC Delegate, is an apology because he is attending tonight's CMC meeting. Tony Norman will be a standing apology for the foreseeable future, as his wife is unwell.

Item 2: President's Report

The President reported that this weekend's Sheep Station Reliability Trial has a healthy entry lineup.

Item 3: Secretary's Report

The Secretary reported that the Club had received the June issues of the JDCA's "Jaguar Driver" and the Lancia Motor Club's "Lancia Fancier".

The committee held a meeting last Thursday to discuss:

- HVP compliance,
- RevSport implementation, and
- The Club's tax status.

The Secretary reported that the Treasurer had raised the issue as he had become aware of other clubs having to submit a return to the Australian Tax Office. The Secretary investigated the issue and found that the CRC qualifies as tax exempt as its primary purpose is the promotion of sport. He completed the ATO's self-assessment form, which the President will sign tonight. As the Club qualifies as tax exempt, the completed form must be kept in our records and no return to the ATO is required.

Item 4: Treasurer's Report

The Treasurer presented his May report. The Club's surplus for the financial year to date is \$7078.28. The report is attached to these minutes.

Item 5: Membership Secretary's Report

The Club currently has 315 financial members. Three past members have rejoined the Club since the last meeting; all will be participating in the Sheep Station Reliability Trial this weekend.

Item 6: HVP Report

The HVP Registrar reported that the Club currently has 75 cars in the Historic Vehicle Scheme. He asked members with cars registered in the HVS through the CRC to sign and return the declaration form promptly after it is sent out and to pay the HVP fee. He is still chasing some for earlier this year and found that two cars had been removed without him being notified.

The HVP Registrar reminded members that a wide interpretation of "period accessories" may have applied in the past but accessories or modifications which do not comply with the list on the Service NSW website now require an engineer's certificate and must be registered under the Classic Vehicle Scheme. He reported that Transport for NSW has been focussing on the issues of false vehicle safety inspection certificates (pink and blue slips) and the non-completion of log books. The CRC's HVP policy is being rewritten to require pink slips for annual inspections of HVS vehicles, except in exceptional circumstances. The Club also recommends that the log book be filled in for every day the vehicle is used on the road, as police have been known to issue infringements when the log book has not been completed for a club event. The Registrar anticipates that the current exception for club events will be removed.

Item 7: Implementation of RevSport

The Treasurer reported on the progress of the implementation of the RevSport club management system. The event entry facility will be utilised for CRC events, not those run by Drivetek Motorsports and AROCA. The plan is to use it for the Hidden Gems Social Tour. Currently, the HVP Register is being loaded into the system. This will enable all committee members to access it and, if necessary, perform administrative tasks should the Registrar be unavailable.

The Treasurer stated that the system will assist office bearers to perform administration. Using it for marketing the Club will be a greater challenge. The website should be able to be integrated with and used over RevSport in the background, although the Treasurer expressed his opinion that the website will be less important in the future.

The President stated that work is ongoing to sort out how the Club uses the system and to utilise it to improve communications with members.

Item 8: Future Events

The President stated that the Sheep Station Reliability Trial will run this coming weekend, on 30 and 31 May. There will be a single division on Day 1 with a late start. The event will overnight in Goulburn on Saturday night.

The 25th AROCA Tour d'Course – a rerun of the first event - will be run on 28 June. The event will start at the Tahmoor Garden Centre (not the original start venue) but the rest of the event will be as per the original. Tour will receive route instructions. Lunch will be at the Bargo Italian Restaurant and the finish will be at the Hotel Bargo.

Glenda Lawrence and Warren Herrick will be conducting the Hidden Gems Social Tour in early August.

The President advised that he is considering rerunning other past events to ease the workload on event directors. He is hoping to increase the number of events in future.

Item 9: General Business

The President thanked John Cooper for his work contributing to Rally Directions; in particular, the obituaries for members who have passed.

The HVP Registrar stated that we have not been enforcing the participation requirement in the Club's HVP Rules. He stated that members in the Club's HVP scheme can attend meetings via Zoom to contribute to fulfilling the participation requirement.

Geoff Bott warned of the risk of buying cheap parts. He discovered that a leaking radiator hose had no fibre reinforcement and was able to split it with his fingers. There was a discussion about cheap and non-genuine parts.

Item 11: Close

The President closed the meeting at 8:30 pm. He thanked attendees, including those on Zoom, and looked forward to seeing members at this weekend's event. He stated that the early finish is an opportunity to take advantage of the Canada Bay Club's trading hours and gather for a coffee downstairs.

Alan Walker
President

Glenn Evans
Secretary

TREASURER'S REPORT – MAY 2026

May-26	CRC 1st July 2025 to	25/05/2026	
Balance Sheet	30/06/2025		Change
Bank Account	\$ 15,057.48	\$ 23,895.61	\$ 8,838.13
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	\$ 94,886.03	\$ 10,483.56

Profit and Loss	Income	Expense	Net	
Membership	\$ 10,030.00	-\$ 589.60	\$ 9,440.40	
HVP	\$ 1,000.00	\$ -	\$ 1,000.00	
	\$ 11,030.00	-\$ 589.60	\$ 10,440.40	\$ 10,440.40

Events				
Hidden Gems Tour	\$ 355.00	\$ -	\$ 355.00	
IOM Trophies		-\$ 448.60	-\$ 448.60	
Alpine 2025	\$ 18,375.00	-\$ 10,990.51	\$ 7,384.49	
Shoalhaven 2026	\$ 3,825.00	-\$ 4,037.61	-\$ 212.61	
	\$ 22,555.00	-\$ 15,476.72	\$ 7,078.28	\$ 7,078.28

Other				
Alpine Raffle			\$ -	
Donations			\$ -	
Admin		-\$ 8,680.55	-\$ 8,680.55	
Term deposit	\$ 1,645.43		\$ 1,645.43	
	\$ 1,645.43	-\$ 8,680.55	-\$ 7,035.12	-\$ 7,035.12
Total Income and Expense	\$ 35,230.43	-\$ 24,746.87	\$ 10,483.56	\$ 10,483.56

Expenses/Admin	
Trophies	
Canada Bay Club	-\$ 1,800.00
Zoom	-\$ 285.89
Flowers Carol Both	-\$ 163.00
Website/Domain Name	-\$ 77.77
Fair Trading	-\$ 57.00
Newsletter	
Xmas Party	-\$ 2,371.25
Insurance	-\$ 559.63
Council Motor Clubs	-\$ 210.00
Shannons Day	-\$ 360.00
MA Affiliation	-\$ 1,850.00
RevSport	-\$ 605.00
Youtube Marketing	
Webcam	-\$ 89.00
WIX (alpine)	-\$ 252.01
TOTAL ADMIN	-\$ 8,680.55

CRC CHAMPIONSHIP POINT SCORE 2026

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

Masters Drivers										
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6				
	Shoalhaven Sojourn	Sheep Station Rally	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic		Classic Car Bonus Points			
	1 day	2 day	1 day	2 day	2 day	2 day			Points to date	Position to date
Competitor										
Bruce Miller	17	39					2		58	1
Robert Panetta	20	28					2		50	2
Edul Dhondy	18	32							50	2
Andrew Inglis		39					1		39	4
Alan Upton		36					1		36	5
Bob Morey		34							34	6
Michael Brandt		30					1		30	7
John Coooper	19						1		20	8
David Shaw	18						1		19	9

Masters Navigators										
	Round 1	Round 2	Round 3	Round 4	Round 5					
	Shoalhaven Sojourn	Sheep Station Rally	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic		Classic Car Bonus Points			
	1 day	2 day	1 day	2 day	2 day				Points to date	Position to date
Competitor										
Andrew Taurins	17	39					2		58	1
Alan Walker	20	32					1		53	2
Martin Leaver		39					1		40	3
Mark Laidley		36					1		37	4
Teresa Morey		34							34	5
Andrezj Cieslak		30					1		31	6
John Henderson		28					1		29	7
Ross Warner	19						1		20	8
Ray Arthurs	18						1		19	9

CRC CHAMPIONSHIP POINT SCORE 2025

Apprentices Drivers									
	Round 1	Round 2	Round 3	Round 4	Round 5				
	Shoalhaven Sojourn	Sheep Station Rally	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Classic Car Bonus Points			
	1 day	2 day	1 day	2 day	2 day				
Competitor								Points to date	Position to date
Peter Reed	17	36						53	1
Denis Oste		40						40	2
Michael Brandt	20					2		22	3
Bob Morey	19							19	4
Geoff Bott	18					1		19	4
Murray Baker	16					1		17	6

Apprentices Navigators									
	Round 1	Round 2	Round 3	Round 4	Round 5				
	Shoalhaven Sojourn	Sheep Station Rally	Tour d'Course	Southern Cross Reliability Trial	Alpine Classic	Classic Car Bonus Points			
	1 day	2 day	1 day	2 day	2 day				
Competitor								Points to date	Position to date
Megan Lavendar	17	36						53	1
Toby Oste		40						40	2
Glenn Evans		38						38	3
Marina Thiveos	20					1		21	4
Teresa Morey	19							19	5
John Bott	18					1		19	5
Nikki Baker	16					1		17	7

CRC Event Calendar 2026

Date	Event	Promoter
January		
Tuesday 27th		Club Meeting (Hawaiian shirt night!)
February		
Saturday 28th	The Shoalhaven Shuffle	CRC - Tony Norman
Tuesday 24th		Club Meeting
March		
Tuesday 24th		Club Meeting
April		
Tuesday 28th		Club Meeting
May		
Sat 30 th – Sun 31 th	The Sheep Station Rally (Revised dates)	Drivetek Motorsport – Jon Mansell
Tuesday 26th		Club Meeting
June		
Sunday 28 th	AROCA - Tour d'Course 25 TH Aniversary	AROCA / CRC
Tuesday 23rd		Club Meeting
July		
Tuesday 28th		Club Meeting
August		
Sat. 8 th – Sunday 9 th	Hidden Gems Tour	CRC
Tuesday 25th		Club Meeting
September		
Sat 19th – Sun 20th	The Southern Cross Reliability Trial	Drivetek Motorsport – Jon Mansell
Tuesday 22nd		Club Meeting
October		
Saturday 24th	Alpine Classic	CRC - Alan Walker
Sunday 25th	Alpine Classic	CRC - Alan Walker
Tuesday 27th		Club Meeting
November		
Sat 8 th to Sun 14 th	Southern Cross 60 th Anniversary Tour (Provisional)	HRC
Sunday 22nd	CRC Xmas Party	CRC - Alan / Lauren Walker
Tuesday 24th		Club Meeting– AGM
December		

Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

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

49 Wongawilli Rd Wongawilli NSW 2530

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

Types of Conditional Registration available to CRC members

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

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

Procedure for renewing at the RMS:

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

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

Club Rules in addition to RMS Conditions

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

The club reserves the right to withdraw eligibility to those 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.