

Dates to remember

Next meeting October 27

Magazine deadline November 17

The official Organ of the Classic Rally Club Inc.

(Affiliated with Motorsport Australia)



Read more about the Z car inside

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Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
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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.



MAY PRESIDENT'S REPORT

Basically on the 'eve' of this year's Alpine Classic, you can attempt to understand just how much is going on behind the scenes during the last couple of weeks pre event.

Happy to say it is all coming together and is sure to be another incredible instalment of the Alpine. So glad to be having 38 crews in attendance and really looking forward to putting all our hard work to good use when the event gets underway on Friday.

October also brings around the build up to our AGM in November.

Being in a position to fully understand just how vital it is to have volunteers and those keen to serve within the committee to not only keep but to push the CRC ever forward to continue just how great the CRC is into 2027 and beyond.

So now is the time to think about what you would like future of the CRC to be and if you would like to help shape that into the future.

We do have several positions and also volunteer tasks that would be of great benefit to the club, give you an opportunity to give back to our great club and help even the balance of work load to enhance the club over the next year.

A fantastic option is to either coordinate or assist the running of a social lunch run. We are looking at hosting several of these (once a quarter) to bring a nice easy social (and short) drive back to our members to keep getting their cars out.

These may even include a 'breakfast run' to a cars and coffee etc.

(no need for all of the navigation, but still a fantastic way to catch up!)

There are also plenty of areas that we would love your help – even if you are now 'remote' from the Sydney area. Many tasks can now be performed to assist the running of many of our events without the need for the constant face to face – pre event.

So, whether you are up for becoming a committee member, or an extremely valuable part of the wider volunteer base that is paramount to spread the load of work across more of our members.

Remember many hands make light work and every little bit counts.

We WILL see you there !!!

Thank you again,

Look forward to catching out on the road.

Alan Walker

President



Exciting Times Ahead for the CRC

There are some exciting developments being planned for the Classic Rally Club in 2027, with new ideas intended to strengthen the Club's events, administration and social activities. More details will be announced as these plans are developed.

In the meantime, our Annual General Meeting is approaching, and several important committee positions need to be filled.

We will be seeking a new **Historic Vehicle Plates Officer** to take over this important responsibility and ensure that our HVP members continue to receive the support they need.

There are also two vacant committee positions. It is proposed that one become a **Social Secretary**, responsible for arranging a relaxed social event approximately once each quarter. These could include Sunday drives, lunches, visits to places of motoring interest or other informal gatherings where members

and partners can enjoy their cars and each other's company without the pressure of competition.

We are also looking for someone willing to assist **Glenn Evans**, who is currently carrying the workload of two committee positions. Sharing these duties would make the roles more manageable and help the Club operate more effectively.

The CRC depends upon members being prepared to contribute a little of their time. None of these positions needs to become an onerous commitment, particularly if the work is shared. If you would like to become more involved—or simply want to learn more about one of the roles—please speak with a committee member before the AGM.

This is an opportunity to help shape an exciting new chapter for the Classic Rally Club in 2027.



Geoff Bott
Publicity Officer
CLASSIC RALLY CLUB INC.

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NOTICE OF THE 2026 ANNUAL GENERAL MEETING OF THE CLASSIC RALLY CLUB INC

Date: Tuesday, 24 November 2026

Time: 7:45 pm

Place: The Canada Bay Club, 8 William Road, Five Dock.

Agenda

1. Acceptance of the minutes of the 2025 Annual General Meeting.
2. Annual Reports by office bearers.
3. Election of the committee. These positions are:
 - President
 - Secretary
 - Treasurer
 - Event Secretary
 - Three ordinary committee members.
4. Setting of membership fees for 2027.
5. Any other business, in accordance with the Club Rules.

Please note that the Club needs volunteers for the positions of Event Secretary, ordinary committee members, Membership Secretary and HVP Registrar.

The Event Secretary is responsible for setting the event calendar, minimising conflicts with other motorsport events. The Event Secretary does not run events but recruits directors for both competition and social events, and assists directors to recruit officials and other volunteers. The President has performed this role for the past two years in addition to his responsibilities as President.

Nominations for any committee position should be submitted to the Secretary, in accordance with the Club Rules, which can be found at www.classicrallyclub.com.au.

If you are interested in undertaking any of the unelected roles which assist to run the Club, and you will not be at the Annual General Meeting to declare your interest, please express your interest to the Secretary at crc.sec@classicrallyclub.com.au or on 0414 453663 before the meeting.

The November general meeting will be conducted after the Annual General Meeting concludes.

Glenn Evans

Secretary

Classic Rally Club Incorporated

19 October 2025

DATSUN'S MIGHTY Z CARS

By Geoff Bott

From the African Safari to the Australian forests

When the Datsun 240Z appeared in 1969, it caused something of a sensation. Here was a Japanese sports car with a long bonnet, a powerful six-cylinder engine, independent suspension and styling that wouldn't have looked out of place alongside some considerably more expensive European machinery. Better still, it was affordable.

What few people anticipated was that this attractive sports car would become one of the most successful rally cars of its era, winning the fearsome East African Safari twice, taking a podium finish at Monte Carlo and subsequently establishing itself as a serious contender in Australian rallying.

For those of us who remember the Australian rally scene of the 1970s, the Z was a rather unlikely proposition. Our forests were full of Datsun 1600s, Ford Escorts, Mitsubishi Lancers and Holden Toranas. The Z, by comparison, was a large, long-nosed sports car that looked more at home outside a fashionable restaurant than bouncing over rocks in a State Forest. But appearances can be deceptive.

An unlikely rally weapon

The original 240Z, known within Nissan as the S30, was powered by the company's 2.4-litre L24 overhead-camshaft straight-six engine, producing approximately 150 horsepower in standard form. It had independent suspension all round, a strong transmission and a chassis that provided excellent stability at speed. The engine was smooth, flexible and remarkably robust, while the relatively long wheelbase gave the car predictable handling on fast roads. There were disadvantages. The long bonnet wasn't ideal when approaching a blind crest, the car was heavier than many competitors, and its ground clearance was hardly suited to rough African tracks. Nevertheless, Nissan's competition department recognised its potential. With stronger suspension, underbody protection, additional fuel capacity and a substantially developed engine, the Z could become a formidable rally car. The opportunity to prove it came in Africa.

Conquering the Safari

The East African Safari Rally was an extraordinary event, covering thousands of kilometres through Kenya, Uganda and Tanzania. Competitors encountered

everything from dusty tracks and rocky roads to deep mud, river crossings and tropical thunderstorms. Mechanical failures were commonplace, and crews frequently found themselves stranded enormous distances from assistance. Outright speed was important, but reliability was absolutely essential. Datsun had already demonstrated its abilities in 1970 when Edgar Herrmann and Hans Schüller won the Safari in a Bluebird 1600 SSS. For 1971, Nissan introduced the 240Z, and the result was remarkable.



Herrmann and Schüller won outright, with Shekhar Mehta and Mike Doughty finishing second. Rauno Aaltonen and Paul Easter brought a third Z home in seventh place. First and second in the Safari! Quite an achievement for a Japanese manufacturer still establishing its international competition credentials. The works cars were considerably modified, with engines developing around 210 PS and strengthened suspension, body structures and drivetrains. Nevertheless, they remained recognisably Datsun 240Zs.

The Europeans were beginning to take notice.

Monte Carlo — another surprise

If the Safari demonstrated the Datsun's toughness, the 1972 Monte Carlo Rally proved it could also be competitive on European roads. Instead of African heat and dust, competitors faced narrow mountain roads, snow and ice. The big, rear-wheel-drive Datsun hardly seemed the ideal weapon against Europe's smaller and more agile rally cars. Nissan entered Rauno Aaltonen, accompanied by a young French co-driver named Jean Todt. Yes, the same Jean Todt who subsequently headed Peugeot's competition department, Ferrari's Formula One

operation and eventually the FIA. The pair finished third outright, an outstanding result for a car that seemed better suited to fast gravel roads than icy Alpine passes. The works Monte Carlo engine was producing approximately 220 PS. It was a serious piece of machinery.

Another Safari victory

In 1973, the Safari became part of the newly established World Rally Championship for Manufacturers.

Nissan returned with the 240Z, facing formidable opposition from Ford Escorts, Porsche 911s and Peugeot 504s.

This time Shekhar Mehta and Lofty Drews emerged victorious, although the result was extraordinarily close.

Harry Källström and Claes Billstam, driving a Datsun 1800 SSS, finished with the same recorded penalty total. The tie-breaking regulations awarded victory to Mehta and Drews. So, in just three years, the 240Z had won the Safari twice and finished third at Monte Carlo. Not a bad record for a sports car originally intended to provide affordable motoring enjoyment!

The 260Z comes to Australia

By 1974, Nissan had introduced the 260Z, increasing engine capacity to 2.6 litres while retaining the basic S30 design.



International rallying was becoming increasingly specialised, and Nissan began concentrating its works efforts on smaller saloon-based models. But in Australia, the Z's rally story was far from finished. Our rallies frequently featured long, fast gravel roads, where the Z's strong engine, independent suspension and stability could be considerable advantages. Among its leading Australian exponents were Stewart McLeod and Adrian Mortimer, together with the Western Australian combination of Ross Dunkerton and

John Large. In 1974, McLeod and Mortimer won two rounds of the Australian Rally Championship, finishing second overall behind Colin Bond and George Shephard in the Holden Torana. Dunkerton and Large finished third. The Z was becoming a serious threat.

Ross Dunkerton takes charge

The breakthrough came in 1975 when Ross Dunkerton and John Large secured the Australian Rally Championship.



McLeod and Mortimer finished second, making it an outstanding season for Datsun. Interestingly, some retrospective records describe Dunkerton's championship car as a 240Z, while contemporary accounts identify 260Z machinery. The distinction deserves further historical investigation. Dunkerton returned in 1976, this time with Jeff Beaumont navigating, and won the championship again in a 260Z. In 1977, Dunkerton shared the drivers' championship with George Fury, although he changed from the Z to a Datsun 710 during the season. By then Nissan was firmly established as one of Australia's leading rally manufacturers, and the Z had played a major role in achieving that position.

Why was it so successful?

The Z wasn't particularly light or compact, and it certainly hadn't been designed specifically for rallying. But it possessed some important advantages. The L-series straight-six was exceptionally strong and highly tuneable, providing excellent torque on fast traction and wheel control, while the relatively long wheelbase made the car stable and predictable. And predictability is a wonderful quality in a rally car. When approaching a blind crest at considerable speed, it's comforting to know roughly where the car will land and which direction it will be pointing!

On tight forest stages, a well-driven Escort or Datsun 1600 could be considerably quicker, while the Z's weight placed greater demands on brakes, tyres and suspension.

Nevertheless, on long, fast rallies where reliability mattered as much as outright speed, it was an extremely effective machine.

Stewart Wilkins and the privateer years

One of the more interesting aspects of the Z's competition history is that its development continued long after Nissan had moved on to other models. In Australia, Stewart Wilkins became an important figure in this continuing story. Through Stewart Wilkins Motorsport in New South Wales, he developed a reputation for preparing and improving competition Datsuns, particularly the 240Z and 260Z.

His contribution was not part of Nissan's original factory programme but came through the continuing development of privately entered cars. Suspension geometry, chassis rigidity, braking capacity and drivetrain durability all offered opportunities for improvement. More powerful L-series engines, modern dampers and stronger components allowed the original design to remain competitive decades after its introduction.

Wilkins' workshop became associated with demanding historic and long-distance endurance rallies, where reliability remained every bit as important as outright performance.

The Z also returned to Africa when the East African Safari Classic Rally was introduced in 2003. The inaugural event was won by a 240Z, demonstrating that the original design remained a formidable endurance rally car.

Another notable example was a 1973 Datsun 240Z built for the 1995 London to Mexico Rally and driven by Ross Dunkerton to second place. The car subsequently competed in further international endurance events and was prepared for the 2016 Peking to Paris Motor Challenge, with Wilkins providing mechanical preparation and technical advice. Remarkably, Stewart and his son Tim were reported to have spent approximately eighteen months building a

1973 240Z for the 2025 East African Safari Classic. More than half a century after the original works victories, Australian specialists were still developing the same basic design for competition on the roads that had made it famous. It demonstrates the important role played by private competitors and specialist workshops in preserving motorsport history. Factory teams may establish a car's reputation, but it is often the privateers who keep that reputation alive.

An enduring legacy

By the late 1970s, Nissan had moved on to the Violet, 160J and Stanza, which continued the company's international rally success. But the 240Z had already achieved something important. It demonstrated that Japanese manufacturers could produce an attractive, affordable sports car capable of defeating established European competitors in international motorsport. Two Safari victories, a Monte Carlo podium and Australian championship successes were outstanding achievements.

Mention great rally cars of the 1970s and conversation generally turns to Ford Escorts, Alpine A110s, Lancia Stratos and Porsche 911s. The Datsun Z is too easily overlooked.

Yet while some of those cars were fighting over relatively short European special stages, the 240Z was hammering across Africa for thousands of kilometres, surviving conditions that destroyed supposedly tougher machinery.

Then it came to Australia and took on the Toranas and Escorts in our forests. And when its factory competition career ended, enthusiasts and specialists continued developing it for another half-century.

It was never the smallest or lightest rally car, nor was it the most agile. But it was fast, strong and remarkably durable. Most importantly, it kept getting to the finish. Frequently ahead of everyone else. And that, as any rally competitor will tell you, is a rather useful characteristic.



AUSTRALIAN
MOTOR HERITAGE
FOUNDATION™



An Invitation to Dinner

HELP US CELEBRATE OUR MILESTONE



FRIDAY, 30 OCTOBER
6.30pm



Jack Myers Room
AMIP Building
Sydney Motorsport Park
Australian Motorsport
Innovation Precinct



\$120 PER PERSON
(excluding drinks)



SMART CASUAL
(jacket and no tie for
gents)



TABLES OF 10 AVAILABLE
Bring colleagues or club
members

You are cordially invited to join us for a dinner to celebrate our 10th year of operation.

We have come a long way since our Founders' vision to establish a not-for-profit national Foundation to...

preserve, promote and celebrate
Australia's motor heritage and future.

With the kind support of our strategic partner ARDC, and our passionate and loyal volunteers, supporters and donors, we have built a large archive at our headquarters at SMSP.

On arrival, canapes and drinks will be served, followed by a three-course buffet dinner with an open bar where drinks can be purchased.

For those who wish to stay overnight, the Alpha Hotel, directly opposite, will provide discounted room rates with the booking code AMHF10.

The MC for the evening will be the well-known author, John Smailes.

<http://events.humanitix.com/amhf-10th-anniversary-dinner>

Use code **AMHF1** on booking page.

Any other enquiries, please email
communications@motorheritage.org.au

Scan to Book Tickets



Classic Rally Club Inc.
Minutes of the May General Meeting
Held at the Canada Bay Club on 22 September 2026

Present:	Alan Walker	President
	Geoff Bott (via Zoom)	Committee Member
	Peter Reed (via Zoom)	Treasurer
	Murray Baker	
	Nikki Baker	
	John Cooper	CMC Delegate
	Megan Lavender (via Zoom)	
	Chris McDonald	Editor
	Paul Morton (via Zoom)	
	Robbie Panetta	
	Lindsay Trevitt	
	Tanya Votano	
	Henry Stratton (via Zoom)	
	Ross Warner	
	Stephen Wells	
	Tony Wise	
	Greg Yates	
	Len Zech (via Zoom)	
	Glenn Evans	Secretary
Apologies:	Ron Cooper	HVP Registrar
	Mike Batten	
	Frank Brookhouse	
	Wendy Cooper	
	Edul Dhondy	
	John Henderson	
	Brian Madigan	
	Steve Maher	
	Tim McGrath	
	Lui MacLennan	
	Tony Norman	
	Darren Taylor	
	Garth Taylor	
	Dominic Votano	
	Lauren Walker	
	Karen Yates	
Visitor:	Sam Kennedy	

Item 1: Opening

The President opened the meeting at 7:44pm and thanked all in attendance. He welcomed our visitor, Sam Kennedy.

Item 2: President's Report

The President stated that the end of the year is nearing: the Club has one major event remaining, the Alpine Classic, before the annual general meeting in November. Ron Cooper will not be continuing in the HVP Registrar position and Glenn Evans is relinquishing the role of Membership Secretary, after two years doing this as well as being the Club Secretary. The two positions are not necessarily on the general committee but

The President advised that he (Alan Walker) has renominated for the position of President; Glenn Evans has renominated as Secretary; Peter Reed has renominated as Treasurer and Geoff Bott has renominated as a committee member. The President is unsure whether Ron Cooper will continue as a committee member.

We require volunteers for the positions of Event Secretary and committee members.

The President wishes to have a social run of some kind each quarter, in between competition events, and need volunteers to run these. He thanked Glenda Lawrence and Warren Herrick for running the Hidden Gems Social Tour for the past three years; this originally was intended to be a one off. Ideally, we can get different volunteers to run each social event. We can use old runs, with a refresh and check to ensure that the instructions still work.

Martin Leaver will again run the Tour D'Course in 2027 and Alan and Lauren Walker will be back for the Alpine Classic.

Item 3: Secretary's Report

The Secretary is continuing to work on the rewrite of the HVP Rules. Otherwise, he had nothing to report.

Item 4: Treasurer's Report

The Treasurer presented his report for the year to date from 1 July. The main income has been about 20 entries for the Alpine Classic and \$760 for the Hidden Gems Social Tour. Expensed have not yet been taken out for the Alpine, the website and marketing. A copy of the report is attached to these minutes.

Membership and HVP fees basically cover the administration and running costs of the Club, including the hire of the meeting room. Alan Walker previously explained that last year's large profit from the Alpine Classic was partially due to the use of old merchandise. A similar surplus cannot be expected from this year's event.

Item 5: Membership Secretary's Report

The Club currently has 324 financial members, an increase of three Individual members in the past month.

Item 6: CMC Delegate Report

The CMC Delegate's report of the last CMC meeting was printed in the recent issue of Rally Directions. The CMC Delegate thanked those who turned up for the Shannon's Display Day last month, even though the weather in the morning wasn't good. John volunteered to help set up on the Saturday. Setup tasks include packing sample bags and line marking. This is a massive task and he asked for volunteers from the Club to assist next year.

Item 7: Past Events

The President reported on Drivetek Motorsport's Southern Cross Reliability Trial, which was run out of Goulburn two weeks ago. The number of entries were down, probably due to a late change of date, which was necessitated by the demand for accommodation in Wagga on the original date, due to another sporting event. The route was nearly all on sealed roads and followed some of the original 1966 Southern Cross Rally. The instructions were relatively simple so competitors had a wonderful time. Drivetek has dates for three events pencilled in for next year.

Item 8: Future Events

Alpine Classic. The President advised that Alpine Classic will run on the weekend of 24 and 25 October. The start will be in Goulburn and run to the northwest, so will not use the same roads as used in the recent Southern Cross Reliability Trial. The route sticks to sealed roads and had to thread through a lot of unsealed roads. Currently, 1.3 km is unsealed due to roadworks, but these may be complete by the time of the event. A lot of the route will be on 100 km/h roads but there will still be work for the navigator. The overnight stop, and Saturday dinner, will be in Cowra and the finish will be in Goulburn. The route will cover about 835 km over the two days. The fourth division will mainly be transport back to Goulburn so there will be some challenging questions.

The President thanked Geoff Bott and Len Zech for distributing flyers for the Alpine at several events, including the All-British Day, a Porsche Club event and the all-French Day. Geoff Bott also promoted the event at a Jaguar Club night, and has sent a link for a video promoting it to all CRC members. Please feel free to share this with anyone who may be interested.

Item 9: General Business

The President thanked contributors to the recent issue of Rally Directions. Geoff Bott wrote a report on the 2016 Targa Tasmania and an article on the Historic Vehicle Scheme, and Nikki Baker wrote about overseas desktop rallies.

Len Zech reported that he had attended an event at Regatta Park in Penrith last Sunday. It was run by Enthusiast Motor Insurance and over 1000 cars attended.

Stephen Wells advised that a dinner to celebrate the tenth anniversary of the Australian Motor Heritage Foundation will be held in October at Sydney Motorsport Park. The President reminded the meeting that several of our members are associated with the AHMF, including Stephen Wells, Megan Lavendar and Andrew Taurins.

Greg Yates reported that the M1 bypass of Heatherbrae and Hexham has opened, and he found that it saves 10 to 15 minutes, even in light traffic. The Coffs Harbour bypass is due to open later this year.

Ross Warner noted that Jon Mansell uses the AASA to sanction events and asked whether it has the same requirements for the qualification of officials, such as Clerk of Course and Event Secretary. The President did not believe so. Ross advised that his licences for Clerk of Course and Event Director have lapsed and wondered whether he could run an event under AASA without requalifying.

The President explained the expanded timing windows which Motorsport Australia permits for Navigation Assemblies, which now are used for the Alpine Classic.

Geoff Bott advised that Tony Norman's wife now is extremely ill and that Tony is her full time carer. Members expressed sadness at this news. The President stated that Club members are thinking of Tony and Lorraine at this time.

The President commended Dominic and Tanya Votano's efforts in fundraising for the Shitbox rallies. They are the event's highest fundraisers and have raised \$704,000 to date. The meeting applauded this.

Item 11: Close

The President thanked everyone for attending and invited everyone for coffee downstairs. He closed the meeting at 9:06 pm.

Alan Walker
President

Glenn Evans
Secretary

TREASURER'S REPORT - 21/09/2026

Sep-26	CRC 1st July 2026 to	21/09/2026	
Balance Sheet	30/06/2026		Change
Bank Account	\$ 23,749.68	\$ 33,830.48	\$ 10,080.80
Term Deposit - exp 4/27	\$ 34,091.30	\$ 34,091.30	\$ -
Term Deposit - exp 9/26	\$ 38,210.33	\$ 38,210.33	\$ -
	\$ 96,051.31	\$ 106,132.11	\$ 10,080.80

Profit and Loss	Income	Expense	Net	
Membership	\$ 270.00	\$ -	\$ 270.00	
HVP	\$ 70.80	\$ -	\$ 70.80	
	\$ 340.80	\$ -	\$ 340.80	\$ 340.80

Events				
Hidden Gems Tour 2026	\$ 760.00	\$ -	\$ 760.00	
- less paid before 30/6	-\$ 120.00		-\$ 120.00	
Alpine 2026	\$ 9,500.00	\$ -	\$ 9,500.00	
	\$ 10,140.00	\$ -	\$ 10,140.00	\$ 10,140.00

Other

Alpine Raffle			\$ -	
Donations			\$ -	
Admin		-\$ 400.00	-\$ 400.00	
Term deposit	\$ -		\$ -	
	\$ -	-\$ 400.00	-\$ 400.00	-\$ 400.00
Total Income and Expense	\$ 10,480.80	-\$ 400.00	\$ 10,080.80	\$ 10,080.80

Expenses/Admin	
Trophies	
Canada Bay Club	-\$ 400.00
Zoom	
Website/Domain Name	
Fair Trading	
Newsletter	
Xmas Party	
Insurance	
Council Motor Clubs	
Shannons Day	
MA Affiliation	
RevSport	
Youtube Marketing	
Webcam	
Flickr (Alpine)	
WIX (alpine)	
TOTAL ADMIN	-\$ 400.00

MAGIC BOX

Average speed computer on test

A FEW days before the start of the 1956 Monte Carlo Rally there were references in the National daily press to a "magic box" fitted to the Sunbeam team cars. This "magic box" was said to eliminate the need for rapid brain calculations to navigators in maintaining set average speeds.



Over the past few weeks we have tested this mechanical brain and have found it not only efficient but also a fascinating accessory for ordinary motoring. Average speed computers are not new; we know of at least three examples which have been available for the last year or so but they have been out of reach of most private owner rallyists. They cost about thirty pounds, and moreover, their accuracy and reliability was not always of the highest order. The Halda "Speed-Pilot" is designed and made by an old-established firm of taximeter manufacturers in Sweden.

The "box" consists of two dials side by side in a rectangular glass-fronted metal case. On the left-hand dial, graduated from 22 to 75 m.p.h., the desired average speed is set. A trip-meter reads to one-hundredth of a mile. The right-hand is an eight-day clockwork chronometer with bright red third hand. Four control knobs, one in each corner, are for setting the desired speed, one for setting the trip-meter and the chronometer pointer, and the fourth is for winding and setting the hands of the chronometer. The unit is internally lit, wired in parallel with the usual instrument lighting switch.

The computer is driven by cable through a "T" gearbox which forms an extension to the speedometer cable. It is only necessary to know

the number of revolutions per mile of the speedometer cable—a figure usually given on the face of the speedometer—to set the computer.

The purpose of an average-speed computer is to display readily the accuracy with which predesired average speeds are being kept. For example, to average 30 m.p.h. the speed pointer is set to the figure 30 on the left-hand dial, the red pointer and the minute hand on the chronometer are aligned with each other. If an average of 30 m.p.h. is maintained the red hand rotates at the same speed as the minute hand, but if the average is less the red hand falls behind or if too high the red pointer gains on the minute hand. Therefore at any time the exact number of minutes ahead or behind average can be read.

For the purpose of our test the "Speed-Pilot" was fitted by the Halda company in a matter of an hour or so, to a new Lancia Aurelia which we were to drive in a short Sunday afternoon navigational rally. In this particular event there was no Regularity Test, but the "Speed-Pilot" was most useful for ensuring that we were not late or early at controls. The first part of the rally consisted of a road section 11.8 miles long to be covered in 28 minutes. The minimum average speed was therefore 25.3 m.p.h. In that time we had to visit points en route at which various questions were to be answered.

To be on the safe side we set the speed pointer at 26 m.p.h., the clock was synchronised with that of the organisers and the red hand set at our starting time of 22 minutes past the hour. We then knew that we had until 50 minutes past the hour to reach control, and that if the red pointer did not fall behind the minute hand of the chronometer we could not fail to be on time. We arrived with two minutes in hand.

We decided to transfer the "Speed-Pilot" from the Lancia to an Austin A30 Countryman, to satisfy ourselves that the job could be done by an average private owner.

It took but ten minutes to disconnect the "T" drive, reconnect the cable and undo the two nuts and bolts holding the computer to the Lancia instrument panel. We then ensured that the "Speed-Pilot" was geared correctly for the A30 by turning a screw, which is visible through a small hole in the bottom of the instrument box, through a given number of turns either clockwise or anti-clockwise, denoted as positive or negative. The speedometer on the Lancia Aurelia was geared to 1600 revs per mile, and in accordance with a table supplied with each instrument, it was adjusted 43.7 turns towards negative. The A30 Countryman speedometer is geared at 1040 revs per mile and the table showed that the adjusting screw should be 13.5 turns towards negative. It was a simple job making 30.2 turns towards positive.

From Halda we obtained a special short cable to fit between the speedometer and the "T" drive, since there is no room on the A30 to fit the "T" drive between the speedometer and the bulkhead. We also had to file a larger hole in the bulkhead to get the union nut on the cable through to the speedometer. The "Speed-Pilot" itself was bolted in a convenient position beneath the parcel tray.

We have used the "Speed-Pilot" for many journeys recently and there is no doubt that it adds considerably to the enjoyment. It can be just as valuable to the travelling businessman or tourist as it is to the rallyist. On a trip to the West country to keep an appointment for 11.30 a.m. we left London at 8.30. A quick calculation showed that we had to average 32 m.p.h. over 95 miles to be on time, so we set the "Speed-Pilot" to 35 m.p.h. During the journey it was convenient to know just how much time we had in hand for the odd cup of coffee. When we reached our destination the red pointer was exactly in line with the minute hand and we had seventeen minutes to spare.

In use the "Speed-Pilot" is almost silent, the only sounds are the quiet ticking of the chronometer and a regular click as the trip-meter revolves. It appears to be completely reliable.

We understand that the Halda "Speed-Pilot", although scarce at the moment, will soon be available in larger quantities at nineteen guineas each. The makers are HALDEX AB, Halmstad, Sweden, and the address of the British company is Halda Ltd., 4 Brandon Road, York Way, London, N7, but taximeter agents all over the country will be available for servicing the instruments.



RevSport Overview and Update for CRC Members

Geoff Bott and Peter Reed have been testing the RevSport “out of the box” website capabilities including content, layout and look as feel. They have been able to set up all the key components of the existing CRC website.

To have a look click [CRC RevSport Website](#)

The 2026 Alpine has also been set up in RevSport with Geoff Bott, Chris McDonald and Lui MacLennan putting in on-line entries. Lui entered a non-CRC entrant. Their feedback has been positive and has also provided useful feedback to help improve the on-line event entry process. Geoff also paid his entry fee by credit card.

Below are some screenshots of the Membership related RevSport website functionality

01 On-line membership renewals and new members

Membership applications and annual renewals

Membership of the Classic Rally Club works on a calendar year (January-December).

Fees

The annual subscription is:

- Individual: AUD 60.00
- Family: AUD 75.00

Payment can be made by bank transfer or credit/debit card

Date of Birth is not required or used - please enter 1/1/2000

New applications for membership are subject to CRC Committee approval

The Primary member can enter and link family members in a family membership

RETURNING MEMBER
I have registered for Classic Rally Club of NSW in the past

NEW MEMBER
I have never registered for Classic Rally Club of NSW before

02 Membership Types

Payment by bank transfer or credit/debit card

Select a membership type

☒ Family Membership 2026 Annual Family Membership Fee	\$75.00
☐ Individual Membership 2026 Annual Individual Membership Fee	\$60.00
☐ Member of Family Membership 2026 Family Member in Family Membership	\$0.00

03 Pay HVP fee with membership renewal

Optional HVP fee payment during membership renewal

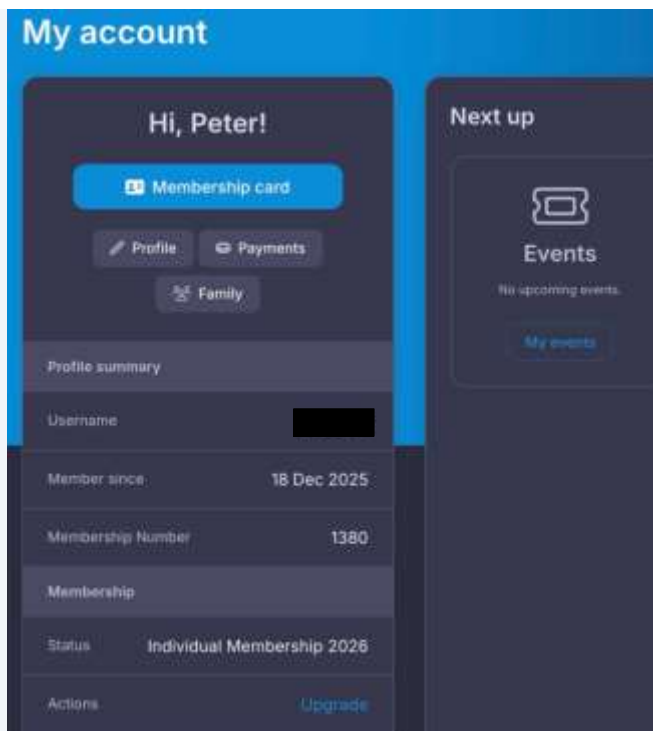
Select any optional add-ons

☐ HVP Fee - annual	\$25.00
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Next step

04 Member account and profile

Members can view and update their contact profile, view their membership card, events and any HVP vehicles they have on the CRC HVP register



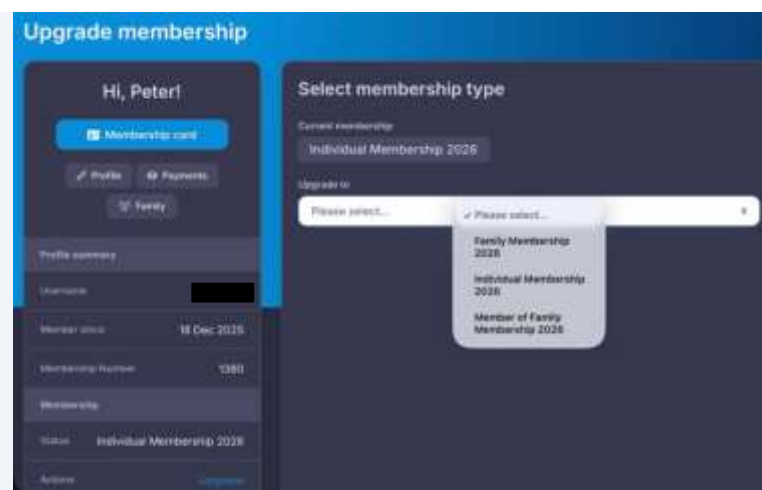
05 Membership card

Digital membership card



06 Upgrade membership

This can be used to upgrade to family membership. It can all be done on-line including payment (which RevSport calculates as the difference in fees).



07 Website contact form

Website Enquiries directed to the appropriate CRC Committee member according to the Topic selected



The screenshot shows a contact form on a dark blue background. At the top, it says "Fill in the form below to send us an enquiry." The form includes fields for "Your name*", "Your email address**", and "Your phone number:". Below these is a "Topic**" dropdown menu with a "Select..." button. A list of topics is shown: "Classic Rally Club Events", "Historic Vehicle Plates scheme", "Membership", "Newsletter", "Website", and "Other". A "Send enquiry" button is at the bottom. A small footer note states: "This site is protected by reCAPTCHA and the Google Privacy Policy and Terms of Service apply."

Current Test CRC RevSport Website

[CRC RevSport Website](#)



CRC CHAMPIONSHIP POINT SCORE 2026

"Where positions are tied, such as the seven-way tie for second place in Tour, each placegetter receives the average of all the points awarded as if those places split as a tiebreaker. In this case the average of finishing between second and eighth is finishing fifth, which is five points. As several Alfa Romeo club members who are not Classic Rally Club members featured in this tie, you do not see seven scores of 16 points. As there were more than 20 cars in the Tour category, there were a few cars scoring one point for participating in the event and an extra point for being in a classic car."

Masters 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			Points to date	Position to date
Competitor									
Bruce Miller	17	39	14	40		5		101	1
Andrew Inglis		39	19	32		3		93	2
Bob Morey		34	20	38				92	3
Robert Panetta	20	28	16	32		4		86	4
Edul Dhondy	18	32	16	36				86	4
Michael Brandt		30		30		2		62	6
John Coopper	19		18			2		39	7
Alan Upton		36				1		37	8
Murray Baker				34		2		36	9
David Shaw	18		15			2		35	10
Graham Pettit			17			1		18	11

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	14	40		5		101	1
Martin Leaver		39	19	32		3		93	2
Teresa Morey		34	20	38				92	3
Alan Walker	20	32	18	36		1		91	4
Andrezj Cieslak		30		30		2		62	5
John Henderson		28	16			3		47	6
Ross Warner	19		18			2		39	7
Mark Laidley		36				1		37	8
Nikki Baker				34		2		36	9
Ray Arthurs	18		15			2		35	10
Phillip Stead			17			1		18	11

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			Points to date	Position to date
Competitor									
Peter Reed	17	36	16	2				70	1
Helen Oste			17	40				57	2
Michael Brandt	20		19			2		41	3
Denis Oste		40						40	4
Geoff Bott	18		19			2		39	5
Murray Baker	16		20			2		38	6
Bob Morey	19							19	7
Jen Navin			15					15	8

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			Points to date	Position to date
Competitor									
Toby Oste		40	17	40				97	1
Megan Lavendar	17	36	16	2				70	2
Glenn Evans		38	15					53	3
John Bott	18		19			2		37	4
Nikki Baker	16		20			2		36	5
Marina Thiveos	20					1		20	6
Teresa Morey	19							19	7

CRC CHAMPIONSHIP POINT SCORE 2025

Tour Drivers

[illegible]

CRC CHAMPIONSHIP POINT SCORE 2025

[illegible]

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 (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		
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 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.