30 CLASSIC RALLY CLUB 1994 – 2024

Rally Directions

November 2026
Issue #11

The official Organ of the Classic Rally Club Inc.
(Affiliated with Motorsport Australia)

Dates to remember
Next meeting November 24
Magazine deadline January 19





Turn the page to read about;

- President's Report
- The 2026 Alpine Classic – John Henderson
- 2026 Alpine Classic – Alfa takes the cup
- 2026 Alpine Classis Photo Gallery
- Before the Tripmaster – The Forgotten Halda
- Vale Don Dux
- CMC Delegate's Report
- Historic Plate Registration Scheme Report
- Membership Annual Report
- Treasurer's Annual Report
- Minutes of October general meeting
- Championship Point Score
- CRC Event Calendar
- Conditional Registration Instructions

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

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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.



PRESIDENT'S REPORT

November brings the AGM and then the Christmas period into December, meaning 2026 is coming to a close and I can say that we had some really great events this year and it was fantastic to catch up with so many of you. We visited quite a few different regions and enjoyed what those areas had to offer. Each event full of its own character and always great to attend.

Even our most recent event – The Alpine Classic had us venturing from Goulburn out into the northwest to overnight in Cowra, with the return leg circling back to Goulburn. Just over 900km of event in two days had the crews covering lots of ground and enjoying the vast landscapes. 38 crews enjoyed the event and it was our pleasure to see all of the hard work enjoyed by so many.

A special thank you needs to go out to the other Directors,
TONY NORMAN, JON & TINA MANSELL, GLENDA LAWRENCE AND WARREN HERRICK, LUI McLENNAN and LAUREN WALKER for their immense efforts during the year.

Tony Norman had us beginning the year with the Southern Sojourn – a wonderful way to get us back into this year in and around the South Coast. Drivetek Motorsport – Jon and Tina Mansell promoted two events this year. The Sheep Station and the Southern Cross Reliability Trial – both events having their own character and were very enjoyable. Glenda Lawrence and Warren Herrick backed up for the third year in a row to give us the Hidden Gems – the perfect mid year social tour weekend. A break from the challenging mapping with the focus on the enjoyable drive and of course some great social breaks in the mix for us all to enjoy.

The benefit of having the various directors gives each event a different flavor and allows them to stand alone. It also gives us a great opportunity to venture to 'different parts of the map' so to speak.

We'd like to thank all those that made the effort and came along, enjoy the drive and take part in all of the events we had in 2026. Without the many crews out enjoying what's on offer – there would simply be no point hosting these perfect excuses for some great drives.

I can't quite believe it has been a full second year in the role of President. You get to the end of another year and do a quick reflection on how you did. Well I can quite happily say that I feel that with great help from not only the CRC committee, volunteers of the club, and of course my wife Lauren – that 2026 was a fairly successful year.

2026 has been quite a challenging one, and certainly the second year in hasn't been as easy as the first, at times seeming like it was just running around putting out fires with the long term goals stalling a little but there is still a fire to push on and really get the CRC up to speed and really ready to gain a few more 'members of our family'. Through building a solid base the committee and I, are very confident that the CRC can build on the stable base we have and bring the love of the club to others.

The efforts put in behind closed doors has been outstanding this year. Each of the committee has outdone themselves with the amount of effort shown to really set the standards of what the CRC can be.

Glenn Evans has again held two roles as Secretary and Membership Secretary overseeing not only the club but also its members and the transition of that to the new administration system the committee is working hard to bring to the fore. With the massive efforts from Peter Reed with regard to the system, it has now come time for Glenn to focus solely on the task of Secretary for 2027. Peter Reed has been the driving force with the implementation of the system and the amount of effort to make sure the change will be a positive one has been awe inspiring.

The input from Geoff Bott with regard to

Publicity and his wealth of experience and leadership has undoubtedly assisted in keep the team focused and moving forward. Ron Cooper will not be standing for HVP officer at the AGM, and after more than two decades in the role – he has always made sure our club is at the front when dealing with the current rules and liabilities of our club, and always making sure the members that enjoy using the scheme have the most up to date information that effects them.

Chris McDonald with Rally Directions – 11 issues over 11 months keeping you all informed of everything CRC each month is quite a task and 2026 is no different. Remember his job doesn't get 'harder' with more info and articles so by all means tell your story, drop a line and have a 'conversation' with your fellow members – we'd love to hear it. Harriett has kept our website up and running and was right on top of an issue that took it offline – but her quick action had us back in the shortest possible time. Martin Leaver has also performed wonderfully with the pointscore this year. The addition of the bonus point system for 'classic' cars and having the championship open to everyone has been a step in the right direction, and his prompt scoring has reflected it all year.

Our delegate to the CMC John Cooper keeps us well in touch for the CMC display day and all of the issues facing the broader community of motoring clubs – this helping shape how the committee drives our club forward into the future.

To all of the volunteers who assist at our events, The Sweeps, passage controls, Officials, Setups, Admin, Photographers – these all can't be thanked enough, their efforts and good hearted enjoyment shine through and always help lift each event.

2027 will be the year where a lot of the hard work going on behind the scenes comes into the light and all of our members should see and enjoy the difference. To make it easier and to really push us forward – we'd love all the help we can get.

So there is still a lot of work to do, and if you'd love to get involved by all means we'd love to have you be part of it.

You may not want to take on the task of being a committee member – even though that is certainly the most direct way to shape the CRC as it moves forward, but volunteering your skills and efforts through tasks we need to undertake makes the whole machine work that bit easier.

The past year has also not been immune to some sad moments too, the passing of several long term members who helped make the club what it is, always a shame. We are just very glad that they were a part of the CRC and our lives, enjoying many great times with us as they did. They will all certainly be remembered.

JAN CLUB NIGHT – HAWAIIAN SHIRT NIGHT!

We are looking forward to kicking off 2027 with a huge splash of colour!
January club night brings some light-hearted fun – so wear your favourite Hawaiian shirt or something with a bit of summer flair to keep the first meeting of the year a casual one.
***__Note__ the usual date would occur on Australia Day the 26th – We are confirming a move to the Wednesday and will keep you all posted well before the meeting.

2027 is shaping up to be another great year, and will have even more on offer. So we would love to see you out there enjoying the social side with great friends, and best of all enjoying the drive.

The upcoming calendar will be filled with our usual navigational events – catering for everyone and giving the chance at taking on the championship throughout next year.

On the social scene we are looking forward to not only having our mid-year social tour weekend away event. The CRC is making sure you have plenty of chances to enjoy your cars and company at several lunch runs, and even a couple of interesting day trips with some unique activities to enjoy.

From our family to yours, we wish you all a very happy and safe Christmas. Enjoy catching up with friends and family and we certainly look forward to catching up with you all next year to have some more fun out on the road.

Alan Walker
CRC President

The 2026 Alpine Classic

It's been a while since I had to do a writeup of an event. The combination of not doing so many events plus the aging brain really means you do get rusty. It's a relief to see that alcohol must be finally helping!

Continuing the Beatles theme from the event, maybe "The Long and Winding Road" from the Let It Be album would be an appropriate description of the weekend.

The problems with weekend traffic around Lithgow caused by the Mitchell Causeway rebuilding made Alan and Lauren take the event away from a Lithgow start and finish for one of the few times in its history. And that certainly didn't create a problem. Any club members reading this who didn't do the event – and there were a lot of you – should really ask yourselves what you did that weekend that was better than the Alpine. It was a great event, very well run, on beautiful roads. If that isn't a recipe for wonderful weekend, I don't know what is.

We started out of Goulburn from a quite new café on the Crookwell road. I naturally thought that meant we'd be heading towards Crookwell, but no, we headed immediately west straight into a herringbone. It wasn't clear whether it was a mapped or an "on the road" herringbone, but the instructions said "drive the following…" so I assumed the latter. Also, I couldn't make a mapped one work. Something to do with not finding crossroads where I needed one. No matter, we got fairly confused fairly quickly, along with many others. Fortunately I could only find one crossroad that looked remotely in the general area for getting to where the next via was, so I backed out a route from that. It must have worked because the questions came up ok.

Eventually we did visit Crookwell on the way to the end of section at Narrawah, a place I'd never heard of. Timings were pretty generous on the event because we came in early to every control, despite the various problems. More about that later. Questions were sometimes a bit sneaky with very similar looking answers sometimes. We had to be on our toes, or, as we did, go back to check and fix the trap we'd fallen into.

Section 1b had the first of the sneaky questions. The clue showed - UG - - PASTORAL CO. The sign named two pastoral companies and the bright one that leapt out was LUGANO. The keen eyed will see that it has one letter too many. The correct answer was on the very faded sign above: RUGBY PASTORAL CO. I fell for the trap and wrote down LUGANO but soon Robbie noticed the extra letter and we decided to come back to check. Fortunately. A twist to the questions was needing to use average speed tables to work out the distances for the first 3 questions in 1b. A speed table was provided which saved too much thinking.

Much of the rest of the section was a long loop between 2 via points only a few kilometres apart. It included counting Floodway signs which most people got correct, although I used all my fingers and had only one toe left by the end.

Lunch was at Boorowa in the local club, then off towards Cowra. A slightly tricky start concerning crossing abandoned railways – my god there are a lot of abandoned railways in this part of the world – which was resolved pretty easily. In my post-lunch euphoria I somehow completely missed one line of an instruction, which made my planned route to Young a little shorter than it should have been. The giveaway was a 'bridge' question that didn't show up as expected. Robbie remembered a bridge a few kilometres back. I checked the instructions, eventually found what I'd missed and we retraced our steps. Then on to Young where we followed some tulip instructions for a bit in town and were disappointed to find no VRCs. Ah well, they must trust us to do the right route.

We then headed east past a 'racing circuit' on the map. I have no recollection of a circuit near Young so it must have disappeared long ago. Dr Google

tells me it would have been Wanbanumba, a 8/10-mile kidney-shaped dirt short circuit built and operated by the Young Motorcycle Club who used to race bikes and ¾ midget cars there. Its last meeting was probably in 1980.

Our next Major control was outside Iandra, an amazing castle south of the village of Greenthorpe. It must have been one of their open days because the carpark was busy. I've never been, but it's on my list of strange places to visit in NSW.

The end of the day was now in sight and only 73kms away! A pretty easy run home. Working out the route was helped by being told the name of a road on the way and how much of it to use. That information helpfully told us where to turn off. After finishing we went into the Cowra Golf Club for a refreshing beverage or two. Suitably refreshed, we then reported to our motel to find that there was only a double bed in our room. Now I like Robbie, but… The front desk lady tried to tell me that's what I'd booked, but email confirmations don't lie. She managed to find us a second room so neither of us heard the other snoring that night.

Dinner was at Club Cowra. Old Alpine hacks may remember overnighting in Cowra early in the millenium. Dinner that faraway night was in the same venue and one of the main courses then was described by some as boiled dogs penises (*or similar word*) in chocolate sauce. The chef may have changed but the spirit lives on!

Sunday morning saw us up bright eyed and bushytailed for an early start. Our motel had promised continental breakfast but the dining room was dark at the appointed hour. Fortunately, Maccas was open to serve the ralliers' breakfast of raisin toast and latte. Replenished, we headed off down to Wyangala Dam and on to Woodstock. To get us there was a bunch of instructions that included leaving a Milburn Creek on your left. Initially I plotted it on the right, which made the route quite simple. When I checked and found my error, the map suddenly became a mess of different coloured highlighters and pencil. It all worked out in the end.

Then a minor disaster struck. Our exhaust broke in half, probably triggered by bouncing through all the floodways on Saturday. The nice, quiet Alfa now sounded like a very, very loud and angry red tractor. Our next major, Woodstock, wasn't far away and we got there with time to spare. Robbie went off with a very helpful local to try and do something about it and I stayed near the control chatting to all and sundry. As our due time approached, I realised the road card was in the Alfa. Fortunately kind fellow competitors (John and Ross – many thanks) drove off to find Robbie, retrieved the road card for me to get stamped on time.

Some people (including me!) may have thought that the car needed to pass the M-board for our time to be taken. Not so as it happens. I learn something new every day. Section 5.4 (a) (ii) of the MA NTSR for a Navigation Assembly covers it exactly:

5.4 PROCEDURE AT MAJOR CONTROLS

(a) A Crew will be deemed to have finished a Section when:

(i) their vehicle passes a Control boundary; or

(ii) a member of the Crew presents the Road Card to the Control Official at that Control.

[EDIT: I wrote this article on the back of the preliminary results. Since then it has been decided that the route instructions and Supp Regs take priority over the Motorsport Australia National Touring Standing Regulations. So we got a 10 point penalty because I crossed the Control boundary (M board) at the appointed time, not the Alfa. I can't say I agree with this interpretation!]

16 minutes after our check in time, a slightly quieter red Alfa tractor (actually Alfa Romeo did use to make tractors, although their fancier Italian rival, Lamborghini, made many more) appeared. Bits of flat steel and hose clamps had come to the rescue!

Leaving Woodstock, we were only allowed to use sealed roads on the way to lunch at the Newbridge showground. A bit of mucking around with mapped landing grounds early on took us into

Blayney to refuel. This was welcome because we'd consumed rather more fuel than usual in our brisk drive to make up being late out of Woodstock. The 'only mapped roads' constraint on this section actually made the navigation pretty straight forward. Our less than quiet exhaust was headache making and we did attract a certain amount of attention. We decided to do something about it after the finish rather than drive back to Sydney like it. Lunch at Newbridge was an excellent steak sandwich.

The first section of the afternoon was an exercise in finding landing grounds, joining them with lines and either crossing the lines or avoiding them. I expected it to be difficult but it all fell into place pretty easily, probably because the instructions were in order. The line crossing took us up near Bathurst then generally south towards Black Springs via Rockley, past the now fancy Rockley pub where the Alpine lunched some years ago before the current ownership. Well known chef, Matt Moran bought it some years ago (he's got family connections in the area) and has significantly changed its menu options. I understand pricing reflects this. After Black Springs, only one last line to cross on our way to finish the section at Taralga, with fingers crossed the promised rain stayed away.

The final section to the finish in Goulburn didn't have a lot of road options and the instructions were really about finding things on the map and just driving to the finish. A nice easy run. We finished at the Goulburn Golf Club and had a refreshing beverage or two. While we were there the promised rain arrived, catching the last few competitors.

Meantime Robbie had contacted Jon Mansell (many thanks Jon) who offered his garage to help make the exhaust sound better. Some magic muffler compound and relocation of the earlier steel strips made a world of difference. It sounded perfectly normal on our drive back to Sydney.

Many thanks to Alan and Lauren and all the team who gave up their time so we could all have a great deal of fun. Many thanks also to all their other competitors for their sense of fun and contributions to making our weekend as good as it was.

John and Robbie



2026 Alpine Classic: Alfa takes the Cup,

Porsche claims two wins

Robbie Panetta and John Henderson claimed Masters honours and the Alpine Cup in their 1972 Alfa at the 2026 Alpine Classic. Porsche crews won the other two levels, with Justin Bedingfield and Mark Tolhurst taking Apprentices, and Doug Barbour and Xanthea Boardman winning Tour.

The event brought together 38 crews and 19 marques for two days of navigation, observation and careful timekeeping. The field spanned six decades of motoring, from a 1962 Healey to a 2022 Alfa.

Masters

Panetta and Henderson completed the first day without penalty and finished with just 10 points, all for time. John Cooper and Ross Warner took second in their 1972 Ford on 17 points. Third was shared by Graham Pettit and Phill Stead's 1992 Ford and Andrew Inglis and Martin Leaver's 1988 BMW, both on 24.

Bob and Teresa Morey's Holden finished fifth, followed by Dave Shaw and Ray Arthurs' Mazda and Gordon Douglas and Steuart Snooks' Ford.

Apprentices

Justin Bedingfield and Mark Tolhurst won in their 2004 Porsche with 12 points. After collecting those penalties in the opening division, they completed the remaining three divisions cleanly.

The two 1965 Sunbeams filled the remaining podium positions: Roger Banham and Roger Barlow finished second on 22 points, just ahead of Peter Thomson and David Booth on 24. Both crews completed the second day without penalty.

Peter Reed and Megan Lavender's Volvo took fourth, ahead of Dennis and Anthony Oste's Nissan.

Tour

The largest field, with 23 crews, was headed by Doug Barbour and Xanthea Boardman in their 1976 Porsche. They finished on 24 points, recording no further penalties after the opening division.

Frank Brookhouse and Christine Aughey took second in their 1997 Toyota on 34 points. Bernard and Madelon Corbett's 2020 Subaru shared third with Greg Yates and Tim McGrath's 1990 Mercedes, both on 36.

Tony South and Ted Norman's Porsche and Chris McDonald and Paul Baker's Alfa shared fifth on 46 points. Greg Newton and Barry Hutchinson's Volvo finished seventh, one point ahead of Stan Wilson and Guy Brand's Mini.

The marques

Porsche led the entry list with eight cars and secured two level wins. Alfa took the Alpine Cup and Masters victory, while Ford's four entries earned second and equal third in Masters. Sunbeam made the most of its two entries, taking second and third in Apprentices.

Mercedes also fielded four cars, with its best result equal third in Tour. Toyota and Subaru joined Porsche on the Tour podium, while BMW shared third in Masters. Volvo placed fourth in Apprentices and seventh in Tour.

Holden, Mazda, Nissan, Jaguar, Mini, Mitsubishi, Lotus, Healey, Honda and Triumph completed a varied field that underlined the event's broad appeal.

Awards night — and a world premiere

Podium awards will be presented at the Classic Rally Club November Club Night on **Tuesday 24 November 2026**, from **7:45 pm**, at the **Canada Bay Club, 8 William Street, Five Dock**. Come earlier and enjoy a meal in the Brasserie.

The meeting will also feature the **world premiere of the event video**—another reason to join fellow competitors and relive the weekend.

For those new to the sport, consider joining the Classic Rally Club and enjoying similar events on its calendar. Visit the club website for more information.

Regards,

Geoffrey Bott

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2026 Alpine Classic
Final Event Results Summary

Car	Driver	Navigator	Year	Vehicle	Qs	VRCs	PCs	MCs	Time	Grand Total	Alp Cup Total	Place
Masters												
2	Robbie Panetta	John Henderson	1972	Alfa	0	0	0	0	10	10	920	1
1	John Cooper	Ross Warner	1972	Ford	12	0	0	0	5	17	1173	2
5	Graham Pettit	Phill Stead	1992	Ford	24	0	0	0	0	24	3960	=3
7	Andrew Inglis	Martin Leaver	1988	BMW	24	0	0	0	0	24	2976	=3
3	Bob Morey	Teresa Morey	2006	Holden	12	20	30	0	0	62	12400	5
4	Dave Shaw	Ray Arthurs	1993	Mazda	12	0	30	0	25	67	11223	6
6	Gordon Douglas	Steuart Snooks	2014	Ford	48	0	30	0	5	83	14608	7
Apprentices												
13	Justin Bedingfield	Mark Tolhurst	2004	Porsche	12	0	0	0	0	12	3510	1
16	Roger Banham	Roger Barlow	1965	Sunbeam	12	10	0	0	0	22	1287	2
11	Peter Thomson	David Booth	1965	Sunbeam	24	0	0	0	0	24	3510	3
14	Peter Reed	Megan Lavender	1999	Volvo	48	0	0	0	7	55	9034	4
8	Dennis Oste	Anthony Oste	1989	Nissan	48	0	30	0	0	78	14742	5
12	Murray Baker	Nikki Baker	1990	Porsche	60	40	30	0	0	130	31200	6
10	Helen Oste	Toby Oste	2010	BMW	36	30	30	0	37	133	41895	7
15	Geoff Bott	Glenn Evans	1992	Jaguar	84	70	30	60	0	244	60390	8
Tour												
17	Doug Barbour	Xanthea Boardman	1976	Porsche	24	0	0	0	0	24		1
21	Frank Brookhouse	Christine Aughey	1997	Toyota	24	10	0	0	0	34		2
18	Bernard Corbett	Madelon Corbett	2020	Subaru	36	0	0	0	0	36		=3
23	Greg Yates	Tim McGrath	1990	Mercedes	36	0	0	0	0	36		=3
22	Tony South	Ted Norman	2007	Porsche	36	10	0	0	0	46		=5
25	Chris McDonald	Paul Baker	2022	Alfa	36	10	0	0	0	46		=5
32	Greg Newton	Barry Hutchinson	1993	Volvo	60	0	0	0	0	60		7
24	Stan Wilson	Guy Brand	1965	Mini	36	0	0	0	25	61		8
20	Dave Johnson	Gilly Paterson	2019	Subaru	54	10	0	0	0	64		=9
30	Marijke Limberiou	Jim Limberiou	1994	Ford	54	10	0	0	0	64		=9
35	Stefan Woelk	Daniel Woelk	1986	Porsche	48	20	0	0	0	68		11
19	Henri Hendriksen	Richard Nineham	1972	Mercedes	54	20	0	0	0	74		12
26	John Paine	Maree Paine	2019	Mitsubishi	66	10	0	0	0	76		13
31	Greg Gibbons	Chee-Mei Gan	1981	Lotus	54	20	0	0	5	79		14
29	Jeremy Norris	Simon Duff	1962	Healey	60	0	0	0	20	80		15
36	Harry Barker	Steve Barker	1978	Alfa	84	10	0	0	0	94		16
33	Daniel Vd Hoeven	Oz Osborne	1982	Honda	96	0	0	0	0	96		17
38	Reece Robinson	Tracey Bright	2014	Mercedes	84	10	0	0	4	98		18
28	Geoff Hempsall	Michael Malgo	1994	Porsche	84	0	0	0	20	104		19
34	Martin Stafford	Ben Noblet	1973	Porsche	90	20	0	0	0	110		20
9	Harald Vd Hoeven	Oscar Vd Hoeven	1974	Triumph	252	90	30	60	0	432		21
27	Gary Winterbottom	Sana Winterbottom	1994	Mercedes	630	70	30	30	113	873		22
37	Frank Dess	Wendy Dess	1989	Porsche	636	280	0	0	27	DNF		

CONGRATULATIONS TO HENDO & ROBBIE, WINNERS OF THE ALPINE CUP

ALPINE CLASSIC PHOTO GALLERY







































AKS 997















VALE DON DUX

A memorial to celebrate Don's life was held at the Maroochydore surf club in Queensland on Sunday, 15 November, Don's son Peter generously read out the eulogy I've posted in the mag, which now becomes a Vale for Don. On display at the memorial was a tribute of Don's life with memorabilia, where the Classic Rally Club stood pride of place.



Firstly, to the Dux Family, Heather, their sons, extended family members and all the friends and people that knew of Don. On behalf of the Classic Rally Club in Sydney, may I extend the Club's, along with mine and my wife Wendy's personal, deepest sympathy and sincere condolences to you all on Don's passing. A good innings as some would say, 89 years making his mark on this earth, both land and sea.

My apologies for not being present here today at Don's memorial Service and I thank Heather for allowing this eulogy to be read out and shared amongst you all present.

Don was born June 23 1937, and enjoyed 60 years of married love and happiness to his wife Heather. Sadly Don passed away on the morning of the 20th October, 2026, peacefully and painless with the immediate family present in their new residence where he and Heather had recently relocated to in September to the Sundale Rod Voller Care Home Centre in Nambour, from their property of 33 years in Amins, Stanthorpe, Queensland.

Don and Heather were late bloomers to our sport of classic rallying and our Classic Rally Club. Upon a serious health issue diagnosed some time back, it was time to get to do some things he was passionate about, one of those things involved hitting the road and doing some serious driving. Don's love of driving and interest in classic cars, saw them somehow find our rally club, we were truly blessed he did. After a brief introduction they committed to drive all the way down to Sydney for their first event, where they were most welcomed by our members, with their enthusiasm, and with their friendly demeaner they fitted right in. A few quick lessons on what to do and they were thrown in the deep end, learning as they went. Full navigation was not their forte, enjoying the Tour style of navigation that made the driving experience more favourable for Don with time to take in the countryside scenery, in between looking out for VRC boards and the task of locating the questions.

Over many years and numerous trips down to various NSW Country, Sydney and surrounding start locations, even Victoria they joined in many of



our rallies, making many friendships to the point that lots of us were renamed their rally children, an honour we still cherish. Both Rally Dad Don and Rally Mum Heather became much loved, likable, respected and thought of by members, enjoying their drives, joining in the club's camaraderie, sharing good times, fun, plenty of laughs, many memorable moments, with even a few times of navigational hic-ups, but always finishing up with

a smile. Both had become great supporters of our Club with their generosity, providing many raffle prizes raising many dollars for many worthwhile causes.

Although Don suffered an unfortunate string of illness after retirement, the one thing that led him to pursue his passion of driving was to be behind the steering wheel of his Triumph 2500, and the beautiful Triumph Stag V8, both polished up in green duco, cruising with the sometimes spirited drive over many kilometres of country roads. Don was also a member of the Lada Sport Club, his pride and joy the Lada Niva, with the occasional off road experiences. Don was affectionately known by his well deserved nick-name "The Driver", a name he was proud to be addressed as.



Don's health and age related issues unfortunately brought the end of the Dux's traveling down with their participation entering our rallies and sharing their well loved company amongst our members. But that didn't stop the generosity and contact through social media, emails and the mobile phone. Still providing raffle prices to continue with raising funds especially for children's health. The times that the Dux family were involved with the Rally Club their presence has left a huge impact on many. The Gentleman Driver Don, he will be sorely missed, but with our continued contact with Heather, his memory will remain with us as a champion friend amongst us all.



Wendy and I made a point of calling in on Don and Heather at their home and property in Amins, Queensland a little while back on one of our road trips where we were privileged to be shown their hospitality with lunch, sharing many stories and amongst other things being shown Don's hobby room where he had crafted together and painted a large collection of military models, planes, boats/ships, tanks, and aircraft, as well as his scale collection of model cars and memorabilia. We learnt of some of Don's past working life, a seaman in the Australian Merchant Navy, he was very passionate about Australian shipping.

Don was born in Brisbane, where he grew up, later being a long time resident of Stanthorpe. He had been very active in giving his time with numerous and various local groups, some such as, The Amins History Association, The Amins Legacy Centre, Anzac and Military Remembrance, The Stanthorpe Historic Vehicles and Machinery Group, as well as others not known to myself.

This humble, worldly, interesting, old school, gentleman is now resting in painless peace, it has been a pleasure to know Don, sharing his time and rally journeys we all have enjoyed together. Gone but not forgotten old mate. To Heather, Rally Mum, we wish you well and good health for the future.

Regards

John Cooper

Life Member and Past President

Classic Rally Club, Sydne

Before the Tripmaster – The Forgotten Halda Rally Odometer

By Geoff Bott

Anyone who competed in rallies during the 1960s and 1970s will remember the Halda Tripmaster and Twinmaster. These Swedish mechanical distance recorders were almost compulsory equipment for serious navigators, long before electronic rally computers made life considerably easier. However, the familiar Haldas had some interesting predecessors, one of which recently found its way into my collection.



I came across an unusual Halda instrument on eBay in Canada. It arrived complete with a mounting bracket, mechanical cable-drive gearbox and a rather quaint chromed lamp for illuminating the counter. Its appearance was quite unlike the familiar Tripmaster, with a large five-digit vertical display mounted above a black mechanical housing.

Some research led me to an article by Canadian rally historian Steve McKelvie, who had acquired an almost identical instrument. He identified his as an early **Langwell rally odometer**, a Canadian development based on an older Swedish Halda Tripmeter.

Before producing the Tripmaster, Halda manufactured mechanical odometers primarily intended for commercial vehicles. These instruments measured distance through a flexible cable driven from the vehicle's transmission or speedometer drive. The original Halda mechanism was robust and accurate, but lacked some of the features required by competition navigators.

In Canada during the 1960s, rally enthusiasts Frank Langdon and Lloyd Howell developed the Langwell by modifying these earlier instruments. Their equipment was essentially handmade, with individual units produced to satisfy the requirements of competitors.

The Langwell incorporated several clever features. The navigator could select forward counting, disengage the counter or reverse its operation. The reverse facility was particularly useful after a wrong turn, allowing the navigator to recover the distance travelled without calculating the correction manually.

A separate control allowed the counter to be returned to zero, although this took several seconds rather than occurring instantaneously.



Perhaps its greatest advantage was its continuously variable calibration mechanism. The later Halda Tripmaster and Twinmaster used interchangeable gears to accommodate different vehicle gearing and tyre sizes. These provided calibration in fixed increments, whereas the Langwell could be adjusted much more precisely without changing gears.

The original Halda Speedpilot, introduced during the 1950s, was actually more sophisticated than the later Tripmaster, incorporating average-speed calculation. Sheila van Damm and Anne Hall used a Speedpilot successfully in the 1955 Viking Rally, and the Sunbeam works team adopted the equipment for the 1956 Monte Carlo Rally.



The Tripmaster appeared in 1958, with the Tripmaster and Twinmaster becoming available in Canada in 1964.

Interestingly, Canadian rally champions and navigators, including Doug Woods and John Bellefleur, subsequently used Langwell instruments.

My example appears to be an early configuration, retaining the original Halda counter and separate mechanical housing. The large numerals, auxiliary lamp and substantial mounting bracket all reflect the practical requirements of night rallying.

Although the Swedish Halda mechanism predates the Tripmaster, the Canadian Langwell conversion belongs to the subsequent development of specialist rally equipment.

It represents a fascinating transitional period when ingenious enthusiasts adapted existing mechanical instruments to solve the challenges of competitive navigation.

And unlike today's electronic rally computers, there isn't a single microchip in sight!



CMC Delegate's Report from the meeting of 29th September 2026.

The following basic items listed may be of interest to our Club.

• Change of Date needed for the January General Meeting 2027, as it falls on Australia Day. New date is Tuesday 19th January 2027. 2027 SSC forms to be handed out at the meeting.

• CVS as of 29th September 2026 – 2652 vehicles.
• Boyd noted we have a second full electric conversion onto CVS, a Mazda 121.

• As of December, CVS will be 10 years old.

Guest Speaker – Wayne DeMarco, Custodian of the Old Amaroo Precinct. Wayne spoke of the history of the complex, its existing buildings, and businesses operating there today. He also told of his renovations, his vision for the Precinct, and the benefits of returning it to a family friendly central car club hub. For more information, visit: https://www.amarooparkraceway.com

NATIONAL MOTORING HERITAGE DAY: AHMF are looking at changing the NMHD date, as other states are having problems with the colder/wetter weather in May. Boyd asked the room what they thought. Consensus was October was a good month, perhaps the 3rd weekend. We should know the outcome by the next meeting.

SHANNONS SYDNEY CLASSIC: 16th August 2026

• Everything went well considering the wet start. Sun was out by 10.00am.

• ARDC estimated numbers were down by 20%, but it was still a great day.

• Anna Watson MP, Secretary for Regional Roads stated she had a great day, and enjoyed her trips in the Concours cars and on the Historic Bus. Anna also presented the trophies for the Concours Presentation.

• Boyd said he was very happy with his choice for the "Presidents Trophy"

Transport also passed on their appreciation for being included in the event, and took the opportunity to speak with many individuals and some clubs. They have now added SSC to their yearly calendar.

President Boyd thanked Sharon Thompson and Laura for attending the show. He explained that early Sunday morning, Sharon, Laura and a few invitees went up to turn 11, (top of the straight) and scattered some of Terry Thompson's ashes. Sharon and Laura thought this would be appropriate on the SSC day, as both the event and SMP played a large part in his life.

• SSC 2027 (Shannons Display Day)– Date has been confirmed as 22nd August 2027

• CMC donated $5,000.00 to Prostate Cancer Research, and $5,000.00 to Cancer Assistance Network.

HISTORIC & CLASSIC INDUSTRY WORKING GROUP (HCIWG): Boyd

• Transport advised that dedicated discussions had been held with both ex-military and historic plant (tractor) stakeholder groups. Work is progressing on the development of separate conditional registration pathways for historic plant and tractors and for non-compliant ex-military vehicles.

• Concerns regarding instances where vehicle identification information, including vin and engine numbers appeared to be incorrectly recorded on registration records. (if this happens, fill out a change of records form at Service NSW) Owners should check that their paperwork is correct.

• NSW Police gave an overview of "Beat the Blue", held at SMP. Approx 35,000 attendees, and raised over $80,000.00 for Police Legacy. • Processing issues at Service NSW Centre's were discussed, identifying inconsistent form acceptance.

Regards,

John Cooper
Life Member
Classic Rally Club NSW
johncoopclassic@gmail.com
0414 246 157

HISTORIC REGISTRATION SCHEME REPORT 2026

Ron Cooper

The club has currently 75 cars on HVP AND 6 cars on CVS

The scheme by Transport NSW is an excellent scheme allowing cars over 30 years old to be registered with minimum cost and include a green slip as part of the rego price and has been working well for many years however since the introduction of the 30 day log book we have seen many clubs set up to take advantage of the cheap regos. Many of these clubs have been very loose in the interpretation of the rules leading to a great deal of oversight by the transport department. While in general our club has been compliant we have had updates on the rules which has led to reviewing some of the cars that were originally on HVP but now need to transition to CVS. The CVS scheme has allowed cars with modifications to also access the scheme after engineering inspections

As a club we will need to stay abreast of the government regulations and ensure we are compliant with all the rules as we need to keep this scheme available to our club members as I see some clubs being unable to be part of the scheme as scrutiny increases and we may need to adjust our rules to suit.

After over 20 years of being the club plate registrar I will be stepping down at the AGM but will be happy to assist the new registrar become familiar with the job

Ron Cooper

CLASSIC RALLY CLUB

MEMBERSHIP SECRETARY'S 2026 ANNUAL REPORT

The Club currently has 327 members, comprising:

- 7 Life members;
- 5 Honorary members;
- 250 members, including 6 Juniors, in 93 Family memberships; and
- 65 Individual members.

Life member, Adrian Walmsley, passed away in March. The Classic Rally Club extends its condolences to Adrian's family and loved ones.

The number of members decreased by three in the past year.

28 members did not renew for 2025. These comprised 10 members in six Family memberships; five Individual members and 13 removed when a membership was converted from Family to Individual.

The Club gained 25 members since last year's AGM. We gained five new Individual members, two members in one new Family membership and six new members added to existing Family memberships. Pleasingly, 5 Individual members and six members in three Family memberships rejoined, as did one Family member in an existing membership.

Thanks and best wishes to Bob Morey, who has taken over as Membership Secretary for 2027.

Glenn Evans

Membership Secretary

CRC TREASURER'S AGM REPORT

2026 Financial Year -1st July 2025 to 30th June 2026

The 2026 Financial Year saw a surplus of **$11,648.84** (FY 2025 surplus $**2,782.27)** with another healthy bank balance of **$96,051.31** (FY 2025 **$84,402.47)**

The key things to note were:	**FY 2026**	**FY 2025**
1. Net Membership fees	$9,315.40	$9,873.90
2. Net HVP Annual fees	$1,200.00	$894.50
3. CRC Events	$7,198.28	$4,707.09
4. Term Deposits	$2,956.64	$3,167.30
5. Donations		$1,500.00
6. Administration	$9,021.48	$15,710.52

Income from Membership and HVP fees more than covered the Administration Expenses which now include paying for meeting room hire at the Canada Bay Club.

Additionally, the interest paid on our term deposits has not really decreased as expected.

The CRC events delivered a profit of over $7,000 due to the 2025 Alpine Classic. Much of this profit was because merchandise and other supplies, purchased in previous years, was utilised. This will not be the case in 2026, so a similar profit is unlikely from the 2026 Alpine Classic.

In summary with our extremely healthy bank balance, the Classic Rally Club is in a very sound financial position.

Peter Reed

CRC Treasurer

15th November 2026

FY 2026	CRC 1st July 2025 to		30/06/2026	
Balance Sheet	30/06/2025			Change
Bank Account	$ 15,057.48		$ 23,749.68	$ 8,692.20
Term Deposit - exp 4/27	$ 32,780.09		$ 34,091.30	$ 1,311.21
Term Deposit - exp 9/26	$ 36,564.90		$ 38,210.33	$ 1,645.43
	$ 84,402.47		$ 96,051.31	$ 11,648.84

Profit and Loss	Income	Expense	Net	
Membership	$ 9,905.00	-$ 589.60	$ 9,315.40	
HVP	$ 1,200.00	$ -	$ 1,200.00	
	$ 11,105.00	-$ 589.60	$ 10,515.40	$ 10,515.40
Events				
Hidden Gems Tours	$ 475.00	$ -	$ 475.00	
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	
	$ 22,675.00	-$ 15,476.72	$ 7,198.28	$ 7,198.28
Other				
Alpine Raffle			$ -	
Donations			$ -	
Admin		-$ 9,021.48	-$ 9,021.48	
Term deposit	$ 2,956.64		$ 2,956.64	
	$ 2,956.64	-$ 9,021.48	-$ 6,064.84	-$ 6,064.84
Total Income and Expense	$ 36,736.64	-$ 25,087.80	$ 11,648.84	$ 11,648.84

Expenses/Admin	
Trophies	
Canada Bay Club	-$ 2,000.00
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
Flickr (Alpine)	-$ 140.93
WIX (alpine)	-$ 252.01
TOTAL ADMIN	-$ 9,021.48

Classic Rally Club Inc.
Minutes of the October General Meeting
Held at the Canada Bay Club on 27 October 2026

Present:	Alan Walker	President
	Geoff Bott (via Zoom)	Committee Member
	Ron Cooper	Committee Member, HVP Registrar
	Peter Reed	Treasurer
	Doug Barbour	
	Xanthea Boardman	
	John Cooper	CMC Delegate
	Edul Dhondy	
	Megan Lavender	
	Lui MacLennan	
	Chris McDonald	Editor
	Julia McDonald	
	Bob Morey (via Zoom)	
	Robbie Panetta	
	Henry Stratton (via Zoom)	
	Andrew Taurins (via Zoom)	
	Stephen Wells	
	Tony Wise	
	Greg Yates	
	Karen Yates	
	Len Zech (via Zoom)	
	Glenn Evans	Secretary

Apologies:	Paul Baker
	Mike Batten
	Wendy Cooper
	John Henderson
	Tim McGrath
	Paul Morton
	Tony Norman
	Garth Taylor
	Lauren Walker
	Kim Warner
	Ross Warner

Visitor: Sam Kennedy

Item 1: Opening

The President opened the meeting at 7:41pm and thanked all in attendance.

Item 2: President's Report

The President stated that the Alpine Classic had run successfully last weekend. A report will be given later in the meeting.

Tony Norman has advised that Lorraine's situation was overstated in last month's meeting. Lorraine had been in hospital but she now is back at home.

The annual general meeting will be held next month. Alan Walker, Glenn Evans and Peter Reed have re-nominated for the positions of President, Secretary and Treasurer respectively. The President commended Peter for his work to get the Revsport system up to speed.

Ron Cooper has stepped down as HVP Registrar but has re-nominated for a committee member position. The Club still requires a volunteer for the HVP position.

Geoff Bott has renominated for a committee member position. Geoff has been working on communicating to Club members via Revsport and has drafted a business plan for consideration by the committee.

Bob Morey has taken on the role of Membership Secretary.

The Club still requires an Event Secretary to co-ordinate events and oversee event directors, including social events. The President plans to hold another social event in mid year, along the lines of the Hidden Gems Social Tour of the past three years. In addition, he hopes that a social event will be conducted in each quarter.

The Christmas Party will be held on 22 November. Last year's event was held too close to Christmas.

Item 3: Secretary's Report

The Secretary reported that the Club sent flowers and our condolences to Heather Dux, following Don's passing.

The tax status self-assessment for Financial Year 2025/2026 has been completed. The Club qualifies as tax exempt as its primary purpose is to promote and conduct sporting competition.

The CMC affiliation fee for 2027 has been paid.

Motorsport Australia has called for expressions of interest for membership of the State Panel. Please contact the Secretary for further details.

Item 4: Treasurer's Report

The Treasurer presented his report for the financial year to date. This is attached to these minutes. The main income has been about $17,000 for the Alpine Classic. About $13,000 has been incurred for the event's expenses, with more to come.

Item 5: Membership Secretary's Report

The Membership Secretary reported that the Club has 324 financial members, which is from September. A Family membership payment was deposited today by an Alpine competitor.

Item 6: HVP Registrar's Report

The HVP Registrar reported that two vehicles have moved from the Historic Vehicle Scheme to the Classic Vehicle Scheme. Katherine Hempsall's Porsche 968, which was added recently, ran in the Alpine last weekend. David Shaw's Plymouth Belvedere has been added to the HVS pending its registration.

The Registrar outlined recent changes to Transport for NSW AIS and business rules.

The Registrar stated that he is stepping down from the role at the AGM.

Item 7: CMC Delegate Report

The CMC Delegate's report is attached to these minutes.

Item 8: Past Events

The President reported that the Alpine Classic was run successfully. He noted the number of entrants who are not members. This is encouraging for future participation in our events. He thanked Geoff Bott and Len Zech for handing out flyers for the event at events such as the All British Day, the Porsche Club, Jaguar Club and Coffee and Cars.

The President also noted the mix of cars in the event, including a Lotus, Healey, an early Porsche 911 and, of course, the two Sunbeam Tigers. He has received good feedback both personally and via email. He thanked Lauren Walker for the amazing job she did before and during the event. He thanked Lui MacLennan for timing and scoring, an all the passage, start and finish control officials.

The event was longer in distance than usual. The feedback was that the roads were great. The navigation was set to enable the distance to be covered but there was still enough for navigators to do.

The President stated that there were some queries which had to be resolved. He provided a detailed explanation of these, which mainly involved the interpretation of questions in the Tour category.

An issue which event directors now face is finding country towns with enough accommodation, as they all seem to be hosting events most weekends. The President emphasised the need to book accommodation early for future events.

The President spoke of Don and Heather Dux's long participation in Alpine Classic events, driving down from Queensland in their Triumph 2500 each year until recently, and donating the main raffle prize. We were their "rally family".

Item 9: Future Events

The Christmas Party and awards presentation will be held on Sunday, 22 November, at the Surveyors Creek Community Centre in Glenmore Park. Details will be sent to members by email.

The fourth Tuesday in January will fall on Australia Day so the meeting will be held on Wednesday, 27 January.

Item 9: General Business

The Treasurer advised that an overview of the capabilities of Revsport which the Club is using was included in the October issue of Rally Directions. This included screenshots of the site, including of the trial website Geoff Bott has developed. There is a link at the start of the report which will take you to the website.

The Australian Motor Heritage Foundation's 10th Anniversary dinner will be held on Friday night. Details are in the newsletter.

Greg and Karen Yates are attending tonight's meeting on Greg's birthday. The meeting wished Greg a Happy Birthday.

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	Glenn Evans
President	Secretary

CRC CHAMPIONSHIP POINT SCORE 2026

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. This 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 the 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.

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	35	5		**98**	**2**
Robert Panetta	20	28	16	32	40	5		**97**	**3**
Bob Morey		34	20	38	35			**93**	**4**
Edul Dhondy	18	32	16	36	32			**86**	**5**
John Coooper	19		18		38	4		**79**	**6**
David Shaw	18		15		30	2		**65**	**7**
Michael Brandt		30		30		2		**62**	**8**
Graham Pettit			17		35	3		**55**	**9**
Alan Upton		36				1		**37**	**10**
Murray Baker				34		2		**36**	**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	35	5		**98**	**2**
Alan Walker	20	32	18	36	36	1		**93**	**3**
Teresa Morey		34	20	38	32			**92**	**4**
John Henderson		28	16		40	5		**89**	**5**
Ross Warner	19		18		38	4		**79**	**6**
Ray Arthurs	18		15		30	2		**65**	**7**
Andrezj Cieslak		30		30		2		**62**	**8**
Phillip Stead			17		35	3		**55**	**9**
Mark Laidley		36				1		**37**	**10**
Nikki Baker				34		2		**36**	**11**

CRC CHAMPIONSHIP POINT SCORE 2026

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	34			**87**	**1**
Helen Oste			17	40	28			**85**	**2**
Denis Oste		40			32	2		**74**	**3**
Murray Baker	16		20		30	2		**68**	**4**
Geoff Bott	18		19		26	4		**67**	**5**
Michael Brandt	20		19			2		**41**	**6**
Justin Bedingfield					40			**40**	**7**
Roger Banham					38	2		**40**	**7**
Peter Thomson					36	2		**38**	**9**
Bob Morey	19							**19**	**10**
Jen Navin			15					**15**	**11**

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	28			**97**	**1**
Megan Lavendar	17	36	16	2	34			**87**	**2**
Glenn Evans		38	15		26	2		**79**	**3**
Nikki Baker	16		20		30	4		**66**	**4**
Mark Tolhurst					40			**40**	**5**
John Bott	18		19			2		**37**	**6**
David Booth					36	2		**36**	**7**
Marina Thiveos	20					1		**20**	**8**
Teresa Morey	19							**19**	**9**

CRC CHAMPIONSHIP POINT SCORE 2026

Tour 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									
Frank Brookhouse		40	11	38	38	5		**102**	**1**
Steve Davis	16	36		40		5		**97**	**2**
Chris McDonald	17.5	32	20		31			**85**	**3**
Tony South	19	30	11		31	1		**81**	**4**
Stefan Woelk		28	1	34	20	5		**77**	**5**
Bernard Corbett	17.5		16		35			**68.5**	**6**
Geoff Hempsall		34	16		4	5		**59**	**7**
Robert Clare	11	38				3		**52**	**8**
Doug Barbour					40	2		**42**	**9**
Greg Yates					35	1		**36**	**10**
Greg Newton					28	2		**30**	**11**
Mark Pentecost		26						**26**	**12**
Marijke Limberiou					23	2		**25**	**13**
Dennis Oste	7		16			1		**24**	**14**
Michael Malgo	14.5		6.5			2		**23**	**15**
Dave Johnson					23			**23**	**15**
Tim Yates	13		6.5			1		**20.5**	**17**
Anthony Oste	20							**20**	**18**
Warren Herrick			19			1		**20**	**18**
Henri Hendriksen					18	2		**20**	**18**
Kevin Payne			16					**16**	**21**
Lindsay Trevitt			16					**16**	**21**
Strat Mairs	14.5					1		**15.5**	**23**
Brian Doyle	9		6.5					**15.5**	**23**
Glenn Evans	9					1		**10**	**25**
Merzi Modi	9							**9**	**26**
John Croft	6					1		**7**	**27**
Alan Watson			6.5					**6.5**	**28**
Steve Maher	5					1		**6**	**29**
Reece Robinson					6			**6**	**29**
Frank Dess			1		1	2		**4**	**31**
Shaneen Dhondy	1		1					**2**	**32**
Gary Winterbottom					1			**1**	**33**

CRC CHAMPIONSHIP POINT SCORE 2026

Tour 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	1 day	1 day	2 day	2 day			**Points to date**	**Position to date**
Competitor									
Christine Aughey		40	11	38	38	5		**102**	**1**
Rochelle Prattley	16	36		40		5		**97**	**2**
Ted Norman	19	30			31	1		**81**	**3**
Daniel Woelk		28	1	34	20	5		**77**	**4**
Madelon Corbett	17.5		16		35			**68.5**	**5**
Paul Baker		32			31	0		**63**	**6**
Mandy Ferreira	11	38				3		**52**	**7**
Michael Malgo		34			4	4		**42**	**8**
Xanthea Boardman					40	2		**42**	**8**
Tim McGrath					35	2		**37**	**10**
Guy Brand					26	2		**28**	**11**
Craig Plummer		26						**26**	**12**
Jim Limberiou					23	2		**25**	**13**
Greg Yates	13		6.5			1		**20.5**	**14**
Richard Nineham					18	2		**20**	**15**
Glenda Lawrence			16			1		**17**	**16**
Geoff Hempsall	14.5					1		**15.5**	**17**
Louise D'Arcens	9		6.5					**15.5**	**17**
Jennifer Navin	9					1		**10**	**19**
Kainaaz Variava	9							**9**	**20**
John Learson	7							**7**	**21**
Sue Chapman			6.5					**6.5**	**22**
Nina Dhondy	1		1					**2**	**23**
Wendy Dess			1			1		**2**	**23**

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 30th – Sun 31th	**The Sheep Station Rally (Revised dates)**	Drivetek Motorsport – Jon Mansell
Tuesday 26th		Club Meeting
June		
Sunday 28th	**AROCA - Tour d'Course 25TH Aniversary**	AROCA / CRC
Tuesday 23rd		Club Meeting
July		
Tuesday 28th		Club Meeting
August		
Sat. 8th – 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		
Sat 8th to Sun 14th	Southern Cross 60th 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 compete 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 be 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 charges 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.