

TARGA CLASSICA

2026

MARCH 2ND - 5TH



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TARGA CLASSICA

MARCH 2ND - 5TH 2026

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TARGA CLASSICA WELCOME



We're thrilled to have you joining us for this year's Targa Classica 2026.

If you've been with us before, you already know what this week feels like - fantastic roads, amazing people, constant fun, and the every now and then wrong turn.

If it's your first time, welcome. You're in for something we like to think of as pretty special.

This year we kick things off on the Mornington Peninsula, through the Bass Coast and Gippsland, then up to the Yarra Valley, before finishing in Melbourne right as the FORMULA 1 QATAR AIRWAYS AUSTRALIAN GRAND PRIX 2026 kicks off.

As always, a huge amount of work goes on behind the scenes to make it all happen, and we don't take for granted the support we get from the towns and venues that host us, the volunteers on corners and at controls, and the partners who help us keep raising the standard year after year. It's a team effort in the truest sense of the word.

Every year we're blown away by an amazing field of entrants, the stories behind the cars, the effort that goes into getting them here, and the mix of people who keep coming back (and bring their mates along too!).

It's your passion that makes Targa Classica what it is, and we're beyond excited to share the road with you. So, here's to four unforgettable days of great roads, great cars, and great company.

MESSAGE FROM CONSOL GENERAL OF ITALY



In my capacity as Consul General of Italy in Melbourne, it is a great honour to participate in the 2026 edition of Targa Classica, an event that highlights the enduring connection between Italy and Australia.

Italy's legendary road-racing heritage has brought together: competition, culture and lifestyle. For over a century, Italy's great road events have celebrated precision driving and engineering excellence, while embracing the social rituals that surround the motoring experience: food, landscape, community and a shared passion for the road.

It is precisely this heritage that I see carried forward in Targa Classica. Inspired by Italy's historic road events, the initiative represents a natural continuation of that tradition. While its origins are evidently Italian, Targa Classica has found its contemporary expression in Australia, particularly in the state of Victoria.

The state of Victoria, with its scenic driving roads and stone Italian presence, offers an ideal setting for an event that connects our two countries. Melbourne, in particular, is home to the largest Italian community in Australia, shaped by successive waves of migration from the gold-rush era of the 1850s through to the post-World War II period. Italian migrants brought with them not only skills and entrepreneurship, but also a rich cultural heritage that has helped shape Melbourne into the multicultural and highly livable city it is today.

For these reasons, Targa Classica can be interpreted as a genuine Australian celebration of Italian traction, an event that honours Italy's historic motoring culture while demonstrating how that legacy has been embraced and carried forward in Australia.

Chiara Mauri

LA CLASSICA PRIMA POMERIGGIO TOM SNOOKS COPPA



Tom Snooks:

Tom is a very special person to the Targa Classica team. Having been involved in Motorsport for more than 50 years he seems to know every one of Victoria's great driving roads, the local tracks and the people who are key to unlocking them for us to enjoy.

This year's event has been bought to the NSW/Victorian border to enable crews to enjoy some of Tom's favourite roads.

Tom has ensured that the Targa Classica Road Team have included a wonderful set of new and amazing roads for the route, and it is a pleasure to be able to acknowledge him with the Tom Snooks Coppa.

As a person who has played a major role in Motorsport for over 50 years his reward has been the success of the events he has driven over that period. The major events which Tom has been associated with include:

- 1971 & 1972 Dulux Rallies
- 1971 to 1977 Southern Cross Rallies
- 1976 to 1980 Total Oil Economy Runs (Sydney to Melbourne)
- 1979 Repco Reliability Trial (around Australia)
- 1985 to 1992 Wynns/Australian Safari
- 1993 to 2003 Targa Tasmania
- 1995 Mobil One Round Australia Trial
- 1998 Playstation Round Australia Rally
- 1999 to 2002 Australian Safari
- 1999 to 2003 Grand Prix Rally
- 2002 to 2005 Classic Adelaide Rally
- 2008 Red Centre to Gold Coast Trial
- 2009 to 2018 Classic Outback Trial
- 2009 to 2013 Bega Valley Rally
- 2017 – Targa Classica

With the event starting in Albury for the first time new teams and those wanting to refresh their memory we have an afternoon masterclass in all things Targa Classica.

The Sunday afternoon includes a detailed explanation of the competition PC's and PM's, the Roadbook and an opportunity to get out and have a trial run through a test PC's prior to the Targa Classica kicking off on Monday.

The afternoon has been set up for first time teams or teams who wish to get their focus in before the competition begins; to add some fun the winner of the trial will win the Tom Snook's Coppa (Cup).

The afternoon ensures that everyone starts the event relaxed and ready to hit the ground for the 4 days of competition.

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DESIGN TO PRINT

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4 DAY ROUTE & HIGHLIGHTS

MONDAY 2ND · PT LEO ESTATE TO SAN REMO



Start: Pt Leo Estate
Finish: Silverwater Resort

Best Viewing Locations

Pt Leo Estate Winery 11.00am – 2.00pm

- Cars on display
- Meet the Competitors
- Airstream coffee van
- Targa Classica Friends and family 2 course lunch in The Wine Terrace avail 1.30pm (booking required)
- Targa Classica Official Start 1.00pm

Red Hill Recreation Reserve 1.10pm – 2.30pm

- Time Trial Competition

Lang Lang Recreation Reserve 3.00pm -4.30pm

- Time Trial Competition

TUESDAY 3RD · SAN REMO TO SAN REMO



Start: Silverwater Resort
Finish: Silverwater Resort

Best Viewing Locations

Wonthaggi Rec Reserve 9.00am – 10.15am

- Time Trial Competition

Inverloch – Ramsey Blv and Williams St 9.25am – 10.45am

- Cars driving by – come out and wave!

Stony Creek Go Kart 10.45am – 12.00pm

- Cars on display
- Coffee avail
- Time Trial Competition

Mirboo North – Strzelecki H/Way 11.30am – 12.45pm

- Cars driving by – come out and wave!

Bryant Park – Lunch Stop 12.20pm – 2.30pm

- Cars on display
- Time trial Competition

Thorpdale Recreation Reserve 1.45pm – 3.00pm

- Time Trial Competition

Mirboo North Walter Tuck Reserve 2.15pm – 3.30pm

- Time Trial Competition
- Community fun – come join us!

Korumburra – Commercial St 3.00pm – 4.30pm

- Cars driving by – come out and wave!

Daylston – General store 3.45pm – 5.15pm

- Cars driving by – come out and wave!

WEDNESDAY 4TH SAN REMO TO YARRA VALLEY



Start: Silverwater Resort
Finish: Yarra Valley Lodge

Best Viewing Locations

Daylston – General store 8.45am – 9.45am

- Cars driving by – come out and wave!

Poowong – Loch-Poowong Rd and Drouin Rd 9.15am – 10.15am

- Cars driving by – come out and wave!

Catani Recreation Reserve 10.30am – 12.00pm

- Time Trial Competition

Parnassus Lunch stop 11.45am – 1.45pm

- Cars on display
- No lunch avail sorry

Noojee Heritage Railway Station 1.45pm – 3.00pm

- Time Trial competition

Yarra Junction -Warburton H/Way 2.20pm – 3.40pm

- Cars driving by – come out and wave!

Healesville – Maroondah H/Way 2.45pm – 4.00pm

- Cars driving by – come out and wave!

Warrandyte – Yarra St (east of kangaroo Warrandyte rd) 3.30pm – 4.45pm

- Cars driving by – come out and wave!

THURSDAY 5TH YARRA VALLEY TO OLYMPIC PARK



Start: Yarra Valley Lodge
Finish: Melbourne Park

Best Viewing Locations

Kinglake – Whittlesea-kinglake Rd 9.15am – 10.15am

- Cars driving by – come out and wave!

Broadford Raceway 9.50am – 11.15am

- Time Trial Competition
- Coffee Stop
- Cars on display

Eastern Lions – Lunch Stop 11.20am – 1.30pm

- Time Trial Competition
- Cars on display

Tooborac Pub 12.45pm – 1.45pm

- Cars driving by – come out and wave!

Lancefield- Main Rd and Chauncey St 1.00pm – 2.00pm

- Cars driving by – come out and wave!

Hanging Rock – Straws Ln Paddock 1.20pm – 2.45pm

- Cars stopping momentarily – photo opportunity

Melbourne Melbourne and Olympic Parks 3.00pm – 7.30pm

- Finale of Targa Classica 2026
- Music
- Gelato!
- Cars on display

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PEAKING TO PARIS 2025 37 DAYS ACROSS 2 CONTINENTS

A journey of deserts, mountains, mechanical grit, and the adventure of a lifetime.



In 1907, the first Peking to Paris 5 teams set out with a simple challenge:

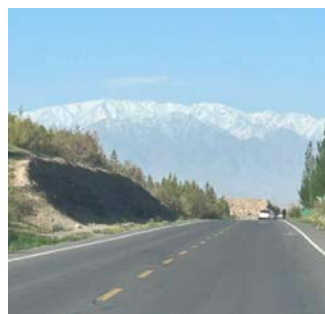
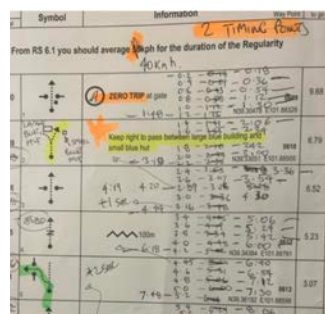
"What needs to be proved is that a car can do anything."

There were no rules in the race, except that the first car to Paris would win the prize of a magnum of Mumm champagne.

In 2025, that spirit was alive and roaring as 58 crews from 15 nations gathered at the Great Wall of China, ready to cross 12 countries and 15,000 kilometres in some of the world's most remarkable historic machines.

For us, the rally would become a story of soaring highs, brutal lows, and the kind of camaraderie only found on the far edges of civilisation. We would cross deserts, mountain ranges, and borders both literal and personal — and somehow, after 37 relentless days, arrive in Paris with smiles as wide as the continent we'd just crossed.





China: Dust, Heat, and a Baptism by Fire

The rally began with a spectacular run from the Great Wall to Datong. Our 1939 Chevrolet Master — beautifully prepared by Tony — felt strong, and by the end of Day 1 we were leading the rally by a single second.

That early optimism didn't last long.

Electrical gremlins struck almost immediately. Fuel pumps cut out at the Ordos International Circuit, costing us seven minutes in penalties and dropping us to 13th. Each night became a workshop session: rewiring circuits, isolating faults, and trying to stay ahead of disaster. Indicators blew fuses, the electric fan relay died, and eventually the entire dashboard went dark. We switched our Monet trip meter to GPS and carried on.

The Gobi Desert was unforgiving. Sandstorms, 40°C heat, and endless corrugations shook cars — and crews — to pieces. We limped through controls with minutes to spare, camped under storm-lashed skies, and battled deep sand, dry riverbeds, and navigation that was more divine intervention than science.

Yet the landscapes were extraordinary. Camels, horses, yurts, and remote villages flashed by as we clawed our way back up the leaderboard. By the time we reached Jiayuguan and Dunhuang, the Chevrolet was running strongly again, even as other cars suffered cracked chassis, broken dampers, and heat-stricken engines. China ended with a spectacular farewell: snow-capped mountains, high-altitude passes, and winds so fierce they closed the highway behind us. It was a fitting finale to a country that had tested every part of us.



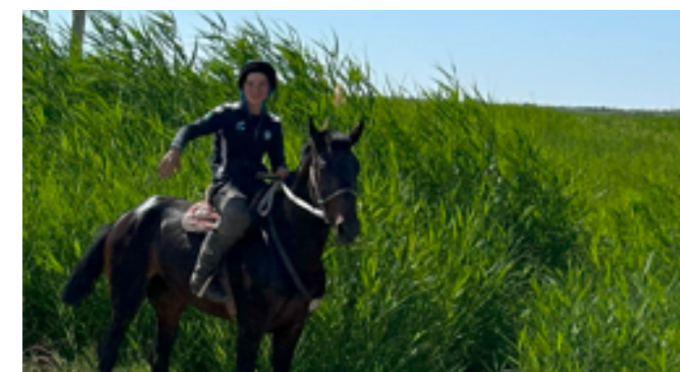
Kazakhstan: The Endless Steppe

Crossing into Kazakhstan felt like entering another world — vast, empty, and wild. The steppe stretched to the horizon in every direction, broken only by the occasional shepherd or eagle circling overhead.

Charyn Canyon was a highlight, its scale dwarfing even the Grand Canyon. But the real challenge lay in the long, punishing transits: 754 km to Shymkent, then 510 km to Kyzylorda, and finally two days of deep desert running toward the Caspian Sea.

The M-32 highway — a joke if ever there was one — was a bone-shaking gauntlet of trucks, potholes, and heat. When our starter motor failed, we simply left the engine running all day, even during fuel stops, while blasting the heater to keep engine temperatures under control. Camping on the dried-up bed of the Aral Sea was surreal. We drove where fish once swam, watched storms roll across the horizon, and shared wine under vast desert sunsets. Wildlife became our constant companions: camels, goats, horses, marmots, and swifts that played chicken with the cars.

By the time we descended the dramatic cliffs into Aktau, storms swirling around us, we had crossed one of the most remote regions on Earth — and loved every minute of it.





Azerbaijan & Georgia: Mountains, Mud, and Mayhem

After handing our cars to the Sweeps, we ferried across the Caspian to Baku, where the city welcomed us like Formula 1 drivers. A ceremonial restart at the Heydar Aliyev Centre set the tone for a spectacular week.

Azerbaijan delivered some of the rally's toughest sporting sections: 50 km of off-road navigation where a single mistake could cost minutes. We passed seven cars in one stage, Tony driving brilliantly through goat tracks, sand, and cliff-edge trails.

Georgia brought its own drama. During a hill climb, my door flew open and the roadbook vanished. I sprinted back to retrieve it, losing my glasses in the process. We lost 50 seconds — a painful blow — but clawed back time on the circuit later that day.



Turkey: High Passes and a Bin-Built Gearbox Fix

Turkey was breathtaking: medieval castles, high mountain passes, and sweeping plateau roads. But it also delivered one of our biggest mechanical scares.

Our gearbox selector lost its top-left lock, threatening our ability to use 5th and reverse. With no spare parts and only two hours before departure, we improvised. A rubbish bin behind the car donated a section of thick aluminium. Hose clamps, tin snips, and some creative panel-beating later, we had a perfectly functioning gearbox cover.

It held for the remaining 7,000 km. Turkey also reshaped the leaderboard. Friends and rivals Jorge and Cristobal Perez Companc suffered a carburettor fire, dropping them from contention. Meanwhile, we had our strongest day yet, closing to within one minute of the overall lead.

Europe at Last: The Final Push

Crossing the Bosphorus into Europe was emotional. After 29 days, we had driven across an entire continent.

Bulgaria and Serbia delivered beautiful mountain roads and tight regularities. Traffic chaos forced last-minute reroutes, but we kept our penalties low and held our position. Sofia provided a final rest day — a chance to grease, adjust, and breathe before the final run to Paris.



Paris: The Finish Line of a Lifetime

After 37 days, 12 countries, deserts, mountains, storms, mechanical battles, and unforgettable friendships, we rolled into Paris.

The sense of achievement was overwhelming. We had crossed half the world in a pre-war car, overcome every imaginable challenge, and shared an adventure that will stay with us forever.

Tony's preparation, driving, and calm under pressure were extraordinary. The Chevrolet never missed a beat mechanically, and the camaraderie among competitors was something truly special.

I coughed up Gobi Desert dust for months — but nothing will wipe the smile off my face.



Results

The Overall Winners of Peking to Paris 2025 were:

1. Tony Sutton (AU) & Andrew Lawson (AU) - 1939 Chevrolet Master Coupe
2. Tony Rowe (GB) & Mark Delling (GB) - 1939 Ford Coupe 91A
3. Jorge Perez Companc (AR) & Cristobal Perez Companc (AR) - 1939 Chevrolet Master Coupe

The Winners of the Classic Category for Peking to Paris Motor Challenge 2025 were:

1. Brian Palmer (GB) & David Bell (GB) - 1971 Peugeot 504 Coupe
2. Harold Goddijn (NL) & Corinne Vigreux (NL) - 1975 Porsche 911
3. Steve Osborne (GB) & Robert Smith (GB) - 1972 Ford Escort RS1600



Just fantastic to have family celebrate the event in Paris!





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ITALIAN "GRANDI EVENTI" CHAMPIONSHIP

These iconic events make up the Grandi Eventi.
The Targa Classica bring together the best of each
and deliver Australia's Grandi Eventi addition.

March	April	May	September	October
				
COPPA DELLE ALPI 1960 –	COPPA MILANO SANREMO 1906 – 1976	MILLE MIGLIA 1906 – 1956	GRAN PREMIO NUVOLARI 1954 to 1957	TARGA FLORIO 1906 – 1976

HISTORY, HOW DID WE GET TO HERE?

The early 20th century saw the birth of the motor car and the emergence of car clubs through Italy and Europe, all keen to demonstrate their cars ability to cover distance and do it quickly. At opposite ends of Italy the Palermo and Brescia Car Clubs established events that would become legendary in motor racing. Competitors from around the world would come to test their cars and skills racing at ever increasing speed through the amazing network of roads and towns through Italy.

MILLE MIGLIA



Nominated by Enzo Ferrari as “the most beautiful race in the world” the Mille Miglia has a special place in all Italian hearts.

Established in 1927 as a speed race by Giovanni Canestrini, Franco Mazzotti, Renzo Castagneto and Aymo Maggi, 1000 Miglia is today a regularity race for historic cars that passes through the unique landscapes of northern Italy. It was an exciting time with rapid development and competition amongst car manufacturers who saw the Targa Florio and the Mille Miglia event as the perfect demonstration of their cars.

They were established as speed events and manufacturers set aside large budgets and developed cars to win. The world’s best drivers pushed the cars faster and faster.

European Regularity:

After a 20 year break in 1977, the “Mille Miglia” was reborn as a European Regularity race for classic and vintage cars.

TARGA FLORIO



Winding its way through narrow Sicilian mountains roads the Targa Florio quickly established itself as one of the most difficult and challenging races for cars, attracting the great racing car drivers and important international car makers, such as Alfa Romeo, Bugatti, Lancia, Maserati, BMW, and in later years Mercedes Ferrari and Porsche. For over 100 years it has stood as a symbol of passion for cars enthusiasts.

European Regularity:

Immediately following the closure of the speed race in 1977 the Targa Florio was transformed into a European Regularity. As with the Mille Miglia and other classic events across Europe the event lived on with the same passion, culture and excitement adopting the European Regularity format. Challenging drivers and navigators over 4 days the events continue to attract the worlds best drivers, car manufactures and passionate competitors. Millions of people line the route and cheer every car and team as they drive through.

Daniel Ricciardo’s father Joe was born in Sicily and grew up watching the race from his fathers shoulders. In 2016 Daniel returned to Sicily and drove several sections of the course in Helmut’s Alfa, which boasts a 3.0 litre, 400bhp V8 and a kerb weight of just 700kg. Following the drive in the famous Alfa 33

“For me the passion, the tradition, culture and the food – good food is part of my heritage... ..I know one thing. Now I want a historic racing car.”
- Daniel Ricciardo, 2016

GRAN PREMO NUVOLARI

To pay tribute to its greatest racer – Mantova created the Gran Premio Nuvolari in commemoration of racing pilot Tazio Nuvolari, who died on 11 August 1953. It took a lot of skill, bravery and luck to rave cars over the first 80 years of racing. The safety systems in today’s cars began development in the 70’s and have been instrumental in the evolution over the last 50 years. Nuvolari was successful in all forms of racing including the Mille Miglia and Targa Florio and it was fitting that one of Italy’s great events was created to honour him. The race ran from 1954 to 1957.

European Regularity:

It took 35 years to see the event re-emerge as a series “European Regularity” event with the event restarting in 1991. As with the Mille Miglia the route changes annually, starting and finishing in Mantova. The race includes historic racetracks including Imola, as well as the cities of Rimini, Siena and Ferrara.

The event is open to cars built before 1969 and has taken place alongside the other “Grand Event” as one of the world’s great motorsport events.

COPPA DELLE ALPI

A famous event that has been brought back to life by the team at the Mille Miglia. The Coppa Delle Alpi was first run as a competition with cars from the Italian and Swiss car clubs. Popular from inception the event expanded to add German and French teams all competing fiercely for their club to win the prized Coppa!

The event is the first leg of the “Grandi Eventi” takes place at the start of March each year and covers 1,000 km through the Dolomites and the Alpine locations in Italy, Austria and Switzerland.

Cars built between 1906 and 1990 with F.I.V.A. passport are eligible for the event.

MILAN-SANREMO

Like the Targa Florio the Milan-Sanremo was first run in 1906 sponsored by a group of pioneering “gentlemen drivers” of the time who wanted to test the new cars of the day. The event ran from 1906 to 1973 as a race. Then as a European regularity from 2003 to today. A feature of early racing was the high participation of female drivers who through from the 20’s onwards applied their skills with great success in the events.

As leg 2 of the “Grandi Eventi” teams compete on the same route each year. Cars built between 1906 and 1990 with F.I.V.A. passport are eligible for the event.

Following several serious crashes at speed, the race needed a new challenge. The “Grandi Eventi” events remain a test for highly skilled drivers and navigators but rather than be a speed car event timed tests were introduced which required the drivers to average speed and meet exact times over set stages.

The single day races became 3 – 4 day events and developed into the form it is today. The “Grandi Eventi” events remain loved and cherished by millions of adoring fans who line the roads and cheer and competitors who come back year after year to compete. The “Grandi Eventi” events provide the opportunity for drivers and navigators to test their skills against the best in the world. Today, the Italian “Grandi Eventi” events remain a tribute to classic cars and beautiful scenery. They are both a race for classics that participated in the original races and now also includes, the ever popular Legend category for modern day classics to compete.

The “Grandi Eventi” events bring together the beauty of classic cars and the history of the great races to a passionate audience.

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*overseas model shown

WHAT IS A REGULARITY RACE?

OVERVIEW OF CONTROLS TIMING AND TESTS

The following is a simple guide to the main Timing elements and different levels that can prepare you for the rally and competition.

You have been warned... once you start you will want to get better and better!

There are a number of types of Controls, Tests and Timing experienced during the Targa Classica. This guide is intended to provide the first-time competitor with a clear understanding of the event.

Road book

Each car is issued with a Road Book at Scrutineering. The Road Book has all the information in it and is the same for all competitors. It is important to read the road book. There will be briefings and many opportunities to ask the race officials any questions that you have.

The Road Book is intended to provide a full summary of the event, it includes the following:

- Contact numbers for the race officials, emergency services, tow trucks and assistance.
- A summary of the symbols used in the book and what they mean,
- A map of the route
- A summary with the name of each trial, the average speed and set time for trials and overall times for the morning and afternoon sectors.
- Aerial layouts and photos of the competition stages
- A detailed trip guide with "tulips" [tulips are diagrams that show you the way to drive through or around the intersection] there is a distance marked from Tulip to Tulip and a cumulative distance shown.
- Competition stages are highlighted and additional information included, such as the time needed to complete the individual trial etc.



In addition to the road book, arrows are erected along the route at turn points to assist competitors through the route. It is important to note that the event is run on public roads and Victorian Road regulations including speed signs must be observed at all times. Failure to comply will be treated seriously by the event management and may result in the competitor being excluded from the remainder of the event.

THE TRIALS

With the Time Trials wait for the Marshal to wave you through and please drive slowly as we have advised the local communities that the cars in the area of the test will be doing no greater than 25km/h. very low speeds. We have issued documents on what the tests are about and how to tackle them but we will cover the basics here.

Time Trials (exact time)

The Time Trials - we use "PC" - Prove Colomstrate, as this is the Italian reference to these type of tests and they are shaded pink in the road book. In all there are 14 Time Trials with a total of 65 timing tests – 4 Trials on Day 1, 3 on Day 2, 4 on Day 3 and 2 on Day 4.

The procedure at the Time Trial tests will be:

- On arrival pull well off to the left side of the road and, if necessary, form a queue. The road may be open to local traffic so please park so as not to obstruct any passing traffic;
- You carry out the test in order of arrival, not necessarily in car number order. Please do not pass cars in the trial area.
- When called up by a marshal move to the yellow flag board:
- Start into the test when waved by the marshal and you have 20/30 metres to adjust your speed to the first timing line, marked by a bollard on the side of the road a sighting tape will be placed across the road at the timing points
- Then, from the first timing line carry out the series of tests as set down in the road book.
- After the last timing point you continue pass the beige board that signifies the end of the Time Trial area and is located some 25 metres further on:
- You must not stop between the yellow and beige boards as this may interfere with the next car.
- If your car stops in the test due to mechanical reasons the officials will assist with pushing it out of the test area;
- Re-runs are not permitted



Sign just prior to start



Sign at end of Time Trial area

Average Speed Tests

Average Speed Tests - we use "PM" - Prove Di Media, as this is the Italian reference to average speed tests and they are shaded lemon in the road book. There are 10 PM's around the course on open back-country roads – 2 on Day 1, 2 on Day 2, 4 on Day 3 and 2 on the shorter Day 4. Base times for the Classica Trofeo are listed in the roadbook. In order to add to the PM challenge for the Legend class PM average speeds have been increased by 10%

- i.e if the Classica Trofeo average speed for PM 1 is 60 kph
- The Legend average speed will be set at 66kph.

Both speeds are listed in the Roadbook. If your car is numbered 1 – 99 please follow the Classica Trofeo average speeds. If your car number is between 100 -199 please follow the Legend average speeds. These tests are average speed, you need to maintain the average speed throughout these trials. i.e. if the average speed is 55kmh try and start the trial at 55kmh and maintain that speed. These tests are generally longer in distance, between 4 and 10 kilometres. In these tests there are secret time controls and you need to arrive at the finish at a time based on the average speed listed in the road book for the distance listed. On the approach to a PM marked in the road book you will see a PM Ahead sign. Please feel free to set your speed to the nominated average speed and proceed to the PM Start. Then continue through the PM maintain the nominated average speed. Do not stop at the PM start, just continue driving. Included in the road book are average speed charts and these may assist you if you are manually computing your time-distance progress through the test.

TIMING AND RECORDING MOVEMENTS:

The majority of the timing on the various tests will be carried, using a Microgate timing system.

Each car will have a "HiSmart" fitted at the start of the event. These units are fitted to the windscreen and should not require attention throughout the 4 days. The HiSmart will flash a blue LED light when they are detected at each timing section. If you drive PC/ PM tests and the blue led does not light up please advise an official at the end of the day and we may need to charge the HiSmart.

Timing Equipment

Its up to each team to work out how hard you want to compete in the Targa Classica. This section has been written to explain some of the choices and to highlight the Zero device as a unit that in our experience provides a tool which can improve your ability and enjoyment as you get closer and closer to the nominated PC times.

As a bit of practice can make a big difference – there is no substitute from having some experience driving and practicing the same routine as you drive through the PC trials.

Below is a summary of the timing equipment that can help you become more skilled and accurate:

Geng Started:

If you want to get more accurate there are a wide range of equipment that have been created to help you. These include 'rally' style odometer (Zero, Terratrip, Monit etc.) which are mounted in the car. This can also beachieved with an App such as 'Rallytripmeter'. There are a number available.

Time Controls are simple. Check your clock, be on time, and add the time allowed to your time out and make sure you arrive at the destination on time! As long as there are no issues with the car and you follow the route you should not loose time making these within the allotted minute.

Regularity Stages and Average Speed tests are a little more involved. It's a team effort and you need to work together.

For our first go at the Mille Miglia and the Targa Florio events we used an Ipad' Regularity Test App. called Chronomaster.eu (Lite is free, Klassik costs \$99 but will allow you to enter the entire rally before you start the event where as the lite version requires you to enter the tests in groups).

- The following are some of the equipment available.



On the navigation side we have used terratrip that accurately provides distance and time information. These combine well with the roadbook as they allow you to have accurate distance calculation between each direction or feature highlighted in the roadbook. They also provide accurate average speed feedback for the PM trials where you are set an average speed to maintain typically run over 5 – 10 km's.

Generally, after you have completed a number of these rally's and your competitive nature takes over there is no end of preparations you can take and equipment you can add to the car to give you the best chance.

To make the timing even more accurate handheld triggers, countdown audio and very accurate equipment all enable the competitors to be very accurate. Examples of the top end equipment include the Zero, Digitec Ecco, Bora and Bora S systems that have been developed in Italy for these races. As noted our personal favorite is the Zero but all the systems listed work in a similar way and it is very much what works for you. The main thing is to have fun.



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ENTRY LIST CLASSICA TROFEO 2026

Classic vehicles produced between the years 1907 and 1976.



1 1930 Oakland

John Felder & Hugh Venables

The Oakland is one of Australia's most raced historic cars – the car boasts an extensive racing history including 13 Targa Tasmania, 5 Classic Adelaides, Rob Roy, Mount Tarrangower and Collingrove Hillclimbs, Speed on Tweed event and Spirit of 20's events. This car is very similar to the 1929 Oakland which had an unremarkable side valve 6 cylinder engine. The brief for 1930 was to offer essentially the same car but with a V8 engine for the same price. The engineers pulled one over the bean counters and designed this fascinatingly different engine with a very early example of a V8 cylinder block cast in one piece, valve stems in a horizontal plane rocker operated with roller cam followers, 45° dual plane head gasket joints, a bigger bore than stroke, oil pressure lubrication to almost every moving engine part and an ingenious solution to the vibration from the single plane crankshaft.



2 1947 MG

Andrew Moffat & Pennie Moffat

MG TC Special was originally constructed by Harry Firth and was extensively raced in the 50's and 60s. The ongoing evolution of the car during its racing career has resulted in it being identified as the Porthole Special (Harry Firth), Meat-safe TC (Jack Maurer) and the Forde TC Special (Harry & Val Forde). The car was converted back to road use in the 60s and has been used in club level motor sports ever since.

Looking forward to this year's event as last time around was reliability and repair challenge as the car had only been on the road for a week prior to the event and most evening where spent fault finding and carrying out repairs instead socialising in the evenings. Looking forward to catching up with everybody Andrew & Pennie



4 1956 Lancia - aurelia

Andrew Lawson & Adam Honey

Viotti bodied assembly no 11 was owned / raced by Corsa Torino in events through early 50s. This included the 1952 Targa Florio. Undergoing a full restoration including stripping back the car's body there were nearly 100 individual panels crafted together whilst Viotti developed the lines of the car. The car has been enjoyed by the Lawson family who have competed extensively throughout Australia historic rally's, including Linda and Andrew have competing in all Australian Targa Florio/ Classica events. This car is one of the earliest surviving Aurelia B20's and one of 2 series 1 cars in Australia.





10 1947 MG

Ray and Sue Lodder

This was my first Classic car, bought about 25 years ago. I restored it and enjoyed it for many years until I sold it in 2014. I bought it back in 2025 and am rediscovering my love for it!



11 1954 Fiat

David Reidie & Simoen van der Meent

The third prototype of 28 Zagato Otto Vu's the first owner Aurelio Pellegrini competed in many races in Italy under the Scuderia Sant Ambroeus banner including the 1955 and 1956 Mille Miglia's. It has since competed in events in many countries including retrospective Mille Miglia's in 2010, 2001, 2012 and 2013.



12 1957 MG

Charles Graham & Oliver Graham

Charlie and Ollie are a father/son combo attempting their first Targa in the 1957 MGA. We have owned this vehicle for just over 20 years. We have completed minor mechanical improvements on the car over that time but this is its longest journey in our ownership (hope it makes it the whole way!)



13 1958 Mercedes

Daniel de Villiers & Annie de Villiers

I believe the 190SL is one of the most graceful cars ever built. It is at its best cruising balmy summer evenings at a sedate 80 listening to the magpies warbling in the trees. All our kids used her as their wedding car holding wonderful memories to us. I particularly enjoy the classic fifties colour scheme of red leather and ivory steering wheel. Our favourite trips were touring the great ocean road and the Yarra ranges and a trip to Tasmania is high on the agenda.

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14 1958 Porsche

Rory Johnston & Leo Edwards

The Porsche 356 is a sports car that was first produced by Austrian company Porsche Konstruktionen GesmbH (1948–1949), and then by German company Dr. Ing. h. c. F. Porsche GmbH (1950–1965). It was Porsche's first production automobile. Earlier cars designed by the Austrian company include Cisitalia Grand Prix race car, the Volkswagen Beetle, and Auto Union Grand Prix cars. The 356 is a lightweight and nimble-handling, rear-engine, rear-wheel drive, two-door available both in hardtop coupé and open configurations. Engineering innovations continued during the years of manufacture, contributing to its motorsports success and popularity.



15 1959 Jaguar

Peter Voigt & Lynda Field

Peter & Lynda have driven in 4 Targas since 2018. In 2019 they entered in their Porsche GT3 and came first in the Supercar division. They purchased the Jag XK150S in 2021 and entered in the Targa 2021 and 2022, where they came second outright. This Jaguar XK105S was originally purchased from Charles Follet Ltd, Piccadilly, London by Capt Todhunter on 6th May 1959. The Jag has been upgraded with blueprinted engine, 5-speed gearbox and 4 wheel disc brakes.



20 1959 MGA

Ludovico Goffi

The MGA design dates back to 1951, when MG designer Syd Enever created a streamlined body for George Philips TD Le Mans car. Finally Announced on 26 September 1955 the car was officially launched at the Frankfurt Motor Show. A high-performance Twin-Cam model was added for 1958. This car has competed in 2017, 2018 2019 and 2022 Australian Targa events with great success. Driven by Angelo Pizzuto, the President of the Targa Florio Sicily drove the car to Victory in 2018 and 2019. A fun car to drive 2025 it is well matched for the competition and open roads.



21 1960 Triumph

Tony Denyer & Joe Boin

This vehicle was featured in the 1968 edition of Sports Car World. It was on display at the Melbourne Motor Show Exhibition Building



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22 1961 Mercedes Benz Eliza Brown & Angela Brown

Elsie, my 1961 Mercedes-Benz 190 SL, was purchased from a Sydney dealer in 2008 and has been a long-term labour of love ever since. After years of careful custodianship, she underwent a meticulous, year-long restoration completed in 2024, returning her to period-correct elegance while preserving her original character. In 2025, Elsie was awarded Winner, 1960s Classic Class and Second Place Overall Best in Show at the Rippon Lea Concours d'Elegance. Today, she continues her journey beyond the concours lawn and onto the open road, and it is a privilege to present her in the spirit of precision, heritage and enjoyment that defines the Targa Classica.



23 1962 Porsche Dave Chapman & Merrill Hodgson

This is the very first T6 (twin grill) model to arrive in Australia, it went straight from the docks to the Royal Exhibition Building in Carlton in March 1962 to be Centre stage on the Porsche Display. The car has run in the Shannon's Classic Rallye at Targa Tasmania and has been featured in several magazines including the UK mag Porsche 911 World.



24 1962 Karmann Ghia Mike Kolody & Janine Gledhill

'Rudie' is a 1962 KG now running a 1600 motor. Original Motor was a German "Rudy" who ran a nudist colony on Sth aust coast. he used the car as his daily drive up and down the beach tracks!



25 1964 Mercedes 230SL David Evans & Kate Evans

Kate and I have always loved the Classic Mercedes W113 Pergoda but sadly the prices had accelerated beyond our ability to afford one. That is until one came up for auction in April 2019 as a "barn find". I have had some experience restoring the far more basic MGBs over the years so how difficult could a 60 year old rust infected Merc be! Having successfully won the auction the massive task of recommissioning the old girl began. Covid stalled the project for sometime, until we holidayed in Italy last year and stumbled across "Terre di Canossa Rally", Italy's equivalent to Targa Classica. Returning home in May I promptly enrolled in the 2026 edition of Targa Classica and had 8 months to convert a rust free rolling chassis into a complete W113 Pergoda. Typically under estimating the task in hand we finally registered the car with just a week to go. Interestingly the tyres that came with the car had a date stamp of 1977!



26 1964 Porsche 356C Terry Hall & Dawn Hall

I purchased this car from Autohaus in Sydney after seeing it advertised for sale, The car was purchased in California in 2012 and restored in Mornington Victoria, It was completely stripped down to bare metal, converted to RHD, motor was completely rebuilt, All parts for the restoration were purchased from Porsche in Germany. Since that time it has been privately owned and travelled around 5000ks for social and club drives. And now I can't wait to 'drive it around the roads in Victoria in the Targa Classica. Tschus and Ciao.



27 1964 Mercedes Bruce Mayes & Patsy Mayes

The 2nd love of my life! Owned for 10 years. Beautifully restored, 4 speed manual and a pleasure to drive.



28 1965 Sunbeam Tiger Hobey Landreth & Kleo Mandikos

Purchased thirty years ago by current owner/driver. Original 260 V8 and four speed replaced with 289 and 5 speed in 2012. Imported from US to Australisa in 2023. Active in rallies, tours and shows in Western US and now in Victoria and SA.



30 1967 Porsche 911 L Paul Lawson

A 1967 Porsche 911 L represents one of the most interesting and collectible early 911 variants — a car that blends the purity of the original design with a level of refinement Porsche was just beginning to master. Sitting above the standard 911 and 911 S in terms of equipment, the "L" (for Luxus) offered upgraded trim, improved brakes, and a more polished driving experience while retaining the lightweight feel and razor-sharp character of the short-wheelbase era. Its 2.0-litre flat-six delivers that unmistakable early-911 soundtrack — crisp, mechanical, and eager to rev — paired with handling that feels alive in your hands, rewarding precision and confidence. With its slim bumpers, delicate proportions, and beautifully simple cabin, the 911 L captures the essence of Porsche's formative years.

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32 1967/2021 Ford
Grant McCarroll & Linda McCarroll

Our version of "Eleanor" is very unique. She is a widened 1967 body married to a 2016 Mustang. All her running gear and features are that of the 2016 Mustang. Eleanor was a 4 year labour of love and must be seen to be fully appreciated.



33 1968 Ferrari 365 GT 2+2
Leonard Draper & Bernadette Draper

We are a sociable couple who are avid motor enthusiasts. We are excited to take part in the Targa Classica for the first time this year. This amazing event offers us a unique opportunity to experience our vehicle as it was intended to be driven—on open roads. We are looking forward to meeting fellow enthusiasts who share a deep appreciation for automotive history.



34 1968 MG MGB
Robert Harris & Toby Harris

I have a passion for British cars. We are developing a collection. We also bought a LJ Torana 15 years ago as a project for when we had time. Having just retired from teaching we are now at this stage. Toby and I have a love of cars and this Targa is a dream come true for the second time around!



35 1965 Alfa Romeo Giulia
Linda Lawson & Luisa Lacota

Our resident event mascot car curtesy of Clive from Makulu. When Linda is not organising car events she's know be quite the driver, and on countless occasions has out shone Andrew on track!



40 1971 Porsche 911T
Nirangjan Nagarajah & Tracy Beveridge

Our first event in our first classic Porsche! Having owned a few modern cars from the marque and becoming suitably obsessed (and having successfully brainwashed Tracy away from her classic Mustang), through word of mouth of friendly fellow Porschephiles (yes its a word), we acquired our "survivor car" '71 'T last year. The paint has literally been rubbed away in places and the interior has some battle scars from her 55 years, but the car has been maintained and kept original and the little 2.2 flat 6 is a joy to snick through the gears. Looking forward to the open roads with the other competitors.



41 1971 Ford 302 V8 Scott Mackie & Michael Mackie

2026 will be the third year of Targa Classica for Michael and I who have previously competed the last 2 events in our Triumph Spitfire. We decided to change it up this year and bring "Ol Blue". Purchased by the previous owner from a farm in Mukinbudin, W.A. "Ol Blue" left the factory with a 200ci six and a column 3 speed in electric blue. It was converted to a 302 V8 with a top loader 4 speed and was well known for doing burnouts in the Condingup area. I bought it in 2006 in a fairly sad state and rebuilt it over 3 summers to a GT theme. It gets plenty of thumbs up!



42 1973 Porsche Henry Arundel & Peter Johnson

Peter & Henry are both longtime motorsport/classic sportscar fanatics with a strong connection with Porsche, Alfa Romeo & MG. Entry car is a 1973 Porsche 911 Carrera 2.7 RS Replica Coupe in a standout Light Yellow. Inspired by one of the most revered 911s ever built, this recreation captures the essence of the original Rennsport icon: lightweight intent, razor-sharp responses, and that unmistakable ducktail silhouette. The Light-Yellow paintwork amplifies the car's already purposeful stance, giving it a vivid, period-correct presence that feels straight out of a 1970s pit lane.



43 1973 Ferrari Dino Glen Drysdale & Zac Drysdale

The Dino 206 GT, 246 GT and 246 GTS are V6 mid-engined sports cars produced by Ferrari and were sold under the Dino marque between 1967 and 1974. It is lauded by many for its intrinsic driving qualities and groundbreaking design. In 2004 Sports Car International placed the car at number six on its list of Top Sports Cars of the 1970s. Motor Trend Classic placed the 206/246 at number seven in their list of the 10 "Greatest Ferraris of all time".



44 1974 Jensen Peter Mayes & Jen Mayes

You've got to be the luckiest man alive when your wife buys you a Jensen Interceptor for your big '0' birthday. We are looking forward to driving the Jensen in it's maiden Targa Classica and enjoying the scenery and company of everyone in the 2026 event



45 1974 BMW Matthew Philip & Anita Joseph

1974 BMW 30CSi Have owned this car for over 36 years. We both looked a lot better back then. It now sports a 3.5 liter motor with a mild cam and Autronic F.I. 5 speed gearbox and a LSD. She's always been a reliable old girl. Stuck by me through thick and thin, taken the kids to school and now helping out with the kid's kids.



46 1974 Ford XB GS Falcon Coupe Luca Labella & Isaac Labella

I bought the coupe in 2011 as a project, and it took 10 years to build and customize then another 2 years to marry it all in. Now its aways good for a Sunday cruise for lunch with friends But now having completed a Targa Classica in 2025 I've been to Toowoomba and Bathurst for major car meets, just loving it. And in 2026 I will be competing in the Targa Classica with my son, and it will make it even more special



47 1974 BMW 3.0 CSI Coupe Greg McPherson & Sue McPherson

Covid restoration project that kept me sane for the 3 years. Classic BMW is a very comfortable touring car with one of the best shaped bodies produced for BMW. Had one of these in the mid 80's and regretted selling it so nice to have one back in the stables.



48 1971 Mini Layland Clubman Yamaha R1 Adam Morris & Jim Hull

This Leyland Mini Clubman is a unique and characterful reimagining of the classic British icon, benefiting from a Yamaha R1 engine swap that delivers thrilling performance in a lightweight chassis. Benefitting from an extensive restoration, fresh paintwork, and a tastefully retrimmed interior, it would make a fantastic collector's conversation piece and weekend toy, ready to be enjoyed on twisty backroads or as a show-stopping classic at any meet.



49 1975 Holden Torana SL/R Replica Andrew Alkemade & Steven Alkemade

Our car is a 1975 LH Holden Torana (SL/R Replica) which was purchased in 2014. This resembles an original LH SL/R Torana I owned in 1974. It enables me to relive that era of classic cars and share the enjoyment with my son Steven. It also enables us to be an active part of the Torana Owners Club and participate in historic car events such as this Targa Classica and be able to meet other like-minded enthusiasts.



50 1976 Holden A9X Replica LX Torana coupe Mark Ellis & Danielle Ellis

Driver Mark, Navigator Danielle (Daughter). It's our third time around on Targa Classica and we hope to do as well as last year. If last year was anything to go by, we will have a really fun and amazing time with all of the guys and girls. Ground up bare metal rebuild A9X Replica LX Torana coupe, 355 stroker 5 speed Supra g/box.



51 1977 Holden LX Torana Hatchback Skye Ellis & Nigel Ellis

I purchased the torana hatchback in 1978 after watching the 1978 Sandown hang 10 400. At that stage it was 9 months old and powered by a lowly 4 cylinder engine! (Just look at the ashtray) That was soon changed and the car evolved into its current form over the following few years. Skye (my daughter) claimed the car as hers years ago! And after much waiting, she's finally off her P plates and allowed to drive it.



52 1978 Range Rover Classic David Russell & Marc Hodge

A recently restored 1978 Suffix F Range Rover Classic fondly known as No.7. The car has its original 3.5L V8 but benefits from a few subtle upgrades to make it a true pleasure to drive. Albeit it is not going to be super quick, but the comfort level should more than compensate for that.



53 1979 Porsche 911 David Smith & Richard Smith

I have no history of entering cars into events of any sort - this is my first organised event. I've had this 1979 911SC since 2020 with its dual purpose being fun to drive and something I (and my son) can actually work on so we've been slowly changing things more to our taste. The car isn't a concours car by any stretch of the imagination, so I'm not worried about making those changes. My co-driver is my dad and this is the first event for him too. We're here to have fun, spend some time together, experience something new and meet fellow enthusiasts. Apologies in advance if we slow you down at some stage!



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ENTRY LIST

LEGENDS TROFEO 2026

Vehicles manufactured from 1977 to Modern Classics



100 1981 DeLorean DMC-12

Adrian Gervasoni & Adrian Lo Giudice

Iconic car made famous by Back to the Future movies, this car is a time capsule. Originally sold in Beverley Hills California and was driven just under 500 miles until it was sold to the original owner's Australian partner where it was stored for many years until sold to me. Since then, the vehicle has been driven only a few hundred miles.



101 1982 Porsche 911 SC

John Rowland & Glenda Rowland

This widebody 911 super carrera is finished in a rare combination of wine red metallic paint, black leather interior and a factory sunroof. It was converted to RHD in 1988, is unrestored and driven regularly.



102 1984 Morgan Plus 8

David Phillips & David Higginbottom

1984 Morgan V8 plus was originally built with 3 1/2 litre over motor. It was converted to left-hand drive and shipped to the Middle East for the owner. After 15 years it went back to the factory, for convert to RHD installation of fuel injected 3.9 motor, five speed SD and race rover gearbox. The Morgan has travelled 4500 miles since.



104 1986 Mercedes R107 560SL

Nicholas Brand & Judith Brand

This is my fourth Targa Classica with our beautiful car. Judith after stepping down last year as my navigator, became insanely jealous of my substitute and successful navigator Bruce B and she told him in no uncertain terms to exit the vehicle and join his brother in this year's event.

105 1988 BMW E30 M3

Tom Hawley & David Hawley

The E30 M3 - God's Chariot, my dream car. When I saw this weapon come online, it was love at first sight. A refurbished vehicle with some light racing history, and of course, a superb S14 with plenty of extras and a wicked growl. We've always loved BMWs - my brother and I had 2 E30 325ISs when we were younger, then an E39 M5, E9x M3s, F80 M3s, F10 M5, but nothing fires up the butterflies like this beauty! Now I've dragged the old man down to Victoria to give this thing a proper test run, suicide seat ofcourse (LHD). What a week! #fireup



107 1988 Porsche

Jonathan Salmon & Lee-arne Salmon

Other than a single run in Targa High Country, it's been a few decades since our last motorsport event and this is our First Targa Classica. This car is our second Porsche and first classic. Have owned it for just 18 months and loving it so far.



108 M3 E36

Cobey Poletti

When BMW released the E36 M3 here in Australia back in 1994, I was 16 years old. I clearly remember seeing a Dakar Yellow example at a dealership and was immediately taken with its styling. It became a pipe dream to one day own my own. Fast forward to 2020, I was lucky enough to obtain this example. This car rolled off the Regensburg production line in May 1995, in the final run of the 3.0 litre S50 powered cars and was ordered in the individual Oxford Green metallic paint – 1 of only 2 delivered in Australia in this colour. The naturally aspirated straight 6 engine is silky smooth and loves to rev. The chassis is incredibly well balanced and analogue and provides the driver with an immense amount of feedback. It is a classic to be driven and enjoyed at any opportunity. Congratulations to BMW on the 40th anniversary of M3, a car that continues to inspire emotion from motoring enthusiasts around the world!



110 Sam Morel & Deb Rhodes

Deborah and Sam have been together since March 2021, building a genuine partnership that embraces each other's pasts and shared creativity. Deborah is an accomplished artist, contemporary and ballet dancer, schoolteacher, and self-made businesswoman. Sam brings over 40 years of experience as a professional graphic designer, along with passions for classic cars, architecture, art, sport, and writing children's books. In 2023, they added a new chapter with the purchase of a 1989 Lotus Excel SE 2+2 — a car Deborah embraced as she stepped into Sam's classic-car world. Now the fifth owners, they've kept the Excel in original condition, its Pearl White fibreglass body gleaming. Powered by a 180 bhp, double-overhead-cam four-cylinder, the Excel stands out as a refined Grand Tourer, admired for its balance of performance, comfort, and understated elegance. This is our first Targa Classica experience and we are looking forward to meeting you all.



111 1989 Nissan R32 GTR

Nick Fielding & Paul Scorey

Just 2 simple blokes in a simple old nissan, owned the car for years and been mates even longer, all we wana do is make it to the end. nothing is ever serious with us



112 1990 Porsche

Mathew Coleman & Scott Welsh

Scott and I are both pumped to be back at Targa in 2026 for our 4th crack at the event. We've been fortunate enough to stand on the Legends podium a few times now, despite our combined lack of skill, knowledge and driving ability. But that's what we love about this event, the combination of competitiveness with sheer enjoyment is addictive. We're back this year in the 1990 Porsche 964 Carrera 2. Originally delivered to Porsche Centre Hobart in 1990, this 911 Carrera 2 was specified with a handful of options, most notably the red-piped leather seating to match the Guards Red exterior. More recently the car has received extensive mechanical restoration. Full engine rebuild, custom fabricated exhaust, and custom tune to maximise the additional power output. Bilstein B6 front & rear suspension, H&R springs, and new brake rotors & callipers are finished with original RUF Speedline wheels in gloss black. Whilst the red-piped leather seats remain intact, the car continues to evolve, drawing inspiration from both classic RS track heroes and the Outlaw movement.



113 1993 Mercedes

Daniel DAssisi & Michelle Abdelahad

Having seen a white SL500 in the showroom as 17 year old while accompanying my father to pick up his new Mercedes 230E, I vowed to own that exact vehicle at some point which came to be some 27 years later.



115 1996 Subaru

Chris Gray & Jon Sermon

For the past two years I've entered in a 1953 Jaguar C-Type, which, with two large blokes onboard, left absolutely no room for bags — hence the need for a 1948 Rolls-Royce Silver Wraith as the luggage truck. This year I've decided to go in a completely different direction. What you see here is a 1996 Subaru station wagon with 250,000 km on the clock. This is what \$5,000 gets you if you want \$200 in change to pay for petrol. It currently has dented panels, zero prestige, and absolutely no resemblance to the previous entries — which is entirely the point. With 5 weeks to go before the event, it's about to undergo a major transformation. What it ends up as is anyone's guess. You'll have to see it on the start line.



116 1996 Porsche

Carl Dolan & Bruce Simpson

Carl and I reside at Kirkham (Camden) on the outskirts of Sydney and are neighbours. We met a number of years ago with our teenage sons both attending the same college. Carl and his wife Ellisa run a 3rd generation metal spinning, metal fabrication and now a commercial furniture design and manufacturing facility in western Sydney. Carl is a passionate motor head with a number of projects under his belt. He has been a Porsche enthusiast for many years and on finding out that I had a 993 Targa in my possession, I believe that ignited his passion to finally find and own a lovely example of a 996 Targa. Notwithstanding his enthusiasm to make it better than ever he embarked upon an engine rebuild, his own manufactured exhaust and enhancements to create a splendid example of these rare versions. Bruce and his wife Donna have a number of Porsche marques in the garage, Cayenne, MacanS, Boxter and a 993 Targa. Bruce & I had a great time in 2025 on the Targa & after many discussions we have decided to go again for 2026. Bruce is a retired airline pilot, aircraft maintenance business owner, Warbird restorer, Bizjet pilot and is used to operating at close to Mach 1 so will have to modify his behaviour for the event. We share a number of passions, skiing, boating, wine & food, an early morning drive and coffee.



117 1997 Lotus Esprit V8

Stephen Baker & Chris Bullen

This is an Australian delivered car. The V8 was manufactured by Lotus from 1996 to 2004 a total of 1231 cars where delivered to customers around the world. I am the third custodian of the car and have enjoyed it for the last seven years and has proven to be a very reliable sports car. This has Lotus designed and built type 918 twin turbocharged 350 hp V8 the engine was derated from 500 hp to save the Renault derived trans axle gearbox. On a side note when Lotus took the Esprit V8 racing in the world endurance championship in the 90s it was always up the pointy end of the races often beating Ferrari F40s and McLaren F1s at the time.



118 2014 Alfa Romeo 4C Launch Edition

Gianni Favaro & John Akritidis

2014 Alfa 4C Launch Edition, number 16 of 88 delivered to Australia. A super car for the man who can't afford a super car! Gianni runs "Design to Print" and not only do they do a fantastic job on all the events print material they live and breath passion for everything they do. Targa Classica is all the better for Gianni and the Design to Print team as an event partner and friend!



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119 E46 M3 CSL

Owned by BMW Group Australia
Patrick James & Erin Whitear

For many, this car typifies 'The Ultimate Driving Machine'. Originally acquired back in 2003 by BMW Group Australia, the M3 CSL is one of 27 vehicles available in Australia. At the time of its arrival, it was the General Manager of the Corporate Communications team who wanted to purchase the vehicle, knowing that it would be a piece of history for the company, and something truly special. All 27 Australian vehicles are fitted with the second-generation SMG sequential manual gearbox, complete with steering-wheel mounted paddles. A lightweight carbon fibre air-collector attached to the CSL's massive air-intake dictates Formula One levels of air-to-fuel mixing, which in turn allows longer intake and exhaust valve opening periods. Modifications to the exhaust manifold were aimed at reducing weight and improving the flow of this increased air volume. The result is 13 more kilowatts, 5Nm more torque (now 265kW and 370Nm), and ten times the engine aggression. Couple that with a weight saving of 110kg, and you're looking at a car whose power-to-weight ratio drops from 5.9kg/kW to 5.2kg/hp.



120 1997 Ferrari Spider

Adriano Giorgi & Vanessa Giorgi

Adriano Giorgi is the Aftersales Manager at Ferrari North Shore and Team Principal of MC Corsa, where he oversees a diverse motorsport portfolio spanning Ferrari Challenge, Production Touring, and endurance racing. With a strong technical background and a hands-on approach, Adriano is deeply involved in the engineering, preparation, and strategic direction of each program, balancing performance with reliability and team culture. Known for his calm leadership and passion for motorsport heritage, he brings a modern, professional mindset to both contemporary racing and historic competition, including events such as Targa-style rallies that celebrate the spirit of classic performance. Vanessa brings a rare combination of commercial acumen and artistic discipline to her professional life. With a background in real estate, she has developed strong skills in client engagement, negotiation, and managing high-pressure transactions with clarity and confidence. Alongside this, she is an accredited dance teacher with the Royal Academy of Dance, where precision, structure, and creative expression are central to her work. Together, these experiences reflect a driven, versatile professional who values excellence, communication, and continual growth.



121 2003 BMW E46 M3 CSL

Anthony Pearse & Ben Westover

The 2003 BMW E46 M3 CSL distilled everything great about the E46 platform into a lighter, sharper, more focused package. Built in limited numbers, it used extensive carbon-fibre, a stripped-back interior, and revised chassis tuning to deliver exceptional precision. Its 3.2-litre S54 gained a more aggressive intake and calibration, giving the CSL its iconic metallic rasp and urgent power delivery. Raw, immediate, and deeply engaging, it remains one of BMW's most celebrated modern classics — a benchmark for how pure an M-car can feel.



122 2004 Ferrari 360 F1 Moderna

Alan Breidahl & Bruce Breidahl

Nothing to see here. Just two brothers trying to get through 5 days together without sparks flying. Probability of success improved by deteriorating hearing in both and a naturally aspirated V8 six inches behind their ears. The 2004 Ferrari 360 F1 Modena captures the moment Ferrari shifted fully into the modern era — lightweight aluminium construction, a high-revving 3.6-litre V8, and the unmistakable howl that defined early-2000s Maranello. The F1 paddle-shift gearbox gives it a sharp, mechanical edge, while the clean Pininfarina lines keep it timeless and unmistakably Ferrari.



123 2004 Mercedes SLK

Adam Fisher & Nicky Hayes

2004 Mercedes-Benz SLK captures that early-2000s moment when Mercedes blended compact roadster fun with everyday refinement. With its clever folding metal roof, the SLK shifts effortlessly between open-air cruiser and snug coupé, giving it a versatility few rivals matched at the time. The sharp, clean lines, long bonnet, and tidy proportions give it a confident, timeless look.



124 2004 Bentley Continental GT

Nigel Wettenhall & Tom Wettenhall

Father/son team, first time in the event. Nigel is a retired pilot and farmer, and Tom an ex V8 Supercars engineer now employed in the space industry. Needless to say they will both enjoy the drive in the Bentley.



125 2006 Maserati

Elsie Barnes & Shane Barnes

Shane and Elsie are a Father Daughter team signing up for a third Targa Classica together. Competing in a Maserati Gransport 2006 which has seen four Targa Classica's, did a stint at Challenge Bathurst and many weekend drives. What a privilege to be involved in Targa Classica - again!





126 2006 Audi R8 **Rob Davey & Wendy Davey**

For as long as I can remember, we both had a fascination for the Audi R8. it was our dream to own one. We found our 2006 Audi tucked in a back corner at Duttons in Richmond, where we were having coffee with a friend. We didn't go there to purchase a car, but couldn't resist when we saw it, and discovered it had a hard-to-find manual transmission and only 38,000 KLM's on the clock. it is a beautiful car to drive, fast and handles like a go-kart but with the creature comforts of a modern-day car. it certainly ticks all the boxes for us..



127 2007 Ferrari F430 **Peter Lawrence & Diane Lawrence**

The 2007 Ferrari F430 captures the moment Ferrari fully embraced modern performance while keeping the raw emotion that defines its V8 lineage. Powered by a 4.3-litre naturally aspirated V8 with a spine-tingling 8,500-rpm redline, the F430 delivers sharp throttle response, explosive acceleration, and that unmistakable Maranello soundtrack. Its aluminium chassis, advanced aerodynamics, and the now-iconic Manettino dial brought Formula 1 technology to the road, giving the car a level of precision and adaptability that set a new benchmark for its era. With clean Pininfarina lines, a purposeful stance, and a cabin that blends simplicity with motorsport intent, the F430 remains one of Ferrari's most engaging and beautifully balanced modern classics.



128 2008 Nissan GTR **Robert Stevens & Chris Bradley**

The 2008 Nissan GT-R marked a seismic shift in the performance-car world — a technological powerhouse that rewrote expectations of what a supercar could do. Its twin-turbo V6, advanced all-wheel-drive system, and cutting-edge electronics delivered staggering speed with an ease and confidence few cars could match. The R35's muscular, purposeful shape signalled its intent, while inside, the blend of digital instrumentation and driver-focused design reflected its come-to-life personality. The GT-R stands as a modern icon: brutally quick, endlessly capable, and a defining moment in Nissan's performance legacy.



130 2007 Porche 911 Turbo **Michael Gatt & Paul Gatt**

997/1 Porsche Turbo, piloted by two brothers who don't drive their cars enough.



131 2010 Mercedes **Ruurd de Visser & Ruurd de Visser**

Love the look and feel of the car. Last of the fully aspirated Mercedes engines. Exhilarating experience every time it's driven. According to Jenny, never to be sold. We love the Targa event and just keep coming back.



132 2012 Mazda **Graeme Sedgwick & Nola Sedgwick**

Looking forward to another Targa Classica and some uncomplicated sportscar motoring. Mixed with time to reflect upon motoring's illustrious and innovative journey thus far. In between darting in and around some of Victoria's less-suburban localities. Targa Classica is a curious affair that's not necessarily all and only about who wins. I suppose that's why 'we' are back to enjoy the fun that's attached to an utterly unique motoring event.



133 2012 BMW 1M Coupe **John Toufas & Kevin Tay**

Love of cars, vintage, classic and modern, motorsport and watches. BMW 1M coupe, perfect recipe, short wheelbase, 6 speed manual, rear wheel drive, such a muscle car stance, loads of fun to drive.



135 2014 Porsche **Stephen Lennon & Kerry Lennon**

We are Porsche enthusiasts and members of Porsche Club NSW and Great Britain. We love touring the Eastern Seaboard in our 911 (991.1) C4S Cabriolet. We also plan to tour the UK and Europe again in 2026, driving our 911 (997.2) Turbo Cabriolet, which we have stored in Hereford in the UK.



136 2016 Porsche **Brendan Morter & Tracey Morter**

run in 2025! We will be back in our Porsche GT3 RS again. We did consider bringing a different car this year but can't give up an opportunity to drive our fave. We are so looking forward to seeing all the entrants and cars again and are hoping to be a bit more competitive now we know the score.



137 2016 Mercedes Benz AMG GTS Chris Murphy & Ian Head

This is a car that only appeals to those who have a mental age of eight, and that includes Jeremy Clarkson and Chris Murphy (and every other car enthusiast). Once again it is competing in the Targa Classica with the aim of improving on previous years' results and once again, it aspires to be ahead of the pack. More power than we can handle, the car is ready for three days of fun and fury. Good luck and GODspeed*
* GOD = Gentlemen Of Daylesford



138 2016 Porsche Cayman GT4 Craig Pierce & Sheere Pierce

This is our fourth year participating in this great event. This time we are doing it in our Porsche GT4. The Porsche GT4 is a car that many believed Porsche would not dare build. But build it they did and what a fantastic car. It is a mid-engine, 6speed manual with a 3.8 litre naturally aspirated engine that you can take on a country drive or take to the track, it will be perfect for Targa Classica.



139 2016 Porsche GT3RS Grant Sparks & Merry Sparks

Over the last 15 years we have participated in a number of Targa Tours including Tasmania, High Country and Classic Adelaide. We participated in Targa Classica in 2025 and look forward to 2026.



140 2017 Ford Mustang Carl Cox

Carl Cox's journey blends two lifelong passions: music and motorsport. Growing up in South London in the 1970s, he was as enthralled by rallycross, drag racing and Formula 1 as he was by music. By age 15, he had bought his first turntables, a hobby that blossomed into a legendary global DJ career. Despite conquering the dance music world with iconic residencies, hit releases and influential labels, Carl never lost his love for racing. In 2013, a chance support of a grassroots sidecar team in New Zealand sparked the birth of Carl Cox Motorsport.



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141 2017 Ford Mustang Greg Ross & Dan Ross

After hearing about Targa Classica from friend and Neighbour Dave Pitman, father and son have come to enjoy it too.



142 2018 Porsche 911 Kristian Curcio & Julian Curcio

Passionate lover of cars since childhood. Initially introduced through my father and now a constant part of life. Particular lover of 1980s cars.



143 2019 Porsche 911 GTS Tim O'Neill & Reith Patterson

Rick cant fly from NZ this year, so Reith is stepping in. An often question "What colour is your car?" For the record, their 911 GTS wears Porsche's Paint-to-Sample Brewster Green — a deep, elegant shade close to British Racing Green but without the metallic sparkle. Subtle and beautifully understated, it gives their GTS a distinctive presence. The 2019 GTS itself sits at the sweet spot of the 991.2 range, pairing a 3.0-litre twin-turbo flat-six with sharper suspension, wider tracks, and a purposeful stance. It blends everyday usability with genuine performance, delivering the balance, precision, and character that define a modern 911 at its best.



144 2021 Ferrari SF90 Stradale Matthew Freeburn & Robert Wearn

The Car was a 60th birthday present to myself. Having previously owned a Ferrari 458, BMW M5 Porsches and numerous Audis, Lancia Deltas Integrale and UR Quattros - I have competed in many Targas including Tasmania, East Coast and Dutton and Adelaide GP rallies - I consider myself to be a true petrol Head. I am being navigated a great friend. - Robert Wearn. I look forward to the social side of the rally.



145 2021 BENTLEY CONTINENTAL Alexander Tenkate & Lorraine Dennerstein

The Bentley was a surprise birthday present for Alex. We love driving on windy country roads and want to do more of this. Beneath the elegance sits serious performance, with the Continental delivering smooth, relentless acceleration and a composed, confident ride. It's a car built for long distances, quiet sophistication, and the kind of effortless capability that defines the Bentley name.



146 2022 Corvette C8 Convertible Dave Pitman & Sharon Farrell-Adams

Dave Pitman is an accomplished rally car driver with over 30 years' experience, featuring in events such as Targa Classica/ Tasmania, Mt Bulla sprints, Grand Prix, Dutton Rallies and the list goes on. In recent years he has been accompanied by expert rally navigator Sharron Farrell-Adams. Dave was previously an international super truck racer with an extensive collection of accolades. And when Dave is finished with the rally, the man can drink enough scotch to kill a small elephant. Dave has owned this Corvette C8 for a couple of year and in that time, it continues to be busy! This white beast has been showcased in numerous car rallies/races and car shows across Australia always accompanied by both Dave and Sharon. This shagadellic monster goes through more sets of tires than you've had hot dinners. YEAH, BABY YEAH!!



147 2021 BMW Ashley Faithful & Adam Stead

Ashley and Adam have been best mates for over 35 years, united by a lifelong passion for all things automotive. As busy directors of their respective companies — Ashley Faithfull Training Studios and Stead Right — Targa has become their annual ritual: a chance to step away from the day-to-day grind and reconnect through what they love most. This year, they've chosen the BMW M3 Competition — the perfect blend of performance and comfort for the rally!



150 2021 Mercedes AMG E63 Murray Walton & Lynley Walton

This is the second event Lynley and Murray will have participated in and with the AMG E63 which we have had for 3 years. We had so much fun last year that we wanted to return and enjoy driving our car on some amazing roads and meeting with our fellow competitors in the event. We are both retired from full time work and have been enjoying some travel and are both motor racing enthusiasts

151 2021 Alfa Romeo Giulia Quadrifoglio Geoff Wilson & Paul Stubbs

The 2021 Alfa Romeo Giulia Quadrifoglio is a modern performance sedan with unmistakable Italian character — sharp, emotional, and engineered with real motorsport intent. Its 2.9-litre twin-turbo V6 delivers thrilling power and a spine-tingling soundtrack, while the chassis combines agility and balance in a way few rivals can match. Sculpted lines, purposeful aero, and the iconic Quadrifoglio badge give it a presence that's both elegant and aggressive. It's a car that blends everyday practicality with genuine supercar-level excitement, capturing the spirit of Alfa Romeo at its very best.



152 2022 Porsche GT3RS Thoedore Kerlidis

Taking it for a spin on the roads will be fun. Once i get into the drivers seat, which is not that often, it is a great place to remain!



153 2023 Porsche 718 Spyder Greg Bassar & Russell Bassar

On returning to Melbourne after 16 years living and working in Los Angeles, Greg was lucky to secure an allocation for one of the last 718 Spyders. Having participated in the 2005 Dutton Rally just before he went to the US, along with the privilege of a number of road trips in the US including in his 981 Boxster Spyder with Russell, the brothers have united to participate in this year's Targa Classica. At the 2005 Dutton Rally, Greg's Mini Cooper S JCW celebrated the release later that year of THE DUKES OF HAZZARD movie, produced by Village Roadshow and Warner Bros. At this year's Targa Classica, the 718 Spyder will highlight the just announced Australian adult animation series DEANO - to be released globally on Hulu and the BBC next year. Created and written by Australians, the series has been developed with Hooligan Animation (of which Greg is a principal) and goes into production in this month (March) at Hooligan's studio in Brisbane.



154 Lee Hallett & James

The Collecting Cars team returns for its second year with a car 20 years older this time. Lee Hallett (Head of APAC) and Mitch Braithwaite (Consignment Specialist) from the Australian Team of Collecting Cars looking to meet like minded enthusiast to share this addiction with. This M3 will be known as the Rising Phoenix as we fly up the leaderboard in 2026.



155 2023 Porsche Sid Tass & Allan McKellar

The 2026 Targa Classica will be Sids 4th and Allans 2nd, this time as part of the Festival of Sidi turning Sixty. FOSS Picture 2 lunatics in a Porsche 992 GT3RS, otherwise known as "The Celebrity" charging through the Victorian countryside on a mission to right the wrongs of last year, all whilst maintaining composure, clean underwear and a license..... Keep it simple they say..... Famous last words.



156 2025 Ferrari Phil McCarroll & Sheridan McCarroll

This car is 1 of 2 built by Frank Gardiner's JPS Racing Team in 1986 at Terrey Hills, Sydney for BMW Australia Managing Director, Ron Meachem, for his personal transport and promotional purposes. Ron had attempted to convince BMW Head Office that Australian's loved performance vehicles, with no luck, so he commissioned Frank to build one from a 325i donor vehicle. The 2nd, which went to NZ, was a LHD M3 conversion. Team mechanic, Miric Cepe, responsible for most of the hands-on work, said over 250 parts and 160-man hours were involved in turning the 325i into an M3. The parts used included the correct engine, gearbox and all body parts. Peter McKay tested the car for Wheels Magazine in Feb 1988 saying, "it was a real flyer with 195 bhp". It was credited with a 0 – 100 of 6.8 seconds and a top speed of 235 km/h.



157 Aston Martin DBX 707 Jutta Cowen & Christopher Lee

The Aston Martin DBX 707 takes the brand's first SUV and turns it into a genuine performance flagship — powerful, poised, and unmistakably Aston. Its twin-turbo V8 delivers immense acceleration, making it one of the fastest SUVs in the world, yet it retains the elegance and craftsmanship that define the marque.



158 Glenn Sedgwick & Anita

2026 will be our maiden voyage on Targa Classica. We come with no specific ambitions other than to experience the event, enjoy its challenges, and the scenery along the route. Our only expectation is that we will learn quite a bit over the duration of the event.

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159 Porsche 2024 Justin Clarke & Darren Hyland

The 2024 GT3 RS is a Porsche's masterpiece. Its rear wing still sits above the roofline and works in harmony with an active DRS system to cut drag at high speeds. Refined aerodynamics and chassis tuning enhance stability while preserving the car's signature downforce: around 400 kg at 200 km/h and an incredible 859 kg at 285 km/h. a car that's seriously quick and won't let go.



160 2025 BMW M2 LCI (G87) Michael Vlachos & Jake Petterson

The car's name is Lucia. Colour is called Vegas Red (or Fire Red), replacing the previous more basic Melbourne Red.



161 2026 BMW Randall Lumbewe & Lidwina Lumbewe

Lidwina and Randall have participated in several Targa (Tasmania and Hight Country) events as part of their Tours. We participated in the 2024 & 2025 Targa Classica and enjoyed the company, the social get togethers, the roads and a few too many wines. This year we have decided to give the 911 Turbo S a sabbatical and will use our new BMW M2 CS - the first to be delivered on the Northern Beaches in Sydney (yet to be registered too). We both enjoy not only the driving and we are looking forward to the social aspect again. Randall maintains his interest in motoring having just completed his 3rd successive year participating in the Porsche Ice Driving Pro event in Finland. He is also a member of both the Porsche Club NSW and BMW NSW Drivers Club. Randall and is currently the Secretary of the BMW NSW Drivers Club as well as being the Registrar for the Conditional Registration Scheme for the Club.



162 M3 G80 Owned by BMW Group Australia

The BMW G8- is the sixth-generation M3 from BMW, launched for the 2021 model year. Built on the G20 3 series platform, it pairs everyday with serious performance from a twin-turbocharged 3.0-litre inline-six. Its vertical kidney grille and sharper proportions marked a dramatic shift in BMW's design language, sparking debate while signalling a more aggressive, technology-driven era that continues to shape the brand's modern performance identity.

163 Sam Cowen & Jess Ohearn

165 Garry Sandher & Jack Sandher

166 Michael Giannattilio & Faye Hest



167 Audi RS 6 Avant GT (Audi Australia)
James Noble

The highly exclusive Audi RS 6 Avant GT is just 1 of 22 in Australia, and 1 of 660 globally. This special edition draws inspiration from the brand's storied performance heritage, including the iconic Audi 90 quattro IMSA GTO race car. A twin-turbocharged eight-cylinder engine in a V-layout provides an immense output of 463 kW and delivers 850 Nm of torque. Performance-wise, the powerhouse is equipped with manually adjustable coilover suspension and a specially tuned quattro sport differential on the rear axle. The sports-wagon achieves a remarkable 0-100 km/h time of just 3.3 seconds and boasts a top speed (limited) of 305 km/h.



168 Alfa Romeo
Giulia Quadrifoglio (Alfa Romeo Australia)

Alfa Romeo Giulia Quadrifoglio (Alfa Romeo Australia): The latest technology drives the Alfa Romeo Giulia Quadrifoglio to new heights. With top-class handling and exceptional performance, every drive feels more exhilarating than ever. The Giulia Quadrifoglio embodies the perfect mix of power and innovation, powered by a 2.9L V6 engine that produces an impressive 375 kW and delivers 600 Nm of torque between 2,500 and 5,000 rpm. Despite its extraordinary power, the engine remains remarkably lightweight thanks to its full-aluminum construction. Paired with an 8-speed automatic transmission capable of shifting gears in just 150 milliseconds in Race mode, the Giulia Quadrifoglio stands as a bold showcase of engineering excellence and pure driving passion.

DEEP THANKS AND GRATITUDE

A LOT OF PEOPLE MAKE THE TARGA CLASSICA AN IMPORTANT EVENT EACH YEAR A BIG THANKYOU TO EVERYONE WHO WAS INVOLVED IN 2026.

Many people and organisations have contributed to making the Targa Classica 2026 event our deep thanks and gratitude to:

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