

Dates to remember

- Next meeting February 25
- Magazine deadline March 18

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



Ire of Man TT—Master Dog at the wheel

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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.



February 2025

President's Report

Wow what a way to kick off the 2025 CRC year. The Ire of Man TT certainly came through as a very enjoyable event, with some fantastic touring roads and the scenery was second to none ! It is certainly noted that some of the various questions along the way had many crews scratching their heads – with some I still don't understand. The questions/ observations across all events will be looked at and as a group we'll make sure that they are a little more balanced in the future, but not to take away the character of an individual event / director.

However it simply can not, be understated the level of effort that Martin Leaver put into the Ire, and a special note of the challenges he faced (setup car breakdown, and slow service at lunch venue) all things a Director really doesn't need. Make sure to catch up with the more in depth articles this month.

Congratulations and Thank you to all those who enjoyed and helped make it a great weekend.

Our second club night at Canada Bay Club – Five Dock, will have us continuing to hone our 'interactive / video experiment'. This began last month and is in an attempt to engage with the wider membership that can't make it to the meetings. Thanks to Geoff Bott and Glenn Evens for moving forward with this.

Also remember 25 in '25, a quick fun questionnaire to reveal a bit more about your fellow CRC'ers. We have had a couple of great responses so far, so by all means please take the time to fill one in and let us all know that little bit more about yourself.

I know you're not supposed to finish on a sad note, however celebrating a life well lived shouldn't be considered sad, just very unfortunate that it couldn't have been longer.

Many of you know that one of our long time members unfortunately passed away a couple of weeks ago after a fall.

Bruce James, had participated in many rallies and events alongside Tony Wise and Rob Panetta. The Wise/James combination even in the record books as Alpine Classic winners ! It was just this past Wednesday we celebrated his life, and although at just 60yo, he had lived life to its fullest. His love of the outdoors and travel, his extended family and his cars (Yes Alfa's) had him firmly intertwined between AROCA and the CRC. His skills as a driver, and instructor certainly weren't lost on those in AROCA. Having Bruce in your garage - had one of the quickest most consistent pedalers out there. His wit and unforgettable laugh still firmly in our minds. Our thoughts are with all those that loved him and all his friends that will miss him. All with the knowledge that it was a privilege to have known him.

So please take every opportunity to enjoy yourself, and spend some fun times with those you care about.

Enjoy the read and I look forward to catching up with you soon.

Alan Walker

CRC President

BRUCE THOMAS JAMES

12 May, 1964 – 4 February, 2025



Bruce James had participated in numerous rallies and events alongside Tony Wise and Rob Panetta, becoming one of Rob's closest friends. From mountain rallies to some of the premier CRC events, the Wise/James partnership is even in the record books as Alpine Classic winners.

This past Wednesday, we commemorated his life. At 60 years old, Bruce lived life to its fullest. His passion for the outdoors and travel led him to explore nearly every corner of Australia in his beloved "Troopy". Later in life, he joined a bushwalking club and completed the Kokoda Track, gaining insight into the experiences his father endured during his wartime service.

Bruce's enthusiasm for cars, particularly Alfa Romeos, strongly connected him with AROCA and the CRC. His skills as a driver and instructor were well recognised by members of AROCA. Having Bruce on your team or in your garage meant having one of the quickest, most reliable, and consistent pedalers available.

His wit and memorable laugh remain cherished in our memories. Finding a partner later in life, and being together for 15 years at his time of passing, provided Bruce with a well-rounded life and the opportunity to live it to the fullest. His decision to take early retirement proved to be invaluable, allowing him ample time to enjoy various adventures.

Our thoughts are with his family, loved ones, and friends who will miss him dearly. We all recognise that it was a privilege to have known him. Thank you for all the memories Bruce.

Allan Walker



Southern Cross Reliability Trial ***17th & 18 May 2025***

Get ready for an adrenaline-pumping adventure at the **Southern Cross Reliability Trial**! After the roaring success of our inaugural event in 2024, we're back and better than ever with an annual timed, competitive event that promises to thrill and excite.

2025 is set to be an unforgettable year with **two days** of exhilarating driving and breathtaking scenery throughout the **NSW Riverina** and **Southern Tablelands**. Covering over **900 kilometres**, this weekend will offer a perfect blend of challenging roads and stunning views, including **98 kilometres** of unsealed road sections.

Day 1 kicks off in **Wagga**, where teams will embark on a thrilling **450-kilometre** loop of competitive stages, ending back in Wagga for a night of socializing, dinner, and well-deserved rest.

Day 2 takes the excitement up a notch as teams compete for honours from **Wagga** to the finish line in **Dalton, NSW**, navigating through some of the most spectacular areas. We'll wrap up slightly early so everyone can head home at a decent hour.

Join us on **Friday evening** for the main sign-on, giving competitors extra time to dive into the pre-event information. Enjoy dinner with fellow teams (at your own expense) and soak in the vibrant atmosphere before the real action begins on Saturday morning.

For those who need it, there will be an additional sign-on early Saturday morning.

Our navigation style remains straightforward and easy to follow, ensuring you stay on the move at all times. This year, we have **three classes** of

navigation with varying levels of difficulty to suit everyone.

Classes:

- **Pro:** Full mapped with route instructions, perfect for CRC Masters and Apprentice crews.
- **Pro-Am:** A mix of route charted instructions with simple mapped sections, ideal for those learning CRC Apprentice level and crews stepping up from CRC Competition Tour.
- **Sport:** Fully route charted with additional direction tulips, great for CRC Competition Tour category and newcomers to this type of event.

We welcome almost all legally road-registered vehicles, with no preference for modern or classic cars. This year, we're excited to accept electric vehicles for the first time, and there will be a trophy for the highest-placed classic car and EV car.

No special licenses are required, just a current civil driver's license for those that will be getting behind the wheel.

All information is on our website:

drivetekmotorsport.com

For any questions reach out to us at:

southerncrossreliabilitytrial@gmail.com

If you have competed with us previously, keep an eye on your emails

Entries open 24th February 2025

Regards

Jon & Tina Mansell

SHORT CUTS

Motorsport Australia (officials / working with children)

It was noted that at the last meeting, that MA now requires a working with children (WWCC) for all licensed officials. This requirement is to come in at 1st June. So all accredited officials will need to undertake this process.

It is free for volunteers, ensure you note this as for employment use it comes with a fee ! It can be undertaken via Service NSW.

As many of our members hold officials licenses, it would be prudent to make sure you have this up to date.

Aside from those already MA accredited, we are looking at the requirements of those that assist our officials on our events and will follow up with the requires that will concern them. (keep an eye out for a follow up next month)

Pearl of India

Warren Herrick and Glenda Lawrence are out and about enjoying the Pearl of India in the mighty Volvo Amazon. I'm sure it is a wonderful and challenging event and we can't wait to hear more about their exploits again soon.



Historic Group S - 2024 Champion

Congratulations to Classic Rally Club Member Doug Barbour for winning Historic Group S OUTRIGHT Champion in 2024, in his Blue Porsche 911.

A great achievement with the Competition he drives against.

Special mention to his number 1 pit crew + buddy Xanthia,,who is always with him with camera ready to snap pictures of all the cars + Drivers

Doug is always up the front of the pack, and has a fun attitude to his Racing + Mates.

(words by Rob Panetta)



Peking to Paris 2025

Those that have Lui and Hendo as friends on facebook will have noted that they are squeezing in just about as much R & R before tackling the event again this year. I am sure that skiing in Colorado or sailing around Tasmania are the perfect methods to prep for the grueling challenge that lay ahead – but then again they are perfect excuses to be as far away from each other as possible before spending over a month in a car with your brother / sister !

Can't wait to see how the 2025 event unfolds for them and be sure to follow along with updates once they're off, on facebook ' John and Lui do P2P in 2025' .

Ire of Man TT 2025

By Alan Walker

The CRC event calendar started off with a bang, the IRE of Man TT – a two day event that started in Nimmitabel in South East NSW. With over 700km to explore and enjoy in and around the Sapphire Coast, it was sure to be a memorable one.

Friday night had an informal social dinner option for those not too tied up with Valentine's Day. Many crews met up and shared some great conversations over dinner. This year had some of us in Canberra on the Friday night, allowing it to be a little easier for some crews to get there after work on Friday, and also to ease budget costs by having some of the officials that live in Canberra not needing accommodation for the night.

A cool crisp morning had many crews cruise down to the start location of Nimmitabel, around an hour and fifteen from Canberra. Some foggy views led us deeper into the open plains that awaited. The almost never ending horizon lay ahead as the early morning sun burnt off the remaining fog before our arrival for final registration. With Andrew Inglis out on the road, Martin Leaver held command at the desk – supplying us with maps and our rally packs.

The car park full of many bright 'outlandish' colours of the classics that just don't seem to be on our roads anymore, with examples such as a bright orange Capri, and even the racing Alfa red, and the unmissable Subaru



WRX blue to dazzle the eye. The mix of vehicles in the event was great to see, a healthy mix of classics to enjoy through to some interesting more modern cars.

From the start, we were sent further south to really stretch our legs deep in the hills within the Sapphire Coast. Towns such as Bamboka, Kameruka, Candelo, Kanoona and Wyndham filled Saturday morning up until lunch. The Robbie Burns Hotel est. 1854 was our host for lunch and an incredible spread was laid out for us. This would have to be one of the best lunches ever on offer at a rally – certainly within my recollection anyway.



As fate would have it, a story always pops up, this time round it was a crossed path. Phill Stead arrived and was greeted by one of our hosts 'Katie' vaguely familiar, it wasn't until he fronted at the bar and read the full names on the licensees that it twigged. Seeing her again, the questions began 'did you used to live in Lane Cove?' Yes, on such and such street, Yes, just down from the pool, Yes.....' I lived on such and such!. As it turns out both Phill and our host Katie both lived within a stone's throw from each other in Lane Cove some 50 years ago! Sometimes the world really is a small place.

Most of the conversation was going to be about the 'lateral' questions we experienced in the morning

session, but the incredible lunch put that aside as we soaked in the beauty of the old pub and the surrounds.

The afternoon had us all delve deeper into the forest areas behind the stretch of coast between Merimbula and Eden. As you can imagine this session was a driver's joy, the twisty nature and tree lined route, not to forget how good the condition of the road surface is – barely a rough surface in sight had all of the field experiencing just a slice of what the region has to offer. Plotting much of this section at the lunch control was of great benefit as it would have been a challenge to plot on the run during this area.



Breaking out of the forests had us taking in the vistas of many of the bays, lakes and the ocean. The afternoon sun and beautiful blue skies and temperate nature of the day had us really enjoying just how good the touring roads and the varied scenery is in this area.

The finish for the day was at the Sapphire Coast Historic Vehicle Club. Not far from the main road in Greigs Flat, down a short back road, and a turn to the left uncovered a sprawling club venue on a 3 hectare site with several large 'sheds' but by the size could be considered small warehouses! A well laid out carpark had us parked up ready to turn in our road card and take a look around the venue.

Housed within the grounds was a large club room, with full kitchen and catering facilities, the workshops with all of the equipment required to take on any task. The main sheds holding the wide variety of cars. These ranged from early 1900's all the way through to contemporary vehicles.



The Sunday start was at the same location, so plenty of time to take it all in.

The dinner venue was at Merimbula Aquarium, we all caught up for a drink and fingerfood prior to our two course meal. The aquarium had a range of fish and creatures to peruse. Certainly a different and wonderful location for the social dinner.



Sunday had us leaving the car club heading toward a various bunch of loops to fill out the morning run. The route included some of the previous roads used in late Saturday, however this time in reverse. After a few errors, we were on our way with myself trying to avoid any map work with the flickering light



between the trees early on. We returned back to Eden, with a turn to the south toward Victoria. Imlay Road, the closest East – West road still within NSW led us through Yambulla State Forest. The long following nature of this section along with the open scenic views when you crested a mountain, to then delve back within the tree lines was a highlight. It was in this section that Andrew Inglis in the setup car lost a fan belt and had to stop. A quick check and instructions to proceed without boards, just questions to lunch continued our journey.

Martin had managed to head off the field and apply a few fixes to keep us all on track to Dalgety.

Dalgety Hotel was to be revisited, as it had been used as a stop on the previous Ire. With lunch ordered and crews relaxing into a chat the refreshing stop was worth the wait.....and unfortunately it was a little longer than expected. Also being a Director and knowing catering is one of

those things outside your control, the speed of turn around for the lunch allowed us plenty of time to enjoy a catch up with all of our friends which in hindsight was quite a welcomed change from usual.



It also allowed time for Martin to deal with the issue of not having a setup car out in front. As you can understand this can usually finish an event, but he managed to piece a solution together for us all to continue on for Sunday afternoon. A truly incredible effort that should be applauded.

The delay was going to make the finish times later than expected, however very few crews decided to cut and run to go home early. A testament to all those entered and the quality of the event on hand. The finish near, and road card handed in another fantastic two day rally complete.

With a few lessons learned and ever evolving improvements to all future events taken onboard. The realization of just how great the event was overall. New and varied roads, incredible areas to go an experience, beautiful scenery, enough challenges in the instructions to keep the navigators in line. All on top of some of the best catering and venues to have breakfast, lunch and dinner.

A massive thank you to Martin Leaver, Andrew Inglis – each and every one of the officials, the Sapphire Coast Historic Vehicle Club for their hospitality, and the Merimbula Aquarium.

The added and unexpected challenges that occurred and how we all got on with it, was a true showing of what the club and our events are all about. Great times, with great friends pulled

together by a great drive. Well done to each and every one of you that came along.

The Ire of Man TT – 2025 – The Director’s Cut (Off)

Various things can go wrong for rally organisers. Failing to see other shorter, or similar, route options while setting the mapped navigation is a standard risk. Multiple answers to observation questions within a short distance is another. Having the set-up car is not a scenario I’d thought much about. To have it occur when your usual rally driver, assisted by a first timer to these events, is out of mobile coverage, raised the problem-solving bar a touch.



It was the start of day 2, at the Sapphire Coast Historic Vehicle Club. I’d spotted that Andrew and Alex had missed putting out a Z board on Nethercote Road, as I was checking where John and Helen could park to observe anyone going the wrong way. The AA Twins had their lovely hot breakfast and set off to put up the boards for the day.

Most of the route for Sunday was relatively simple to work out (the Director’s opinion may not be final), but the route to the first VIA require the Masters and Apprentices to remember not to use mapped tracks (in the Event instructions with the Division 1 instructions), and not to oppose rally traffic from earlier division on mapped unsealed roads (in the supplementary regulations).

As several crews went looking for the mapped track without success and the rest went straight to the Z board, there was quite a delay with John and Helen getting on their sweep duties. I was a bit late away from the SCHVC, as I was talking to the club’s treasurer about his Alfa 33. I was not following the rally route, but instead heading through the mobile blackspot of the Mount Darragh Road. East of Cathcart I received a phone call from an unknown number, who told me about Andrew breaking down.

If I’d been much earlier, I would have taken a short cut to Dalgety for lunch and may have been out of mobile range again. As it was, I only just got to Bombala before the first cars

in the field. I was able to improvise a control point with the M board from the start, and advise crews on what to do next to get to the lunch. John and Helen were able to pick up Alex, and Alex was able to arrange a tow truck for Andrew.

I was unable to find the registration number for Andrew’s Ranger even though I’d done a couple of rallies in it, so in between re-directing cars in Bombala, my calls to the NRMA and RACV were futile.

At lunch at the Dalgety Buckleys Crossing Hotel, I amended the road cards so that the crews could get to the finish without seeing any boards or the planned manned control. The lunch service was much slower than expected – thank you to Frances for sharing hers as my order was not going to turn up soon enough – so everyone got into Canberra later than expected.

Overall, everyone seemed to really enjoy the roads and the scenery, and for some, the buffet lunch at the Robbie Burns Hotel on Saturday was the best they had experienced on a CRC event. As the grounds were wet, the proprietor, Katie Pye, who Phill knew from his childhood, had asked everyone to take their shoes off to look after the carpets, which put a couple of people off.

The dinner at the Merimbula Aquarium and Wharf Restaurant, including drinks and finger food in the aquarium area, still be enjoyed by everyone, and the SCHVC put on a great breakfast for us inside a very impressive clubhouse.

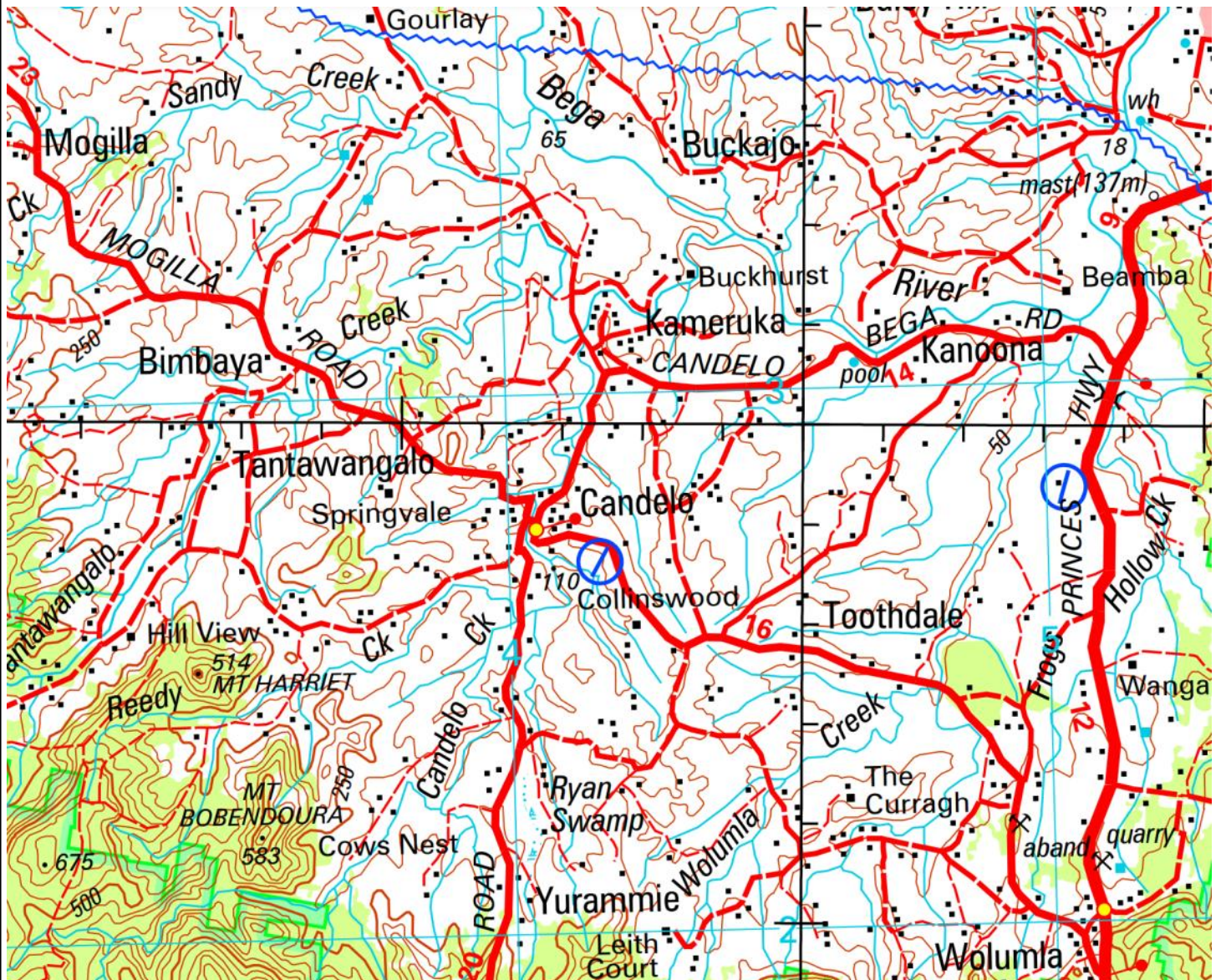
About 150 km of the route was on roads not previously used on CRC events. I reused road that were new in 2023, but where I could, in the opposite direction. If I run another in the area (some years away I suspect), I’ll probably start and finish it in Cooma. Several crews spent Friday night there. The Alpine Hotel may be a good place for dinner as it has a lot of space.

I know the sealed through roads in the area pretty well, but I’ve not explored the dirt roads. On the map they look longer than I’d want to want to use, as the dust combined with different driving speeds can be an issue. Anyway, that is to think about later.

Andrew suggested that I describe some of the navigation challenges, so here goes a bit of public marking of the apprentice homework:

The map shows Candelo in the centre, with a yellow locality symbol and a distance marker pin. In the top left there is a 23 distance in km, which is where everyone came from. The instructions told them to visit a locality (Candelo) as the next

VIA point and the following VIA point was south of the 20 distance at the bottom of the map extract.



The two instructions between the VIA points were:

Cross *Sandy Creek* at 7380 9348 (nearest the k in Creek)

Drive through Kan~~o~~ona then [Collinswood](#)

Most apprentice crews crossed the bridge in Candelo and turned left to head north, rather than drive through the locality symbol. All of the masters crews drove through the centre of the locality symbol.

I had given the apprentices a question a few hundred metres after the locality VIA point distance, asking “what year did the school open?” The tour had a question that turned into an upside-down P board (A6) that was 500m before the locality point. I knew at the driver’s briefing that Andrew and Alex had not been able to find the Ducks Crossing sign that was a question for the tour only. I announced at the crew briefing that the tour would have a missing question. Several

apprentice crews still recorded the A6 on their road card, even though they were told it did not apply to them.

Now distances can be wrong, and will almost always be different to what your trip meter has recorded to some degree, but to have a question distance after a VIA point distance, but the P board before the VIA point distance, should give the crews reason to think their plotted route may be wrong.

The nature of the question, “what year did the school open?” gives a strong indication that you are looking for a school. The route most apprentice crews took, they drove into the town with a river on the left, crossed the bridge over the river and left with the river on their left. This does not leave much land area for a school.

So, after exiting Candelo to the south-east to cross the locality symbol, the next question is how to find the shortest route that complies with the instructions?

In general, instructions between VIA points can be completed in any order or even concurrently. In this case, the only restriction is that the crews needed to drive through Kanoona and then Collinswood. Visting Collinswood then Kanoona and then Collinswood is allowed. Another option would be to drive east through **Frogs Hollow** and north up the *PRINCES HWY*, but this is clearly a larger area than the loop that visits Collinswood twice.

In the afternoon, I gave the crews a route that was shortest mapped route overall. There were seven VIA points to visit, which initially seems quite complex. These are shown on the second map. The instructions said to visit each VIA once only.

and Nullica (5), so there was only one route here, and the distance given to the apprentices showed that this was to be done first. VIA points 1 and 2 linked Wolumla, Toothdale and Wyndham as one road section. VIA 3 had to be done last as it was right by the finish. This meant working out whether or not to visit VIA 4 before VIAs 1 and 2, and what the direction of travel would be.

To avoid any loops, 7-6-5-4-1-2-3 gave the shortest mapped route, including using the Yurammie State Forest. As Phill and Graham discovered, this road through the forest is not suitable for normal cars and then there was a tree blocking the way.



At Nethercote, south east of VIA 4, I put a Z board, directing the field to head north north-east towards South Pambula. From here the options are VIAs 2-1-4-3 or 1-2-4-3. The difference between these two routes is that the second option will use the road from South Pambula to Lochiel twice, while the first does not use this road at all, saving 10 km.

The apprentices also had a hidden hint in the refuelling information sheet, being told they would be at Pambula at 75.75 km (information the masters did not get). This may have confused someone if they had read it before seeing the Z board. But it helps to be alert to the idea that Tour Director may change the route on you, especially when you in an area with unknown unsealed roads that may not be suitable rally roads.

I will not make any commitments as to when the next Ire of Man may run, but I will have a few more loops for crews to work out in the Tour d'Course, in June.

The start was at Wyndham, approximately 10 km north of VIA 7 and the finish was south-east of VIA 3.

To solve this, I would start with seeing if any of the VIA points could be grouped together.

Three were on the road linking Burragate (7), Towamba (6)

2025 Ire Of Man TT

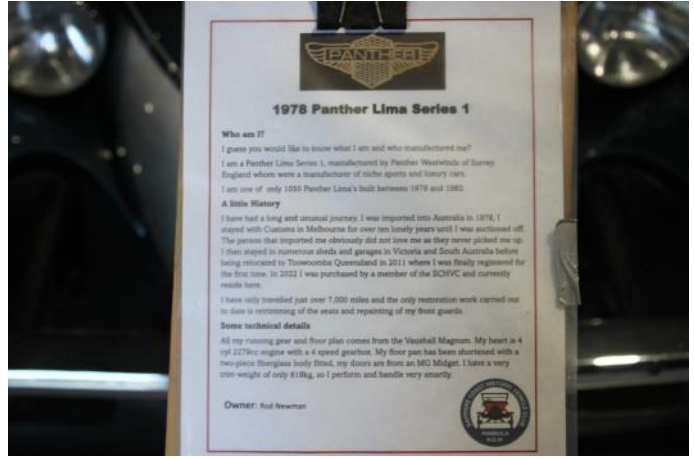
Event Results Summary

Car	Driver	Navigator	Year	Vehicle	Qs	VRCs	PCs	MCs	Time	Grand Total	Place
Masters											
1	Graham Pettit	Phillip Stead	1992	Ford	90	90	50	0	0	230	3
2	David Shaw	Ray Arthurs	1994	Mazda	150	60	50	0	0	260	4
3	John Cooper	Ross Warner	1994	Ford							DNF
4	Edel Dhondy	Alan Walker	2001	Subaru	60	50	30	0	0	140	2
5	David Stephenson	Michael Stephenson	1990	Mazda	30	60	0	0	0	90	1
Apprentices											
11	Helen Oste	Toby Oste	2010	BMW	285	45	0	0	0	330	6th
12	Murray Baker	Nikki Baker	1990	Porsche	345	160	0	0	0	505	8th
13	Bob Morey	Teresa Morey	2006	Holden	180	70	30	0	0	280	3rd
14	Stephen Horobin	Matt Thompson	2013	Audi	295	90	30	0	0	415	7th
15	Bruce Miller	Andrew Taurins	1972	Ford	205	65	0	0	0	270	2nd
16	Geoff Bott	Glenn Evans	1988	Jaguar	390	130	0	0	0	520	9th
17	Joyce Lawrence	Susan Genner	2004	Subaru	285	40	0	0	0	325	5th
18	Michael Brandt	Marina Thiveos	2011	Mercedes	185	110	0	0	0	295	4th
19	Rob Panetta	Lauren Walker	1972	Alfa	60	50	0	0	0	110	1st
Tour											
21	Doug Barbour	Xanthea Boardman	2009	Audi	70	0	0	0	0	70	1st
22	Dennis Oste	Pete Learson	1989	Nissan	85	20	0	0	0	105	eq.
23	Chris McDonald	Paul Baker	2022	Alfa	95	20	0	0	0	115	6th
24	Stephen Annabel	Jayne Annabel	2005	Toyota	90	10	0	0	0	100	3rd
25	Steven Davis	Rochelle Prattley	1992	Subaru	65	20	0	0	0	85	2nd
26	Ryan Shaw	Shelly Shaw	2006	Subaru	125	20	0	0	0	145	8th
27	Greg Yates	Karen Yates	1993	Mercedes	110	0	0	0	0	110	5th
28	Frances Stephenson	Emily Banks	2020	VW	95	10	0	0	0	105	eq. 4th
29	Frank Dess	Wendy Dess	1989	Porsche							DNF
30	Michael Malgo	Geoff Hemsall	2023	Fiat	115	15	0	0	0	130	7th

Ire of Man TT—The Start in Nimmitabel — Photos by Paul Baker (mostly)



Ire of Man TT—The end of Day 1 at the Sapphire Coast Historic Vehicle Club



Ire of Man TT—Saturday Night Dinner at the Aquarium and Restaurant



Ire of Man TT—Day 2 at the Start at the Sapphire Coast Historic Vehicle Club



VALE BRIAN WILSON



I have been given information regarding one of our past members from the Vintage Sports Car Club Australia , Jeremy Morris , President, his words are included here.

Brian was a very active member of the Classic Rally Club in the early days, very big on the Lancia brand of motor vehicles, competed a lot with Ross Middleton. So sad, a great guy, very knowledgeable on all things mechanical.

Our condolences go out to all Brian's family and friends.

John Cooper

Notice from Jeremy Morris

It is with great sadness that I report the death of Brian Wilson on Monday afternoon in a serious car accident returning from the Bathurst Race Camp whilst driving his beloved MG TC.

In the car was junior member Henry Morris. The incident was witnessed by Christo Morris and Steve Morley. It is a tragedy - no other word for it.

Brian was the much loved husband of Sheila, father of Louise and Scott, father-in-law to VSCCA member Steve Morley and Suzy, grandfather of Josh (VSCCA junior member) and Riley and Jessica.

He was friends to so many people in his many activities in the NRMA, the VSCCA, the Alvis Club, the Lancia Club and the Morris Register.

Our condolences go out to all his family members and his huge number of friends.

I am happy to meet with or speak to anyone directly or indirectly affected by the incident.

I expect there will be a number who were at the race camp who may have difficulty reconciling this

tragedy. This includes the junior members in attendance, who were so fond of Brian.

I can be contacted by email - morris@jackshand.com.au or the mobile 0437883098. If I do not answer, please do not leave a message but send a text and I will get back to you when I am able.

Jeremy Morris
VSCCA President

BY WAY OF AN UPDATE

1. The matter has been reported to the Coroner, and, as a result, there is likely to be a delay in the funeral arrangements. Funeral arrangements will be notified as soon as they are available.
2. The circumstances of the accident are unclear at this stage and is the subject of Police investigation. I wish to avoid unnecessary rumour and speculation that might interfere with that process.
3. The Committee members and friends will continue to provide support to Brian's family and friends.

Henry Morris has been discharged from the hospital with a few stitches, bumps, and bruises. He has appropriate support from family, his school and friends.

25 in '25

Name: Geoff Bott

Member of CRC since : Since Day 1

Driver / Navigator: Both

Favourite things Documenting family history

Rally: Targa Tasmania

Car manufacturer: Jaguar and Nissan

Racing driver/ sports personality: Tom Walkinshaw

First Car: 1962 Hillman Minx

Dream Car: TWR XJS "Supercat"

Movie: The Great Race starring Tony Curtis (The Great Leslie) vs Jack Lemmon (Professor Fate)

Actor / Actress: Sean Connery

Place to visit: Japan (on the list)

Childhood game/toy: Scalextric

Band/ Musician: Queen Barbra Streisand

Game: Nah

Colour: Blue

Ice cream/ sorbet flavor: Boring old vanilla

Season of the year: Spring

Other interests / hobbies: Video production

What would you do with \$100,000 ? Take a very long holiday

Pet Peeve: Donald Trump

Dog / Cat/ Other : Nah

Five words that describe you: Cantankerous old fart (that can't count)

Goal for the next 12 mths: Make my way through my to-do list of projects

Something you'd like to get better at : Produce a better video

Something not many people know: I have 11 grand children

25 in '25 DRAFT COPY

Name:

Member of CRC since :

Driver / Navigator:

Favourite things

Rally:

Car manufacturer:

Racing driver/ sports personality:

First Car:

Dream Car:

Movie:

Actor / Actress:

Place to visit:

Childhood game/toy:

Band/ Musician:

Game:

Colour:

Ice cream/ sorbet flavor:

Season of the year:

Other interests / hobbies:

What would you do with \$100,000 ?

Pet Peeve:

Dog / Cat/ Other :

Five words that describe you:

Goal for the next 12 mths:

Something you'd like to get better at :

Something not many people know:

Classic Rally Club Inc.
Minutes of the General Meeting
Held at the Canada Bay Club on 28 January 2025

Present: Alan Walker President
Peter Reed (via Zoom) Treasurer
John Cooper CMC Delegate
Nikki Baker
Murray Baker
Xanthea Boardman
Doug Barbour
Geoff Bott
Lui MacLennan
Brian Madigan
Bruce Miller
Paul Morton
Robbie Panetta
Andrew Taurins
Peter Thomson
Lindsay Trevitt
Dominic Votano
Tanya Votano
Ross Warner
Kim Warner
Tony Wise
Glenn Evans Secretary

Apologies: Ron Cooper HVP Registrar/Committee
Member
Chris McDonald Editor
Julia McDonald
Jim Barrett
Mike Batten
Wendy Cooper
A Kanak
E Dhondy
John Henderson
Alan and Shirley Heritage
Warren Herrick
Andrew Inglis
Bob, Jane and Teresa Morey
Tony Norman
Phill Stead
Darren Taylor
Garth Taylor
Stephen Wells

Item 1: Opening

The President opened the meeting at 7:42pm. The Treasurer attended via Zoom and could be seen on the meeting room's audio-visual screen.

Item 2: Acceptance of the Minutes of the Last Meeting

The President stated that the minutes of the Annual General Meeting and November meeting were published in the January issue of Rally Directions. He asked whether the meeting accepted these or proposed any amendments. There were no amendments, so the minutes were taken as accepted.

Item 3: President's Report

The President expressed his hope that all members have enjoyed their Christmas break. He thanked Editor, Chris McDonald, for producing the January issue of Rally Directions and John Cooper for his contribution to it.

The President urged members to enter the Ire of Man TT event as soon as possible, and not to leave this and the booking of their accommodation to the last minute.

In the year ahead, the committee intends to review the Club's rules and procedures. For example, the Club is trialling providing access to the meetings via Zoom. The President thanked the Canada Bay Club for providing wifi access and for its assistance in setting up the link to the room's audio visual system. Once the committee is confident that we can provide reliable access, we will buy a licence so that we are not restricted to the 40 minute duration limit of the free version of Zoom. The President noted that Geoff Bott also is videoing the meeting and will post this on the CRC Facebook page.

The President noted that Motorsport Australia has issued the 2025 National Touring Standing Regulations. The main change from last year is that a licence may be required for the Alpine Classic, although they will not be required for our untimed Navigation Assembly events. The committee is investigating the implications of this and will keep members informed.

The position of Events Secretary remains vacant and the President called for a volunteer to fill it.

Item 4: Secretary's Report

The Secretary advised that his report had been published in the January issue of Rally Directions. (A copy is attached to these minutes.) The following annual administrative functions have been completed:

- The Annual Summary of Financial Affairs was submitted to the NSW Department of Fair Trading, and the annual association fee was paid.
- The Department of Fair Trading was notified of the change of our Public Officer (to me).
- The CRC renewed its affiliation with Motorsport Australia and paid the annual affiliation fee.
- We renewed our affiliation with the Council of Motor Clubs and paid the annual affiliation fee.
- The Club paid its annual insurance premium.

The Club sent our heartfelt condolences, and flowers, to Don and Heather Dux after the passing of their son, Michael, just before Christmas.

In addition to the correspondence listed in the attached report, the CRC received the Lancia Motor Club of NSW's magazine "Lancia Fancier" by e-mail and the Jaguar Drivers Club of Australia's "Jaguar Driver" by post. The electronic copies of club magazines which have been sent to the CRC have been uploaded to the Facebook page.

Item 5: Treasurer's Report

The Treasurer's report has been published in the January issue of Rally Directions and a copy is attached to these minutes. The Treasurer noted that the Club has received \$8270 in membership fees and \$4500 for entry fees for the Ire of Man TT. The major outgoings since the November meeting include MA affiliation (\$1607) and insurance (\$559.63). The Treasurer apologised for paying \$2000, instead of \$200, to the Canada Bay Club for the hire of the meeting room for January. The committee has decided to pay for the meeting room in advance until June (the end of the financial year) and to seek the refund of the remaining \$800. The Canada Bay Club has agreed to this today.

The addition of Alan Walker and Glenn Evans as signatories to the Club bank account is in progress. The National Australia Bank requires the signatures of two current signatories for this. John Cooper will be notified by the Penrith NAB branch when the paperwork is available for him to sign. Once this is completed, Alan and Glenn will have to attend a NAB branch to complete the process.

The Treasurer requested confirmation of the organisation to

which the proceeds of the Alpine and Christmas Function (\$1350) will be donated. The Secretary advised that Heather Dux nominated a NSW facility for research into children's brain cancer, and noted that the November meeting agreed to make the donation up to \$1500. Heather agreed to the donation being made to the Lowy Cancer Research Centre's Children's Cancer Institute. The Secretary undertook to advise the Treasurer of the details.

Action By: Secretary

(Note: The Treasurer was advised and the donation was made on 29 January.)

Item 6: Membership Report

The Membership Secretary reported that the Club currently has 352 members, gaining five new members since the AGM. 44 memberships (a total of 79 members) have yet to renew for 2025.

Item 7: Historic Vehicle Plates Report

The HVP Registrar, Ron Cooper, was an apology for the meeting. Ross Warner provided a couple of impromptu Dad jokes, in the absence of Adrian Walmsley's contribution.

Item 8: Upcoming Events

The President outlined each of the events ahead in 2025. These are:

The first event in the Club's competition calendar is the Ire of Man TT, being run by Martin Leaver and Andrew Inglis, on 15 and 16 February. The entry form and supplementary regulations are on the CRC website. Enter now and don't delay booking you accommodation in Canberra on Friday night and Merimbula on Saturday night.

The Historic Rally Club of NSW and ACT's Tour of the Western Slopes from 6 to 8 March. This will be a non-competitive tour.

The second event in the competition calendar will be the Southern Cross Reliability Trial, being run by Drivetek Motorsport on 17 and 18 May. This has been brought forward from September so that we do not have a two-day event so soon before the Alpine Classic.

The AROCA Tour d'Course on 15 or 22 June. Martin Leaver again is the Event Director for this third competitive event in the CRC calendar.

The Hidden Gems Tour on 19 and 20 July will be a social tour of the Hunter region, run by Warren Herrick and Glenda Lawrence.

There is an opening in September for an event.

The 25th running of the Alpine Classic will be on 18 and 19 October.

The President remarked that the Targa Classica is a similar event to ours, run over four days. The cheapest entry fee is \$5500, without accommodation; yet last year's event attracted around 100 entries. CRC events are very cost effective, by comparison. The Club aims to publicise our events to tap into the clear demand. Given the popularity of other tours, is there scope for more unscored tours?

Item 9: General Business

The President outlined the following communications initiatives:

- "25 in 25". Members are encouraged to tell the Club about themselves by completing the "25 in 25" questionnaire and submitting it for publication in Rally Directions. He provided his own for the February issue.
- Write an article about your projects or any undertaking which may be of interest to other members; it does not have to be about rallying or classic cars.
- The President proposes that we make several short videos: one of about five minutes to promote the Club and several of similar length on a facet of our Rally School, for example, how to navigate herringbones or tulips.
- The committee proposes to provide video access to meetings via Zoom, once we are confident that the setup is satisfactory.
- Geoff Bott will video meetings and post these to the Facebook page.

Geoff Bott advised that he has assembled over 10,000 photos of past CRC events onto a hard disk drive. He is in the process of collating these, and asked for volunteers to look through them to put names to faces. Geoff also has custody of instructions from past events, which have been donated by Mike Batten, and a USB of Jeff West's events. These may be candidates for re-running.

John Cooper advised that Motorsport Australia requires all event officials to obtain a Working With Children Check

(WWCC) for NSW or a Working With Vulnerable People (WWVP) Registration in the ACT. To comply, licence holders must provide evidence via email of a valid WWCC or WWVP to [Motorsport Australia Member Services at info@motorsport.org.au](mailto:info@motorsport.org.au) by 31 May, 2025. There is no charge if the check is utilised only for volunteer work but there is a fee if it is used for any paid work.

The President stated that the Club should start a register of the MA official licences held by members. The secretary advised that this information could be incorporated into the membership database and undertook to look into this.

Action By: Secretary

Paul Morton advised that the 2025 Rally Retro event in Melbourne has been cancelled but Laurie Mason's tour will still run to Melbourne.

Members' Upcoming Events. The following events will be undertaken by members in coming months:

- Warren Herrick and Glenda Jackson will participate in a rally in India.
- John Henderson and Lui MacLennan will compete in the 2025 Peking to Paris Rally.
- Glenn Evans was invited to tell the meeting about his upcoming trip to India in April, to participate in the Rickshaw Run and to raise funds for Sambhali Trust, a charity in Rajasthan which works to improve the lives of women, girls and the marginalised.

Item 10: Close.

There was no further business. The President closed the meeting at 8:48 pm.

Alan Walker Glenn Evans
President Secretary

CRC CHAMPIONSHIP POINT SCORE 2025

Masters Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
David Stephenson	40					40	1st
Edel Dhondy	38 (m)					38	2nd
Graham Pettit	36					36	=3rd
Andrew Inglis	36					36	=3rd
David Shaw	34					34	5th
John Cooper	0						6th

Masters Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Mike Stephenson	40					40	1st
Alan Walker	38 (m)					38	2nd
Phill Stead	36					36	=3rd
Martin Leaver	36					36	=3rd
Ray Arthurs	34					34	5th
Ross Warner	0						6th

CRC CHAMPIONSHIP POINT SCORE 2025

Apprentice Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Rob Panetta	30					15	1st
Bruce Miller	28					14	2nd
Bob Morey	26 (m)					13	3rd
Michael Brandt	24 (m)					12	4th
Joyce Lawrence	22 (m)					11	5th
Helen Oste	20 (m)					10	6th
Murray Baker	16					8	7th
Geoff Bott	14					7	8th

Apprentice Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Lauren Walker	15					15	1st
Andrew Taurins	14					14	2nd
Teresa Morey	13 (m)					13	3rd
Marina Thiveos	12 (m)					12	4th
Susan Genner	11 (m)					11	5th
Toby Oste	10 (m)					10	6th
Nikki Baker	8					8	7th
Glenn Evans	7					7	8th

CRC CHAMPIONSHIP POINT SCORE 2025

Tour Drivers							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Doug Barbour	20 (m)					20	1st
Steven Davis	18					18	2nd
Stephen Annabel	16					16	3rd
Dennis Oste	13					13	=4th
Frances Stephen-	13 (m)					13	=4th
Greg Yates	10					10	6th
Chris McDonald	8 (m)					8	7th
Michael Malgo	6 (m)					6	8th
Ryan Shaw	4 (m)					4	9th
Frank Dess	0					0	10th

Tour Navigators							
	Round 1	Round 2	Round 3	Round 4	Round 5		
	Ire of Man	SCRT	Tour d'Course	Sheep Station	Alpine Classic		
	2 day	2 day	1 day	1 day	2 day	Points to date	Position to date
Competitor							
Xanthea Boardman	20 (m)					20	1st
Rochelle Prattley	18					18	2nd
Jayne Annabel	16					16	3rd
Karen Yates	10					10	4th
Geoff Hemsall	6 (m)					6	5th
Shelly Shaw	4 (m)					4	6th
Wendy Dess	0					0	7th

CRC Event Calendar 2025

Day	CRC Championship Events	Other events / notes
January		
Tuesday 28th		Club Meeting (Hawaiian shirt night!)
February		
Saturday 15th	Ire of Man TT (NA)	CRC - Martin Leaver, Andrew Inglis
Sunday 16th	Ire of Man TT (NA)	CRC - Martin Leaver, Andrew Inglis
Tuesday 25th		Club Meeting
March		
Thursday 6 - 8th	HRC - Tour of the Western Slopes	Historic Rally Club NSW
Tuesday 25th		Club Meeting
April		
Tuesday 22nd		Club Meeting
May		
Saturday 17th	Southern Cross Reliability Trial	Drivetek Motorsport
Sunday 18th	Southern Cross Reliability Trial	Drivetek Motorsport
Tuesday 27th		Club Meeting
June		
15th or 22nd	Tour d'Course	AROCA / CRC - Martin Leaver
Tuesday 24th		Club Meeting
July		
Saturday 19th	Hidden Gems TOUR	CRC - Glenda Lawrence/Warren Herrick
Sunday 20th	Hidden Gems TOUR	CRC - Glenda Lawrence/Warren Herrick
Tuesday 22nd		Club Meeting
August		
Sunday 17th	CMC display Day	
Tuesday 26th		Club Meeting
September		
Sunday 7th	Sheep Station Reliability Trial	Drivetek Motorsport
Wednesday 17 - 20th	HRC - 'Tour of the High Country'	Historic Rally Club NSW
Tuesday 23rd		Club Meeting
October		
Saturday 18th	Alpine Classic (25th Aniversary)	CRC - Alan Walker
Sunday 19th	Alpine Classic (25th Aniversary)	CRC - Alan Walker
Tuesday 28th		Club Meeting
November		
Tuesday 25th		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 Third Party insurance cover both at a very reduced cost. The Classic Rally Club is very grateful to the RMS and the 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 an accord between the RMS and individual car clubs
2. An annual signature and club stamp required to ensure you are a financial member of the CRC RMS Form for HVS 1259
3. 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
4. Rally Registration for outright rally cars, note this is the only way cars with full roll cages can be registered in NSW.

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

Procedure for renewing at the RMS:

- **Get a pink slip. (The preferred option) You need to send a copy of the pink slip to me.**
- **A return stamped address envelope would be appreciated.**
- **Fill in the Historical Vehicle Declaration and mail to me. Email copies not permitted by RMS. Alternatively you can complete the writeable PDF on the RMS web 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 post your Conditional Registration renewal and pink slip to RMS or Services NSW for processing.**

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

Club Rules in addition to RMS Conditions

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

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

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

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

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

In addition to the RMS costs the Classic Rally Club 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.