

Rally **Directions**

Meetings : 4th Tuesday of Jan to Nov from 7:30 pm
Denistone Sports Club 59 Chatham Road West Ryde

April 2009

CRCers Loving their Beasts



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The Official Organ of the Classic Rally Club Inc (Affiliated with CAMS)
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Scrutineers

Please remember that these people are volunteers and carry out the scrutineering role as a service to fellow CRC members. If you are using a regional scrutineer please take a scrutineering form appropriate to the event.

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BRONZE

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John Henderson

BRONZE

Killara/Bathurst

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Tim McGrath

BRONZE

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Rob Panetta

SILVER

Killara (H)/Brookvale (W)

W: 02 9939 2069 or M: 0418 963 091

Wayne Patterson

SILVER

Blaxland

M: 0418 200 949

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BRONZE

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BRONZE

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Please make phone calls before 9.00 pm

Deadline for next Newsletter - Wednesday 13th May 2009



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.

Ms Prez Says

Welcome to April and the start of the cooler months for the rallying season. We've had no rallies this month but the CRC fraternity has not been (and will not be) idle. The long Easter weekend saw many members heading over the mountains to Bathurst for the running of the Festival of Sporting Cars meeting on Mt Panorama. Manning the dummy grid were Glen Innes, Kevin, Brian & Lawson Elliott, Narelle Beacham, Ron Cooper, Carol Both and Lui MacLennan. Many of you will remember Kaye Kilsby from the old Mountain Rally days and she flew up from Melbourne just to help us out. Tony Shepherd from Orange was on a flag point, Bathurst local, Jeff West was acting as a CAMS Steward and Joyce Innes was up in Results. The dulcet tones of both Kay Harlor and John Young were heard being broadcast over the loudspeakers and I suspect anyone listening to John's commentary would have thought that the entire event was under the control of the CRC. One had the impression that most of the entrants were CRCers as well!! And of course, there were many of you on the track. Seen lining up at the start were Gerald Lee, Henry Stratton, Alan Cummine, Philip Mitchell, David Livian, Danny Castro, Gary Beacham, Brian Todd, Bruce Grant, Vince Harlor, Tony Hudson, John Cooper and honorary CRCer Andrew Crawford. I hope I haven't missed anyone. Apart from all our club members running, in the field of 450 entrants, there were also many friends from other clubs. There was some seriously tasty machinery on show and it was a fantastic weekend, despite the unpredictable weather and the whole thing was only made better by the social side of things. Up to seven of us were accommodated at Womboyne Park (4 star camping) and an official meeting of the Bathurst chapter of the CRC was held at Uncle Joe's Pizza on the Saturday night. Lots of fun!!



putting that on the track.

Again not a CRC rally but coming up at the end of April is Targa Tasmania. On the official side of things, Carol Both, Peter Grant, Tony Shepherd and Alan Watson will form one of the timing teams and Jo Vettoretti and myself will be donning the CRO yellow jacket, yet again. Running against the clock, we have Ashley & Peter Smith, Mike & Paul Batten, Ernst & Sonja Luthi, Wayne & Dianne Gerlach, Dominic & Kim Votano, Geoff Bott & Brian Foster and Kerry Smith & David Kirkby. With everything from Peter Smith's gorgeous 1958 Austin Healey Sprite to Dominic's

2005 Mitsubishi Lancer Evolution IX, I think we have just about everything covered. A huge good luck to all of you from all of us – I know you'll do the CRC proud and we look forward to hearing the stories on your safe return.



Well, we do have a rally club to run and coming up on 24th May is the Tour d'Corse. I'm sure Alan and Tony have put together something pretty special, so make sure you get your entry in soon. Following that there's the June weekend away to see the old birds fly at Temora. It was a great success last time we went, so if you're thinking about going, give Tony Kanak a call soon.

At the April meeting (which a few of us will be missing due to Targa) Bruce Garland will be our guest speaker. Bruce has recently returned from South America, where he and Harry Suzuki finished 11th outright in the gruelling 9,500 km Dakar Rally in an Isuzu diesel D-MAX Ute. A fantastic result for an Aussie team! Bruce is also a many times winner of the Australian Safari and he will have some serious stories to tell. Don't miss it!

See you all on a rally road soon.

Lui



My favourite car was definitely the original 1955 D Type Jag of Keith Berryman. He's a brave man

Short Cuts

Firstly a bit of sad news, unfortunately after next month mystery member will no longer be appearing in the newsletter. I have one image left after this months' and therefore will no longer be able to include this as a feature each month. The large stockpile that Gerald left me with has been depleted and I have received very few new images during my time as editor. If you have some to send through, can you please do so as a matter of urgency. These can be emailed to me, posted to me (please include a return postage address), or given to either myself or my parents at club meetings. Hopefully we won't have to miss out on this fun part of the newsletter for long.

I'd like to apologise to those people who tried to submit items for the April issue. Unfortunately I had to bring the deadline date forward somewhat in order to arrange the newsletter around my work commitments. Due to the nature of my career, this will often happen with the newsletter. I ask that you all please be patient and understanding with regard to this as it is something which I cannot help. If you are unsure of a deadline date, you can either refer to those dates listed on the website, or contact me. It is also listed on the inside cover of the previous months newsletter.

Below is a little snippet I received from a Classic Rally Club member who would like to remain anonymous for his or her own safety.

"On the Riverina Run a manned passage control on Sunday afternoon displayed an 'M' board instead of 'P' board. On seeing this a certain Porsche driver & Alfa navigator were quite excited. They hoped the event had been finished early for some reason and that they would be able to partake at the renowned Lynwood Cafe which was just over the road." - Anonymous.

Membership Report

There are still quite a lot of members who have not renewed for this year. As of now these people are not members of the club. Please send in your renewals urgently if you intend to continue in the club.

Welcome to new members

- Shane & Jennifer Navin (Glenbrook)
- Hein & Beverley Vandenberg (Roseville)
- Mark, Gabriella, Jordan & Jayda Forbes (Holsworthy)

That's all this month see you at the meeting or on the Tour d'Corse.

Ian Packard
CRC Membership Secretary

APRIL MEETING

April 28th 2009

Bruce Garland will be our guest speaker at the April meeting (28th).

He will talk about his recent Dakar Rally experience as well as the various cars he has rallied during his career.

The deadline date for next month has been brought forward, please make note of this if you are wishing to submit anything. Thanks for your consideration.

Renai

Mystery Member



This months mystery members recently won their first rally as apprentices. Seen here celebrating a wedding, this month they celebrate the anniversary of their own.

If you've got any newsy snippets about CRC members or classic rallying please email the Editor

Husband and Wife the perfect Targa pairing

Media Release for Targa Tasmania - Written by Peter Whitten

Driver and co-driver. Best friends. Husband and wife. It's not often that the three terms go hand in hand, but that's the case with New South Wales Targa Tasmania competitors Wayne and Dianne Gerlach.

The 58-year olds will line up for their third Targa Tasmania, driving their 1974 Porsche 911 in the C1 class for standard cars.

The talented Gerlachs have notched up an impressive list of competitive outings in recent years, including fully pacenoted events such as Targa and Classic Adelaide, as well as navigational challenges with the Porsche Club of NSW and the Classic Rally Club.

"Dianne and I have competed on a wide range of classic navigational rallies and speed events," Wayne said. "We're husband and wife, and best friends - although that is sometimes tested inside the rally car," he admits.

Their 2.7 litre Porsche 911 has been maintained as virtually a standard road car after being used by a few careful owners since it was made in 1974. Aside from the necessary safety equipment, the Porsche sports no performance modifications or wild aerodynamics, in order to keep it within the C1 category.

Wayne and Dianne entered the Targa Rookie Rally in 2007, and were soon hooked. They competed in the full Targa in 2008, and are back for more action and enjoyment this year.

"We're aiming for a Targa Trophy by doing every stage inside the designated trophy time," Wayne says. "As we run a C1 classcar, we'll never be at the pointy end, but the enjoyment is immense.

"We use commercial pacenotes, checking them beforehand when we spend time in Tasmania a few weeks before the event."

They admit that the attraction of entering Targa is the fun, the thrills, and the real buzz that they get from competing. Wet or dry, they enjoy the event to the fullest, with the adrenaline getting them from start to finish.

"Each day is a bit harder, but the adrenalin keeps us going strong. It's a blast," Wayne says. "Targa Tasmania has great roads, great cars, great officials and competitors, and huge local interest all the way. It's a real top event."

With sponsorship from Peter Lehmann Wines and Tyrepower Rosebery, the mother and father of two can't wait for the end of April to roll around. Their Porsche will be serviced by Grant Geelan's Autohaus Hamilton, which also looks after the Porsche of Classic front runners Bill Pye and John Ireland.

The Gerlachs are the perfect advertisement for Targa Tasmania. No matter what your age, level of ability, the size of your cheque book or the result you're after, Targa offers something for everyone.

And just to ensure the Gerlach name will be around tarmac rallying for a few years to come, one of their children has just bought his first classic rally car - a 1973 Ford Escort RS2000.



Targa Tasmania gets underway with a prologue around the streets of Georgetown on Tuesday, April 28. The event proper begins in Launceston on April 29, with overnight stops in the city until Saturday morning. The event then moves to the west coast town of Strahan for one night, before finishing in Hobart on Sunday, May 3.

Australia's ultimate tarmac rally has

attracted over 250 entries, from six countries.

Tour d'Corse – 24th May 2009



Join the Alfa Romeo Owners Club of Australia and friends for the Tour d'Corse – a Touring Assembly with 3 levels of navigation – Masters, Apprentices and Tour. The event will be an un-timed navigational event with straightforward instructions, covering a distance of around 300 kms on 99% sealed roads.

The roads used are some of the best driver's roads within a reasonable distance of Sydney and travel through some beautiful countryside. Tour competitors should bring cameras as a photo opportunity will be provided during the event.

The Tour d'Corse has a well deserved reputation for fine coffee and food, and this event will be no exception. A gourmet lunch will be provided at the Jamberoo Valley Lodge resort.

Masters will be provided with the usual navigation problems sufficient to determine a winner.

Apprentices will be given the same instructions as the Masters but with advice to navigators to ease the brain strain.

The Tour category will be provided with simple route charted instructions.

The start and finish will be at the Mittagong RSL Club where breakfast can be purchased from 6am. The first car will be away at 9.30am. Lunch, which is included in the entry fee, is after around 150 kms.

All official maps will be supplied and all CAMS affiliated clubs are invited.

The Supplementary regulations are available on the AROCA and CRC websites. Please direct any enquiries to Tony Wise on 0417 211 848 or tmwise@bigpond.net.au

Riverina Run - 7 to 8 March 2009 (A Masters Perspective)

By Pam and Allen Watson

Westie has gone soft! There were 3 Masters winners, 3 Apprentice winners, and 7 Tour winners all on 0 points – before the tie-breaker came into play - in a remarkably low scoring Riverina Run.

It was quite a 'National' event with competitors from Queensland, Victoria, Narromine, ACT and NSW. Many chose to spend the Friday night in Goulburn and got together at the Lilac City Motel or the Goulburn Workers Club – although having been given 3 full sized Army Survey maps at registration there was work to be done by those who like to check out the maps.

There was fog in Goulburn when around 80 competitors and officials gathered to hear Westie's Wise Words, but it soon lifted and the weather was perfect for a drive in the country in a favourite car.

The morning started with a loop over Goulburn and then up to Taralga where we traveled along most of the roads in town (except Walsh St) seeing many of the other competitors crossing intersections but not making any right hand turns. We then headed north on unfamiliar roads through Paling Yards and Porters Retreat, and ended up for lunch at Newbridge Public School.

The afternoon commenced with a convoluted story about Westie's cousins Barry and Neville and 'Uncle' Athol and who wanted to do what and go where with whom, and we ended up where 'Uncle' Walli lived. Then we traveled south on great roads around Wyangala Dam which was very empty. Next came a challenge to cross 5 railways lines. We spent a great deal of time plotting in circles around Billimari, but ending up with 4 or 6 crossings, until we thought a long way outside the square and found another crossing near Cowra. We all spent the night in Cowra, where the meal at the Services Club was excellent, and we all enjoyed the camaraderie.

We were all resigned to having to plot a Westie Circular Herringbone, and, as expected there was one on Sunday Morning to take us from Cowra to Young. It had 3 railway crossing in succession, so wasn't as diabolical as some to plot. The route went near the most magnificent property named 'landra', where those who went to Temora last year had visited. We then

had another plotting of railway crossings, but with the experience of the day before we started thinking outside the square. Unfortunately a bridge was being repaired and we were unable to visit Kingsvale, but Westie sorted out a new way very promptly and we resumed the rally in Harden-Murrumburrah, before heading to more familiar territory and lunch at Binalong.

After lunch we were on the home run back to Goulburn. We visited familiar places such as Jerrawa and Dalton, and some new roads down to Collector. This was followed by a 'map trace' which took us on about 6 kms of beautiful dirt road before joining Braidwood Road and heading for Goulburn.

The 'Tie breaker' of the driver having to travel exactly 1 metre decided the placings. Alan and Pam Watson were winners of the Masters by 6 cms from Robert Panetta/Mike Stephenson, and Peter Thompson/David Booth.

Kim and Ross Warner were winners of the Apprentices by 5 cms from Tony Wise/Alan Walker and Pip and Gordon Lennox. In the Tour Peter and Tammy Cale beat Brian Madigan/Steve Maher and John and Wendy Cooper.

It was good to see some Apprentices make the change to Masters. As far as we know the only car with a major problem was that of Michael Olsson and Harriet Jordan with a wheel problem. Michael stayed the night in Yass, and Harriet caught the train home.

In summary, this was a very well organized rally where lots of work had obviously been put in to make it a success. The fantastic driving roads made the event a pleasure for competitors. Westie and all the officials involved deserve to be thanked and congratulated for an excellent, well run event.

A View Through the Headlights (The Riverina Run)

By the Bootylicious Triumph (Heather Dux)

I thought you might like to have an idea of what I go through in the lead up to, and during a Classic Car Rally. In the weeks before, I am tinkered with dementedly, my oil is changed and I'm constantly being refined. My person, I think his name is Don, drives me 60 ks north to Warwick to visit another car nut whose name seems to be CAMS. He pokes and prods me, getting very personal at times and then writes out a wellness certificate. After all this hoo-ha, my person then drives me back to Amiens; I suppose I shouldn't grumble, at least my circulation gets going. Then, there is further treatment. My person cleans me out inside [as if I need it], washes and polishes my outside and generally pampers me for days.

On the morning we leave, I must be ready fairly early because we have to be in Gloucester for an overnight break. This can be a risky business because there are lots of the bully boys on the road, gravel trucks and cattle trucks. They don't like me because I'm so beautiful so they throw gravel and stones at me hoping I'll get as grotty as they are. My person found a playmate along the way. The country before Gloucester is very hilly and winding and this little playmate also loved driving in such places. He had a load of wood in a trailer but that didn't stop him from driving like Jack Brabham. My person was in his element. He followed this playmate up hill and down dale, around corners, over crests and generally had a ball. After many miles we came up to a [naughty word] slow truck laden with bales of hay!!! My person is fairly even tempered until he comes across 'Sunday drivers', slow trucks, country drivers who dawdle out in front of you from a street on the left or right when there's no other car in sight, and lady bowlers. This makes him very snotty!

When my person looked at me the next day, there was a crack in my windscreen! One of the bully boys had chucked a stone at me and that means replacement surgery. So I'll have to visit assistant god Greg of Tunstall, who lives in Brisbane, to find the best windscreen hospital for my operation.

We arrived in Goulburn on Friday afternoon and went to the Sports Club for my person to register me for the Riverina Run. My person's person [her name is Heather and she's very nice] was with us because she tells my person where to go. It's called navigating and she has to be the brains of the outfit, after me. We left Goulburn on Saturday morning and we went to so many places, I nearly got dizzy. My person has this peculiar way of driving, he goes like a bat out of hell then slows down and veers to the side of the road and then tears off again. It's a bit like hiccups but I think his person is getting answers to questions.

Some of the roads are a bit rough and have large holes in them which my person tries to miss for my sake but sometimes, even he gets caught out. One time we hit this hole and I swear I was airborne and my four wheels were in the air at the same time. I was sure when I landed I'd have my wheels splayed in all directions and suffer, if not a groin, at least a hammy. I began praying to the great god Shannon to protect me and my person and his person from the rigours of the road.

When we took off from Cowra on Sunday morning I could hear my persons discussing wombats and carrying on like teenagers, giggling and being a bit juvenile. I was a tad mystified but it seems one of the questions which had to be answered was the name of an animal on a roadside sign. My person and his person thought it was a wombat and wrote that down. Apparently, it was a koala but not one we are used to. This one was a picture of a koala walking across the road! Where we live, they are all depicted as being in a tree. Now, personally, I've never seen a koala in the middle of the road sitting on its bum, so as I'm the one likely to run over the blessed animal, I should be shown what one looks like when it's walking on the ground. That way I've got a slim chance of missing it. My person's person has made up a joke just for Jeffery and Gerald -

Q. When is a wombat not a wombat? A. When it's a koala pretending to be a wombat.

I think you must have had to be there, it doesn't seem funny to me.

I love these rallies because I get a good run and can get all the cobwebs [my person doesn't think I have any but he can't see everywhere] cleaned out. I also love the way so many people come up and admire me and I preen myself and blink my headlights whenever I can. My person has decided that he is going to get me a big sister to stop me from being lonely. I share my shed with a Triumph TC but she doesn't count. Her paintwork is chatty and she's on blocks at the moment and I don't think she should be in the same area as me because I'm prettier. My person is buying a Stag which is more my style and I won't mind sharing with her. You have to be careful these days. Sometimes people have no thought for excellence and will leave anything near you.

There is a Rally in August for which I think I'm going to be overlooked in favour of the Stag! I hadn't thought of that; maybe I'll have to throw a tanty to make my person change his mind. Anyway, until I see all of you again, that's it for now.



2009 MG CLASSIC - SAT 8 & SUN 9, AUGUST



If you only get to run one rally per year this one is for you!

The 2009 MG Classic will commence at Gosford on Saturday, 8 August, overnight in the Raymond Terrace area and finish near Gosford on Sunday, 9 August early afternoon.

4 categories to suit all entrants:

1. Masters – for the experienced competitor
2. Apprentices – as Masters but with some help in navigation
CAMS Licence required
3. Tour – a fun run with similar course to above
4. Supporters – for the driver or older car who does not want to travel the full distance.
Join the coffee cruise to vantage points and cheer on the competitors
No CAMS Licence required

Classes 1 & 2	\$390 Per Car (Driver and Navigator)
Social Tour 3 & 4:	\$365 Per Car (Driver and Navigator)
Additional Crew	\$130 per person

INCLUDES:

Saturday: Breakfast and lunch for TWO
Evening Meal and Twin Share Accommodation for TWO

Sunday: Breakfast and Lunch for TWO

Rally pack and maps

Entry forms along with Supplementary Regulations and the vehicle scrutineering sheet can be downloaded from the following web sites when approved by CAMS;

www.mgcarclubsydney.com.au
www.classicrallyclub.com.au

Where you do not have access to download the entry details, please contact either Robert or Jim on the contact details listed below or register your interest and details will be forwarded.

Regards

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The Last Great Race

By John Henderson

This isn't about cars. In early March, technically spring in Alaska, Glennie and I went to Anchorage to see the start of what is billed as the Last Great Race. At that start were 1072 of the fittest endurance athletes that the world has ever seen. They were grouped in teams of 16 and the only purpose of each team was to pull a sled, provisions and a human musher 1049 miles (1678kms) through snow, ice and two mountain ranges from Anchorage in south central Alaska to Nome on the western Bering Sea coast. The athletes are sled dogs and the Iditarod, the last great race, is all about the dogs.



The fastest race time in history was just under 9 days and the slowest over 20 days. This includes a compulsory 24 hour and two 8 hour layovers. That's moving pretty quickly over what can be seriously horrible and inhospitable icy terrain. Each of these little dogs – and most aren't a lot bigger than a large kelpie – will burn 3 times the oxygen that Lance Armstrong uses when racing flat out. They will consume over 10 000 calories each day.

Iditarod 2009 is the 37th time the race has been run. It was started to commemorate a sled team that took anti-diphtheria serum from Nenana, 220 miles north of Anchorage to epidemic-stricken Nome in 1925. It was the only way to get it there and it saved the town.



Alaska is different. It isn't PC. There aren't all that many roads in what is the biggest state in the union. If you don't drive a big 4WD, you are stupid. Outside of Anchorage the only 2WD cars I saw were either turned over in a ditch or were equipped with seriously chunky studded tires. Even in our 4WD we had the odd traction issue. On icy roads semi trailers wear chains all the time. Some people even have chains that slip under their boots to stop them falling on the icy pavements.



And fur – it's really not a fashion item. Everyone wears it in some form or another. Even the US army issues fur-lined parkas to its arctic troops. Surprisingly science hasn't invented anything that is as good for protecting people against the cold as fur. Mink, fox, reindeer....the list goes on.

We saw the ceremonial start in Anchorage on March 7 – lots of atmosphere and 1000 crazy animals all wanting to race! For some reason that remains unknown, we acquired VIP passes – rather like pit passes - which allowed us access everywhere. The event was opened by Governor Sarah Palin (who else?). Security was surprisingly non existent. I was so close that I seriously could have shot her – with a pistol purchased easily at one of the many sports stores in town!

The real start was at Willow Lake north of Wasilla (Sarah's home town) and about an hour's drive north of Anchorage. The lake is over one kilometre square and was frozen solid to a depth of at least 60 cm – we could see that deep in the cracks!

The weather on the way out was beautiful. Blue sky and vivid white snow. We ignored the various roadside signs showing the temperature being around 20F (-7C), thinking it might warm up during the morning. Of course it didn't. But no worries, we'd skied all through February in Colorado at those temperatures. It turns

out that the exercise of skiing is quite different to standing around in the snow on a frozen lake. We thought we were pretty well prepared – Glennie had her fur-lined oilskin leather boots complete with toe warmers, three-layer gloves with finger warmers and enough body layers to obliterate her shape. I had similar clothes but thought my hiking boots with thick ski socks would be enough. Wrong. After an hour I didn't know whether I still had toes attached to my feet. All I could feel was a painful void at the front of my feet. I was seriously under-booted. Looking around at the assembled crowd of 10,000 or so locals, footwear of choice ranged from knee high, totally fur covered boots down to the sort of boots you see lifties in ski resorts wearing. Not many hiking boots! Clothing tended to favour heavy parkas, ideally fur lined, or Carhartt workwear. Carhartt clothes are made of a super heavy denim that makes Levis look like they are for prom queens.



Our treasured VIP passes got us into the entrants' area where the last minute preparations and sled loadings were going on. There was a group of vets going around drug testing and checking the dogs. Mushers were dressing up in layers of furs and arctic gear designed to help them survive possible -50F temperatures and blizzards. The dogs got their last minute meals and had their ice booties put on. The atmosphere was a barking boiling maelstrom of organised chaos.

About half an hour before the start, the media (and us) were asked to leave the entrants' area. We moved on past the start to join the crowds watching the teams leave. They go at 2 minute intervals, a bit like one of our rallies, only 16 dog power doing all the work. All

wonderfully exciting stuff. If ever you get a chance to go to Alaska in March, don't give it a moment's thought: just jump at it!

ATC

AUSTRALIAN TARMAC CHALLENGE

ARE YOU READY FOR THE CHALLENGE?

You are invited to attend the launch of the
2009 Australian Tarmac Challenge Series

Date:	Friday 4th May, 2009	Rsvp:	Sharon Emman
Venue:	Golden Spring Cars Showroom	Phone:	5419 616 616
	9-11 Claremont St, South Yarra	Email:	sharon@magneworldsprinting.com
Dress:	Smart Casual	Date:	Monday 4th May, 2009
Time:	6:30pm till 8:30pm		
MC:	Channel 9's Karl Stefanovic		

www.austlii.com.au/atcchallenge.com

As the bus stopped in Adelaide Street and it was her turn to get on, she became aware that her skirt was too tight to allow her leg to come up to the height of the first step of the bus.

Slightly embarrassed and with a quick smile to the bus driver, she reached behind her to unzip her skirt a little, thinking that this would give her enough slack to raise her leg. She tried to take the step, only to discover that she couldn't.

So, a little more embarrassed, she once again reached behind her to unzip her skirt a little more, and for the second time attempted the step.

Once again, much to her chagrin, she could not raise her leg. With a little smile to the driver, she again reached behind to unzip a little more and again was unable to take the step.

About this time, a large Brisbane Detective Sergeant who was standing behind her picked her up easily by the waist and placed her gently on the step of the bus. She went ballistic and turned to the would-be Samaritan and yelled, 'How dare you touch my body! I don't even know who you are!'

The Sergeant smiled and said, 'Well, lady, normally I would agree with you, but after you unzipped my fly three times, I assumed we were friends.'

Love The Beast

By Peter McAlpine

Our beast or as I call her, the “dinosaur” is a **1966 Ford Mustang Coupe**.

Quick Spec: 302/5Lt Windsor V8

400 hp at the flywheel

4 speed top loader gearbox

9 inch diff with 3.7:1 ratio

Armstrong steering – no power assist.

Top speed approx 200kph

Why we chose this beast?

Because I grew up with Fords all the way through. My father had numerous V8 Falcons and Fairlanes as well as XR8s in more recent years. Also as a kid, Allan Moffat was my hero so it simply had to be a V8 muscle car from the Ford factory.

Our 66 Mustang has natural charisma and plenty of charm. We purchased the car in 1999 and soon after began the restoration and transformation into the tarmac rally car you see today. Painted red with white stripes, it sure has the WOW factor.

The Driving Experience.

Driving the Stang requires a degree of brut force to show her who's boss. She is quite happy turning into corners with lots of “tyre wearing” negative camber. Stamp the throttle and she's happy to wag the tail. Overtaking not as fast rally cars on a country road is exhilarating to say the least. So you can see why we “Love the Beast”.

Happiest on the track at full noise. CRC drive day at Wakefield Park.

Next Months Love the Beast: I nominate Ian Packard and his new V6 Capri.



Riverina Run

Images By John Southgate



Riverina Run

Images By John Southgate



The Fat Quarter Trail

28-29 November, 2009

A weekend of classic motor cars and textile quiltery and craft

Lock in this weekend for your partner to enjoy her interest and your company in travelling through a Quilter's Paradise of the Camden, Picton, Southern Highlands, Braidwood, Goulburn, Bungendore and Queanbeyan areas.

Visit and spend time at the 2009 Braidwood Quilt Event, *The Airing of the Quilts.*

Overnight in Queanbeyan.

Drive some of the best country roads available and see some very interesting motor vehicles, all rolled into one weekend.

(Secure Brownie Points for the 2010 rally season.)

More info later.

Expressions of interest to John and Wendy Cooper, 0414 246 157.



Christmas in June

Winter Lunch Run, Sunday 28th June 2009
 The starting point will be the Ettamogah Pub at Kellyville Ridge, winding our way through the scenic routes of Windsor and Kurrajong, finally making our way to the beauty of the Blue Mountains at the Wayzgoose Café for lunch in Leura. Costs will be \$25 per person and \$15 per child. The duration of the event will be around 3 hours and distance approximately 150 kilometres.

All enquiries to Brian Madigan
 Mobile: 0400 736 637

Email: madtoonies@bigpond.com





A MINUTE WITH*Lui MacLennan*

Nickname:	How about the real one?? Julia To my bro, Jules
Member of CRC since:	1996
Driver or navigator and why?:	Navvie at heart – just love the challenge of a good puzzle
Favourite Rally as a competitor:	Kosi Classic – heaps of fun staying in the old jail and fab roads
First Car/Current Rally Car:	1966 Mk I Mini Cooper S / 1970 Mk II Mini Cooper S
My Dream Car:	Audi R8.....this week – it changes a lot
Favourite Racing Car Driver:	Gotta be Gentleman Jim
Favourite - Movie	“The Man who would be King”
- Actor/ Actress	British Classics – Sean Connery & Dame Judi Dench
	Aussie Moderns – Geoffrey Rush & Cate Blanchett
- Food	Sushi, prawns, mangoes and cherries (but not all at once!)
- Drink	Beer.....just kidding!! Vino blanco and the occasional malt
Favourite Place to Visit in NSW:	Lord Howe Island – serious paradise on earth (by NSW standards)
Other Interests/Hobbies:	Family & friends, travel, officialling, genealogy, history, reading, puzzles (crosswords, both straight & cryptic, sudoku), sewing!!
What would you do with \$100,000:	Give it to my kids – it’s the only chance they’d have of living the champagne lifestyle they crave on the beer budgets they have
My Pet Hate:	That rude so-and-so who doesn’t acknowledge me letting them into the traffic – it doesn’t take much effort to give a casual wave
My Greatest Fear:	This is going to sound really dumb, as I live in a four storey townhousefalling down stair
Five words that describe me:	That’s a toughie - orderly, analytical, honest (some say brutally!), efficient & lazy (have to be efficient to get away with being lazy!)

Bini Beats Bug - Again (bugger)

By Steve Maher

The 2009 Riverina Run was the first event on the Classic Rally Club calendar and Round 1 of the Club Championship. For Brian Madigan and I in the 73 blue VW Bug it was our first time having a go at what some may call "Westys Revenge". In the end some could have called it "Westys Western Wimpout". Harsh words you may say, well you're probably right, and anyway the one thing that can be said is that Event Director Jeff West had the whole field of 37 crews across 3 divisions completely psyched out expecting a very tough event. And yet no one could say it was easy.

Brian and I had once again entered Tour Level which of course meant we were competing against half the field including expert tourists like the Coopers in their MGA, the Richardson's in their Cortina Mk11 GT, the Smiths in their Prince Skyline GT and the Cales in their Bini (BMW MINI). The Bini beat us in the final rally last year, the Alpine Classic, winning Tour Level with us in second so **WE HAD TO BEAT THEM**. Sorry, I get a little excited. Ya, anyway Brian and I trundled down to sleepy Goulburn on Friday afternoon in the Bug so that we would be fresh for the start of the Riverina Run bright and early on Saturday morning. The Gordon Hotel was warm, clean and cheap, just the way I like my women, but I digress. Many a rally crew indulged in the culinary delights of the Steakhouse in Goulburn and some great camaraderie, all looking forward to the competition ahead.

Saturday morning dawned to what was to become brilliant rally weekend weather wise. The Start Master Control was in the car park of the Goulburn Workers Club Sports Arena and scattered around were the 37 rally crews along with numerous event officials not to mention a fairly stunning array of classic motor vehicles (and a few moderns). The one that really took my eye though was the restored black Austin 1800 ute, quite stunning. It was the sweep car for the event. The Tour group was first away and it was good to be finally on the road. Today we were to cover around 500kms and wind up at Cowra for the finish of day 1. The details of the days running are a bit hazy but Taralga does come to mind. A small dot on a large map with a total of about 8 streets make up this tiny town. We used about 6 of them over and over again in varying directions, literally drove us around the bend. The locals must have thought it was an invasion by some misguided aliens in strange looking ground based motion appliances. Lunchtime was also an eye opener as we found out the back of our lunch venue was a genuine Torana LC GTR sitting in an old shed. This car obviously hadn't seen the road for some time but what a great restorer. The day ended with a tiebreaker driving test. Saturday nights evening meal was at the Cowra Services Club where after a great dinner and a few

speeches the progress results were posted up. In the Tour there were 9 clean sheeters thankfully including us. The Bini was there too as were all the top Tourists. Surprisingly the Apprentices had 3 clean sheeters and Masters had 6. Most agreed this was unprecedented for a Jeff West rally. Many seasoned rally crews were convinced that Westy was playing with us and Sunday was going to be a killer. He was trying to lull us into a false sense of security and they weren't about to be fooled into this. It was virtually agreed unanimously that Sunday was going to be tough. All we were concerned with was ensuring that we continue to not lose any points. Obviously any points loss on Sunday would knock us right out of contention.

Sunday dawned another perfect day and approx 400kms lay ahead of us for the run home to the finish back in Goulburn. Again Tour was first away. All was going well until we came upon a Passage Control where a number of rally cars were parked with crews mulling around. A quick word with those in the know and it seemed the local Council had decided to tear up a piece of road in the week before the rally making it impassable. Westy immediately set off to find an alternative route for the rally leading into lunch. It only took him 15 or 20 minutes and we were back on the road again. Without a doubt the stand out piece of road for the weekend was after lunch on the road from Gunning to Collector, could have been the old Hume Hwy. I'm not sure but whilst we had the Bug cruising along all I could think of was Leyland 4.4ltr V8. The old P76 would easily lap up miles and miles of this stuff, ah maybe next year.

Finally Goulburn's outskirts came into view and the end was in sight. Brian, the Bug and me cruised the back streets to the finish back at the Goulburn Workers Club Sports Arena and there is where that agonising wait takes place waiting for the provisional results to be posted. The first good news was that we had clean sheeted the Sunday section of the rally as well and now it remained to see who else clean sheeted and where the tiebreaker would put us. In the end 7 crews clean sheeted the Tour with the Cales and their Bini taking First Place, we were second followed by the Coopers, the Richardson's and the Smiths. All 5 crews separated by 64cms in the tiebreaker. A 900km event comes down to winning by cms. You couldn't get any closer than that. Congratulations to the Cales can't wait to come up against them again. Nothing like a bit of friendly rivalry. Anyway we were first classic home. Congratulations also to Jeff West and his organising crew as they did a great job putting together a rally that was arguably easier than many had expected and I know we will be back.

Clipsall Rally

By Dominic Votano

Friday saw the finish of the Clipsal Rally in Adelaide and despite over 60 cars and 75 drivers competing, making this their largest event ever, it was still the barrel of fun that this event has always been.

Whilst the event started in Stawell, Western Victoria, we spent the night before at the beautiful Lake House in Daylesford which surely must rank as one of the greatest food, wine and accommodation experiences in Australia, and its very affordable too.

The next day was a short trip to Stawell, which is famous for running the Stawell Gift each Easter. Whilst not exactly a one horse town, it did take quite a bit of searching to find that second horse.

All cars were scrutineered on the Sunday and after some information on the event and some tips on the navigation, it was good to mingle with fellow competitors from past events. Amongst cars that were entered in this event were a range of the new HDT series of Holdens. The HDT franchise has been bought by Brock museum owner Peter Champion of Yepoon. These are a new range of VE Commodores drawing on the old Brock VC, VH, VK and VL series with spoilers and wheels reminiscent of that era.

The lead HDT car was a potent 7.0 litre VE driven by Phil Brock who is quite a dab hand behind the wheel. His brother Louis was navigator and surprised everyone when he said that this was his first event that he had ever entered. Other cars included WRX, GTR's Ford Mustangs, a W427 HSV, Cobra, Audi Quattro, Mercedes C63 AMG, Commodores and Fords of all varieties and enough interesting cars to fill a small motor show.

Drivers seemed to be in two groups.

The fast and serious, Jeff Beaumont, Doug Lehman, Danny Traverso, Steve Glenney, Phil Brock.

The Mums and Dads. A growing group of Husbands and Wives, who together enjoy the scenery, comradery and sport, compared to a weekend at a quilting convention.

Monday morning saw a number of high speed runs at Stawell airport and then our first navigation to Bordertown, where the town greeted us with a barbecue and local car display containing a current model genuine Ford GT40 and some magnificent old Cadillacs and Chevs.

Tuesday Morning was a long trip to Goolwa for some speed tests followed by a challenging navigation using the roads that make the Classic Adelaide. The afternoon saw us on to Hahndorf for an overnight stay.

Wednesday was a short trip to Colingrove Hillclimb where Doug Lehman blasted the field with his EVO 6 and superior knowledge of the track. That evening a superb dinner was presented by Doug at his winery.

Thursday is the final day of competition and a number of events were held at Mallalla race circuit before the end of competition and the drive to Adelaide,



That evening Kim and I dined at 'The Bistro' at The Adelaide Hilton which is home to TV Chef, Simon Bryant of The Cook and The Chef fame. Another great value extraordinary dining experience made even more interesting by the young waiter introducing us to a number of new local gourmet products for us to buy and taste.

Friday is the official lunch which announces the winners and raises some money for the Brock foundation.

EVO IXs came 1st, 2nd and 3rd and unlike our 3rd place last year we were just out of the top 10 this year.

Temora

By Tony Kanak

To Temora, a quiet country town with a top-flite attraction- THE AVIATION MUSEUM.

A two or three day outing for the June long weekend for the CRC and its friends.

Never mind the 1960's Triumph Sports Car of the same name, Temora is where the original SPITFIRE can be seen in action, with its Rolls-Royce Merlin engine getting serious exercise as it overflies the ex WW2 training air base.

Ford wasn't the first to attach the Mustang name to a visceral machine either, and sometimes the WW2 vintage aircraft of the same name can be seen and heard at Temora. And lots more too, from Tiger Moths to early jet age aircraft and perhaps a drop in by the RAAF sometimes to show off the current stage of aircraft evolution.

The Classic Rally Club is going again on the June long weekend, leaving from the "I" parking bay at Glenbrook on the Great Western Highway on the 6th of June at 8.30am, and once leaving Mount Victoria, using as little highway as possible to reach Cowra for lunch.

After Cowra, more scenic roads and treats en-route to Young, including a likely stop at a place described as a "castle in the middle of nowhere". Overnight will be in Young at the Cherry Blossom Motel, which featured last time the CRC went to Temora. Breakfast can be in your room, though some of us will venture to JD's Jam Factory to have breakfast and stock up on some local products. Departing Young, on Sunday the 7th, it is about an hour's drive to get to Temora before 10am and the flying displays begin soon after. When you have had enough, or when the day's program ends, which ever comes first, you have the option of returning to Sydney via either the south or west, or staying another night on the way home, at some place of your choosing. Return via the south, reaching the Hume Highway just south of Yass is probably a little quicker, if your destination is somewhere the middle of Sydney.

OK- the format and plan and intent is to:

1. Enjoy a pleasant drive on some familiar rally

type roads, without too much traffic- as it is a long weekend.

2. Exercise one of those vehicles that you like to drive, and that should get out more.
3. Lure along family or friends to expose them to the joys of classic motoring, rally type roads and scenery, and or the sights and sounds of aviation history.
4. To meet up with the usual suspects for an enjoyable couple of days.

There is no entry fee. All you need to do is contact the Cherry Blossom Motel in Young for accommodation on Saturday night June 6th, and say you are with the Classic Rally Club. Do this soon because we have not booked a block of rooms. The motel telephone number is 6382 1699, the address is Olympic highway, Young. It is located just north of the railway overbridge. Their email is cherryblossommotel@westnet.com.au.

They have promised us good rates and food. If the Cherry Blossom fills up there is other accommodation in Young available, but you will need to do your own detective work.

For more about the aviation display etc see www.aviationmuseum.com.au

Take a hat, a collapsible chair, perhaps some picnic goodies for the Sunday and get the car ready. Marked route maps and sufficient instructions to keep the group together will be provided at the Glenbrook starting point. Call or email Tony Kanak, so we can keep track of the numbers, the contact details are in Rally Directions.



Yes! It's on again... 2009 Jaguar Mountain Rally

Sat 18 & Sun 19 July

800 kms of excellent Western NSW roads

Lithgow ➤ Wellington ➤ Dubbo ➤ Milithorpe ➤ Hartley

**This year there will be the tour (no CAMS licence)
plus an "Adventure" tour (CAMS licence req'd)**
is a choice between a social run or something a teeny bit more involved.

All for only \$395 *and that covers everything except Friday night accom.*
per crew of two *For those bookings at Zig Zag motel call
Michael on 02 6352 2477 & mention Jaguar Rally*

For further Details contact Gary & Wendy Maher 02 4571 1229

For entry forms and regs go to www.jaguar.org.au

Endurance of a Different Kind

By Renai Warner



On 6th April 2009, Ross and Kim Warner celebrated their 25th Wedding Anniversary. The happy couple met at a YMCA Disco at the tender age of 16 and haven't looked back since (except to that YMCA which we now live and work only a few minutes from). It was love at first sight and that love has bloomed into something that

not a common occurrence in this day and age) and are more than happy to show it.

My parents are role models for both my sister and I in what we should be aspiring too in a loving and happy relationship. In fact, many of my friends even hope to be like my parents in their marriage.

We have always had a happy and loving home life with very little arguments (except maybe over who got something wrong on a rally) and lots of understanding and caring. I am so proud of my parents for making it this far and I hope that in another 25 years we'll be celebrating their Gold wedding anniversary.

They celebrated this special day with close family and friends in an evening cocktail party at a beautiful venue in Bankstown. The night was enjoyed by all.

They have never stopped loving each other and I am certain that they never will

Please join with me in congratulating Ross and Kim on making it this far and wishing them another 25 years that are as happy, fun and love filled as the past 25 have been.

they should both be proud of.

Their wedding was fairly small by today's standards and took place on 6th April 1984. The picture above was taken on that happy and special occasion. I am sure that Mum would like me to stress that it was the 80's and this would explain their attire. This was something that she stressed at their recent party..

They are still very much in love to this day (which is

Love The Beast

By Steve Maher

A term often heard when an avid P76 owner describes his Leyland and as it happens the term used by one Eric Bana when referring to his Falcon XB GT hardtop. Banas' love of his XB GT inspired him to make a documentary about understanding why he and other "car people" have a passion for a lump of steel, glass, plastic and rubber and then express this passion by driving it on the edge – almost



night, March 21, 18 mostly classic cars housing members and friends of the Leyland P76 Owners Club NSW and the Classic Rally Club rolled up first to the Prospect Hotel and then on to Blacktown Drive In to experience what was a most enjoyable evening.

It seemed that a number of other car clubs and enthusiasts



had the same idea and by the time the movie was about to start, hundreds of people were mulling around the viewing field checking out the extraordinary variety of cars lined up in rows. Cars from the 1930s right up to current releases, in stock and modified form were everywhere to see. Hot Rods, Street Machines, Restos, Daily Drivers and Moderns were all represented. Hell we would have paid just to come in and check out the cars let alone watch the movie!.....Oh Yeah – the movie. Great, absolutely fantastic. The first car movie I've seen that "gets it" I won't say too much about the movie, just go and see it and when it comes out on DVD, buy one. You won't regret it.

to, and sometimes past it's breaking point and the owners skill level. "Love The Beast" is a must see for all motoring enthusiasts and their partners. Enthusiasts will love the movie for what it is and their partners may gain an understanding about what makes their other half tick.

I decided that it would make a great night out for a car club, particularly if it was to that old time favourite – the Drive In. I made a couple of calls to the Blacktown Drive In to ascertain when "Love The Beast" was playing there and due to time constraints sent out a couple of emails. Well word got around and on Saturday



Meet Luigi and His Friends



Dominick and Mick



John, Kristen, James and Sophie Young



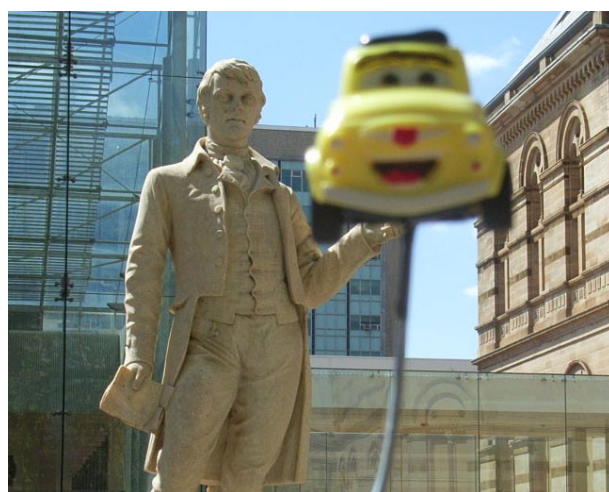
Not a friend but scared Luigi off



Henry Lawson at



Jenny and the Botanical Gardens Map
Adelaide.



Ronnie Burns Adelaide



Lithgow Vinage Car Club tour to Adelaide
and Bay to Birdwood at National motor
Museum.

Riverina Run

By Garth Taylor

On the Saturday night of the Riverina Run some of the CRC members got to the Cowra RSL a little ahead of the pack, and discovered that in one of the other function rooms that there was a Curry Tasting contest about to take place. However the organisers had a small problem, they were one judge short and were calling for a volunteer with the promise of free beers all evening. For reasons one of the CRC members now admits don't make sense, the CRCer put up their hand.

Please take time to read the judges' comments slowly, after the professional comments of the first two judges, the reaction of the third (CRC) judge is even better.

Here are the scorecard notes from the event:

CURRY # 1 - SEELAN'S MANIAC MONSTER TOMATO CURRY...

Judge # 1 -- A little too heavy on the tomato. Amusing kick.
Judge # 2 -- Nice smooth tomato flavour. Very mild.
Judge # 3 (CRC) -- Holy shit, what the hell is this stuff? You could remove dried engine oil from your driveway. Took me two beers to put the flames out. I hope that's the worst one. These people are crazy.

CHILI # 2 - PHOENIX BBQ CHICKEN CURRY...

Judge # 1 -- Smoky, with a hint of chicken. Slight chili tang.
Judge # 2 -- Exciting BBQ flavor, needs more peppers to be taken seriously.
Judge # 3 -- Keep this out of the reach of children. I'm not sure what I'm supposed to taste besides pain. I had to wave off two people who wanted to give me the Heimlich maneuver! They had to rush in more beer when they saw the look on my face.

CURRY # 3 - SHAMILA'S FAMOUS "BURN DOWN THE GARAGE" CURRY...

Judge # 1 -- Excellent firehouse curry. Great kick.
Judge # 2 -- A bit salty, good use of chili peppers.
Judge # 3 -- Call 000. I've located a uranium spill. My nose feels like I have been snorting Drain Cleaner. Everyone knows the routine by now. Get me more beer before I ignite. Barmaid pounded me on the back, now my backbone is in the front part of my chest. I'm getting pissed from all the beer.

CHILI # 4 - BABOO'S BLACK MAGIC BEAN CURRY...

Judge # 1 -- Black bean curry with almost no spice. Disappointing.
Judge # 2 -- Hint of lime in the black beans. Good side dish for fish or other mild foods, not much of a curry.
Judge # 3 -- I felt something scraping across my tongue, but was unable to taste it. Is it possible to burn out taste buds? Shareen, the barmaid, was standing behind me with fresh refills. That 200kg woman is starting to look HOT...just like this nuclear waste I'm eating! Is chili an aphrodisiac?

CHILI # 5 LALL'S LEGAL LIP REMOVER...

Judge # 1 -- Meaty, strong curry. Cayenne peppers freshly ground, adding considerable kick. Very impressive.
Judge # 2 -- Average beef curry, could use more tomato. Must admit the chili peppers make a strong statement.
Judge # 3 -- My ears are ringing, sweat is pouring off my forehead and I can no longer focus my eyes. I farted and four people behind me needed paramedics. The contestant seemed offended when I told her that her chili had given me brain damage. Shareen saved my tongue from bleeding by pouring beer directly on it from the pitcher. I wonder if I'm burning my lips off. It really pisses me off that the other judges asked me to stop screaming. Screw them

CHILI # 6 - VERISHNEE'S VEGETARIAN VARIETY...

Judge # 1 -- Thin yet bold vegetarian variety curry. Good balance of spices and peppers.
Judge # 2 -- The best yet. Aggressive use of peppers, onions, and garlic. Superb.
Judge # 3 -- My intestines are now a straight pipe filled with gaseous, sulfuric flames. I am definitely going to shit myself if I fart and I'm worried it will eat through the chair. No one seems inclined to stand behind me except that Shareen. Can't feel my lips anymore. I need to wipe my ass with a snow cone ice cream.

CHILI # 7 - SELINA'S "MOTHER-IN-LAW'S-TONGUE" CURRY...

Judge # 1 -- A mediocre curry with too much reliance on canned peppers.
Judge # 2 -- Ho hum, tastes as if the chef literally threw in a can of chili peppers at the last moment. (I should take note at this stage that I am worried about Judge # 3. He appears to be in a bit of distress as he is cursing uncontrollably).

Judge # 3 -- You could put a grenade in my mouth, pull the pin, and I wouldn't feel a thing. I've lost sight in one eye, and the world sounds like it is made of rushing water. My shirt is covered with curry which slid unnoticed out of my mouth. My pants are full of lava to match my shirt. At least, during the autopsy, they'll know what killed me. I've decided to stop breathing - it's too painful. Screw it; I'm not getting any oxygen anyway. If I need air I'll just suck it in through the 4-inch hole in my stomach.

CHILI # 8 - NAIDOO'S TOENAIL CURLING CURRY...

Judge # 1 -- The perfect ending. This is a nice blend curry. Not too bold but spicy enough to declare its existence.
Judge # 2 -- This final entry is a good, balanced curry. Neither mild nor hot. Sorry to see that most of it was lost when Judge #3 farted, passed out, fell over and pulled the curry pot down on top of himself. Not sure if he's going to make it. Poor man, wonder how he'd have reacted to really hot curry?
Judge # 3 - No Report

Jim Richards DVD

Late last year the legendary Jim Richards addressed the Mustang Owners Club general meeting in Merrylands, NSW.

"Gentleman Jim" spoke casually and candidly of his early days of Motorsport in New Zealand racing anything he could get his hands on, and on any road surface.

There was the Hillman Imp, Triumph 2500, Monaro's, Ford Escorts, GT Falcons and of course the Boss 302 Mustang that made the Sidchrome livery famous.

Jim recounts how he bought, built and ran the Mustang with a group of friends in a shed.

Also shown on the night was a PowerPoint presentation of photos from the early days of Jim's distinguished career.

It was a very entertaining and interesting evening and was recorded professionally using 2 cameras by Mustang Club member from Vision TV Pty Ltd

\$25 including postage with all profits being donated to the charity of Jim's choice, the Victorian Down Syndrome Association.

The DVD has a printed face and supplied in a clear case.

Not available in shops and would make a unique gift for that motor racing enthusiast in your family.

Even the Holden HSV & HRT guys would appreciate it.

Contact David Livian on 0419 302 333

ONLY 6 DVD's left!!!

Riverina Run

Images By Leonard Zech



Riverina Run

Images By Leonard Zech



Riverina Run

By Ross Warner

Yes, I'm writing a report on the 2009 Riverina Run as is traditional for the winner of each category, so I guess that's good news. The only problem is that I'm writing this about four weeks later and I can't remember exactly where we went! I'll do my best...

I do remember that we started from Goulburn early in the morning and it was a little cooler than I had expected, which explains the shorts and tee shirt that I was wearing. I remember making some wisecrack that compared the appearance of VRC boards to red "P" plates and something about following some young driver trying to get them to pull over and stamp our road card. To all those present, I apologise. Next time I make a wisecrack, I'll try to make it funny.

I also recall that Thomo made it just in time for drivers briefing. Impeccable timing! I'm not sure why this is relevant but it helps me to refresh my memory so please bear with me.

We left the sports arena and set off for Tarana (I think) and we had to make our way through town by travelling along a couple of nominated roads and without turning left through less than 90°. There were a couple of other tricks that I have totally erased from my mind, a self protection thing. I do remember trying to get Kim to do a donut in one intersection that would have made our angle of turn more than 90° but she suggested that that was unlikely to be what was intended. We managed to get through but not without lots of weird looks from the locals. I'm sure they all thought we were lost, I guess some of us were!

We stopped for lunch at a little school that I was told only had one student. Lunch was fantastic but again I put my foot in my mouth. I was trying to compliment the nice people that had put the lunch together but saying "this is so civilised", which was instantly taken the wrong way, receiving a return comment something along the lines of "just because we're from the country" (I'm sure you get the picture) Exit Ross stage left (with a piece of yummy cake).

I can now remember that the lunch stop was at Newbridge and that even though I knew this the night before I was not able to find it on any of the maps provided. (Example point No.1 of why I have decided never to compete at Masters Level) If one of the very kind Masters navigators had not taken pity on me and

given me a hint at the driver briefing I would still be looking for it, and I would be very hungry by now. (you know who you are, thank you)

At one stage after lunch (or it might have been the next morning?) I remember being overtaken by a red Alfa (no names – you'll have to guess) just before a causeway which was hiding around a corner and noting with interest how well Alfas handle, even with their rear wheels about 300mm off the ground. Very exciting!

The way I interpreted the instructions, we had to do a loop around a place whose name started with B. I can't remember the rest of the name but I can remember that the loop had to be executed in a counter clockwise direction. Not clockwise as I had originally intended. (Example point No.2 of why I have decided never to compete at Masters Level) Once we arrived and noticed everyone else going straight ahead instead of turning left we decided to go counter clockwise and this turned out in our favour. I later learned that this was because there was a small kink in the road that would have made the clockwise loop longer. It's good that I have learned this, my problem is that I will forget this over the next few weeks. It's good also to note that kinkiness should be kept to a minimum.

We were meant not to cross a particular horizontal grid line while on a secondary road. I worked this out for the first time that it could have happened, but when we got to another "tee" intersection where I had intended that we should turn left, we saw someone else turn right. (Example point No.3 of why I have decided never to compete at Masters Level) "Kim, please pull over because". I looked at the map and then checked the instructions and eventually realised what I had done wrong. Getting back on the road saw us going past a dam with some unpronounceable name that I think started with "G". We filled the car at the only service station in the world that could not work the eftpos machine, I'm sure they would have worked it out eventually but life is too short ... Cash!

Pulling into the end control was the tie breaker. Which is fine except our car decided that it would be a good time to break down. (I remember that!) A change of driver and a push start from some very generous friends got us to the line and then just one

short (actually long by 14cm) metre and our day was over.

Just out of interest our call to the NRMA resulted in no roadside service being provided and also being told that the NRMA did not keep batteries for European cars. John Cooper was good enough to give me a lift down to the servo where we picked up a battery that got us out of trouble. So much for premium cover! (Incidentally, all batteries are essentially the same, European or not, yes some capacity, size and post location variation to suit different vehicles but not different between continents! Lazy NRMA &%@#!)

I can't remember if the above all happened on the first day or on the second, but I do remember that the meal on the Saturday night (I think it was in Cowra) was really good, the company was of course fabulous but the food was also great. My favourite dessert is vanilla panna cotta and guess what ... yes I can remember desserts!

The next morning we left from a school and had to keep the car running so we didn't have to jump start it again. (We didn't actually install the battery just in case the immobiliser decided to get all bitter and twisted) I think that the grass had recently been cut and it seemed to stick to me for the rest of the day?

Wombat is the name of a place that I can remember, and pronounce. I had plotted a different route that didn't include Wombat (Example point No.4 of why I have decided never to compete at Masters Level), I don't recall exactly how but we ended up in Wombat "Kim, please turn around ...", "Kim, please pull over", "Kim, why is everyone driving past us in the opposite direction ...", "Kim, please turn around again ..." (as it turns out, Kim is very patient with me). Not long after this we stopped with all the other competitors who had pulled over on the side of the road because there had to be a revision to the instructions due to a bridge closure or something.

We managed to find our way to the revised control location and then travelled back to the final control at the Goulburn Workers Club Sports Ground without incident (or any incident that I can remember). We had a well deserved cup of tea and a wee before heading off home.

Yes, on paper we came in first, but only because of some luck and keen observation. I learned a bit more

but will probably forget it all (and more) before the next time a need to use it!

All in all, the Riverina was a well organised event (as usual) and we enjoyed ourselves tremendously and that is something that we will never forget. Thanks to Jeff and all of the officials.

A sixteen year-old boy came home with a new Chevrolet Avalanche and his parents began to yell and scream, 'Where did you get that truck!!!' He calmly told them, 'I bought it today.'

'With what money' demanded his parents. They knew what a Chevrolet Avalanche cost.

'Well,' said the boy, 'this one cost me just fifteen dollars.' So the parents began to yell even louder. 'Who would sell a truck like that for fifteen dollars' they said.

'It was the lady up the street,' said the boy. I don't know her name - they just moved in. She saw me ride past on my bike and asked me if I wanted to buy a ChevroletAvalanche for fifteen dollars.'

'Oh my Goodness!,' moaned the mother, 'she must be a child abuser. Who knows what she will do next John, you go right up there and see what's going on.' So the boy's father walked up the street to the house where the lady lived and found her out in the yard calmly planting petunias!

He introduced himself as the father of the boy to whom she had sold a new ChevroletAvalanche for fifteen dollars and demanded to know why she did it.

'Well,' she said, 'this morning I got a phone call from my husband. (I thought he was on a business trip, but learned from a friend he had run off to Hawaii with his mistress and really doesn't intend to come back).

He claimed he was stranded and needed cash, and asked me to sell his new Chevrolet Avalanche and send him the money.

So I did.'

Rebuilding a Special Car, A Summary of Long Journey: Part One

By Ernst Luthi

The story of bringing Dinalpin chassis No 1300-VA-00000000467, first registered in Mexico on 10 January 1972 back to live began back in February 2007, when somebody (Ernst) had the urge to buy a car with Rally pedigree. It had to be a car that was worth the investment one has to make in preparing a car for Tarmac rallying and it had to be something special. So the idea was born to search for an Alpine A100. A quick search of the Internet revealed that there were not too many available and an ad by Nigel Russell in New Zealand. A quick email revealed that the car in question had already gone, but.... Nigel had a spare car in his shed, a 1300 Dinalpin A110 recently imported from Mexico. Photos were emailed across the Tasman, revealing a fairly reasonably looking car in Naranja (red). A date was arranged to view the car and in March 2007, we flew to Auckland to meet Nigel and view the car. After some discussions, an offer was made and we became the proud owners of No 467.

Approximately 8200 of the various Alpine A110 versions were built between 1962 and 1977, most of them in the Alpine factory in Dieppe. Several A110s were built under license and from parts supplied by Alpine in Bulgaria, Brazil and Spain. In Mexico, Diesel National (Dina) built About 505 of the various A110 versions (mainly 956cc and 1108cc) between 1964 and 1972, with No 467 one of the last few made back in 1971/72.

And on 11 December 2007, just in time for Christmas the A110 arrived in Sydney with the addition of wheel arches and 2 more headlights, courtesy of Nigel. There it settled in our MG workshop attracting lots of admiring looks and a few visitors. In the meantime, we met up with our A110 specialist Steve Kalenderian in Melbourne to discuss turning it into a Tarmac Rally car. The car was duly delivered on Australia day 26 January 2008 and the long journey began. Thorough analysis revealed what we sort of expected. New floors, more body work, motor worn out, gearbox worn out, worn out you name it.....Lucky we had planned a full renovation anyway.

fully balanced. Special hardened cam and cam followers.

- Engine machined to accept larger cylinder liners, extending to 76 x 77mm or 1397cc
- R11 head with 2 Weber 40DCOE sidedraughts fitted,
- New ceramic coated extractors and exhaust system
- Gearbox rebuilt
- Front changed to take a front mounted radiator and a decent spare wheel
- Floors rebuilt and strengthened to accept race seats and provide enough headspace for somebody 182cm tall (Sonja was laughing)
- Big brake conversion with twin master cylinders
- Rebuild electricals
- New wheels (only available from France) and tyres (the ones used on the Megane tested on Nurnburging)
- Rollcage, harness, racing seats (which were fun to fit with a car just the width of 2 racing seats and 2 drivers that differ slightly in height...)

With 45 days to go until Targa 2009, the engine was started and it fired into live first time, the gearbox works as do the brakes. All that remains is finishing off the electrics, get a CAMS log book and registration. And of course run the car in. This should happen over Easter and then it's off to Targa 2009 and part 2 of the story.

- Engine rebuilt to race specifications, with special forged pistons, ported and polished,



Mexican sales poster



Ready to leave Mexico, 2 eyes only



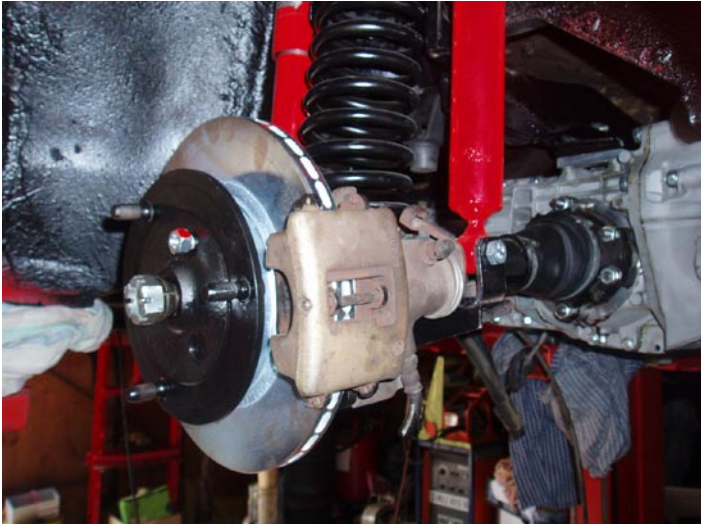
Departing Auckland, 4 eyes and wider arches



Delivery to Melbourne, Sonja is still smiling



Engine, gearbox and rear suspension completed (awaiting new sump)



Decent brakes



Custom made floors to accept the tall and the small



Having fun with a race seat (size matters, for the seats, that is)



On its own feet again: New wheels and tyres



Nearly done, first outing under own steam



Waiting for the electrician to finish

Phillip Island 2009




Images By John Southgate



CRC Classifieds - For Sale and Wanted

Got something you want to sell, buy or swap? Email the Webmaster.

To see complete ads with photos go to www.classicrallyclub.com.au

Photo	Details
<p>28 Mar 2009</p> 	<p>1972 W108 Mercedes Benz 280se 3.5L</p> <p>Excellent condition inside and out Mechanically A1 4th owner Matching numbers Comes with all original documents and log books</p> <p>\$27,500</p> <p>Phone Darren Taylor on or email dtaylor1234AToptusnet.com.au</p>
<p>28 Mar 2009</p> 	<p>Original Italvolanti steering wheel</p> <p>Refurbished wood \$400.00 Phone Darren Taylor on or email dtaylor1234AToptusnet.com.au</p>
<p>25 Mar 2009</p> 	<p>1964 Mercedes 220 SEB - \$12,500</p> <p>Great condition, drives well, serviced by Autohaus since new. Recently serviced and plenty of rego remaining (February 2010). Located in Northbridge, Sydney, and is available for inspection/test drive. Phone Scott on 0414447967 or email skindredATEvanspeck.com</p>
<p>26 Feb 2009</p>	<p>Wanted for Datsun 1600: driver's side (both) doors, bonnet, and front bumper bar. Contact Roger Gottlob (bh) (ah) (m) or rogerandgillianATactewagl.net.au</p>
<p>24 Nov 2008</p>	<p>Refurbished Philtronics Rallytrip OR Halda Twinmaster</p> <p>After last week's Classic Adelaide, I now have a redundant Philtronics Rallytrip, refurbished by Phil@philtronics, for sale. It failed during scrutineering, so I sent it to be refurbished. But as it did not arrive back in Adelaide in time, I purchased a new Monit and that is now installed in the car. As I cannot be bothered taking out the Monit to replace the Rallytrip, I'll sell the Rallytrip to the best offeror. It needs a probe/sensor, available from Philtronics for \$100. Alternatively, I also have a genuine Halda Twinmaster, metal casing, with plenty of gears and a T piece, in my 67 Alfa Duetto. I might sell that instead of the Rallytrip – and install the Rallytrip in the Alfa. But probably not, as it's nice to have a period Halda in the Alfa! The choice is yours. First in best dressed. Kingsley Wallman -</p>

FOR SALE CLUB REGALIA



CRC Embroidered Cloth patch \$5.00

(navy blue with yellow writing)

CRC Windscreen Sticker Free Members

(120 x 65mm)

CRC Windscreen Sticker Free Members

(323 x 174mm)

CRC Polo Shirts \$25.00

(with pocket and club logo)

CRC Nylon Jacket \$37.00

(with hood and club logo)

CRC Sloppy Joes \$25.00

(with club logo)

CRC Tee Shirt \$18.00

(with club logo)

CRC Cap \$10.00

CRC Black Chambray Shirt \$33.00

(with club logo- Long sleeves)

CRC Drizabone Jacket \$75.00

(with club logo)

All Club Regalia available at
Club Meetings, through John Cooper,
or phone orders to 0414-246-157.

Cheques made payable to
Classic Rally Club.

A full range of individual and
personalised jackets and caps are
available (with CRC Logo) for your
Classic Rally Team Members
through -

Prestige Embroidery

4/29 Coombes Drive, North Penrith 2750

Ph: 0402-147-230

Fax: (02) 4727-0893

2009 Events Calendar

Date	Event	Contact
27 Jan	CRC monthly meeting	
15 Feb	Summer Lunch Run	John Young
24 Feb	CRC monthly meeting	
7-8 Mar	Riverina Run	Jeff West
24 Mar	CRC monthly meeting	
28 Apr	CRC monthly meeting	
24 May	AROCA Tour d'Corse Entries due 15 May	Tony Wise
26 May	CRC monthly meeting	
6-7 Jun	June Long Weekend in Temora (Aviation Museum and flying displays)	Tony Kanak
14 Jun	Highland Fling	Wendy Gibbs
23 Jun	CRC monthly meeting	
28 Jun	Christmas in June - Winter Lunch Run	Brian Madigan
18-19 Jul	Jaguar Mountain Rally Entries due 26 Jun	Wendy+Gary Maher
28 Jul	CRC monthly meeting	
3 Aug	CRC Annual Drive Day (Oran Park)	Sharyn McAlpine
8-9 Aug	MG Classic	Robert Smith
25 Aug	CRC monthly meeting	
22 Sep	CRC monthly meeting	
17-18 Oct	Alpine Classic	Lui MacLennan
27 Oct	CRC monthly meeting	
24 Nov	CRC monthly meeting	
28-29 Nov	The Fat Quarter Trail	John and Wendy Cooper
TBA	Club end-of-year/Christmas function	

BOLD = Club Championship event

Information, entry forms and supplementary regulations for events can be downloaded from www.classicrallyclub.com.au

*Please make phone calls before 9.00pm.
Classic car folk need their sleep!*

This month's Mystery Members are Kim and Ross Warner not too long after they first met in 1978.

