

# Rally Directions

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

January 2009

## What CRC Members Do On Their Holidays



### IN THIS ISSUE

Ms Pres Says - Classic Adelaide - New CAMS Information - Children's Charity Race Day - Great Alpine Road Rally - NSW Motorsports Event Calendar - Desktop Rallies Information - 2009 Newsletter Deadlines - and all the usual suspects....



The Official Organ of the Classic Rally Club Inc (Affiliated with CAMS)  
Postal Address: The Secretary, P.O. Box 2044, North Parramatta NSW 1750

# Classic Rally Club Officers and Contacts 2008

Position: Name	Email*	Telephone
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<b>Treasurer:</b> Alan Watson	<a href="mailto:crc.treas@classicrallyclub.com.au">crc.treas@classicrallyclub.com.au</a>	02 9653 1036 or 0405 386 206
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<b>Regalia:</b> John Cooper	<a href="mailto:crc.regalia@classicrallyclub.com.au">crc.regalia@classicrallyclub.com.au</a>	02 4731 6933 or 0414 246 157
<b>Historic Vehicle plates:</b> Ron Cooper	<a href="mailto:crc.hvp@classicrallyclub.com.au">crc.hvp@classicrallyclub.com.au</a>	02 4261 3018 or 0417 285 138
<b>Webmaster:</b> Harriet Jordan	<a href="mailto:crc.wm@classicrallyclub.com.au">crc.wm@classicrallyclub.com.au</a>	02 9568 3103 or 0418 275 308
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## Inspectors: Vehicles with HV Plates:

- Tim McGrath	<a href="mailto:tpmcgrath@bigpond.com.au">tpmcgrath@bigpond.com.au</a>	02 4285 1438 or 0419 587 887
- Danny Castro	<a href="mailto:dcastro@bigpond.net.au">dcastro@bigpond.net.au</a>	02 9688 2318 or 0419 981 063
- Peter Thomson	<a href="mailto:prt108@bigpond.net.au">prt108@bigpond.net.au</a>	02 9419-5774
- Rob Panetta	<a href="mailto:manningmotors@hotmail.com">manningmotors@hotmail.com</a>	02 9498 1173 or 0418 963 091

## Committee:

- John Henderson	<a href="mailto:hendo@bigblue.net.au">hendo@bigblue.net.au</a>	02 9499 8141 or 0408 118 427
- Garth Taylor	<a href="mailto:gartht@aapt.net.au">gartht@aapt.net.au</a>	02 4784 3301 or 0418 207 306

## 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.

Beb Fox	BRONZE	Canberra	W: 02 6295 1115
John Henderson	BRONZE	Killara/Bathurst	M: 0408 118 427
Ivan Hughes	BRONZE	Bexley	W: 02 9587 9399
Tony Kanak	BRONZE	Eastwood (H)	H: 02 9858 2662 or M: 0419 233 494
Gary Maher	BRONZE	North Richmond (H)	H: 02 4571 1229
Tim McGrath	BRONZE	Wollongong/Illawarra	M: 0419 587 887
Rob Panetta	SILVER	Killara (H)/Brookvale(W)	W: 02 9939 2069 or M: 0418 963 091
Wayne Patterson	SILVER	Blaxland	M: 0418 200 949
Jim Richardson	BRONZE	Baulkham Hills (H)	H: 02 9639 0638 or M: 0418 644 284
Matthew Windsor	BRONZE	Kelso/Bathurst	W: 02 6332 1594

**Please make phone calls before 9.00 pm**

**Deadline for next Newsletter - Friday 13th February 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 Pres Says

A happy new year to you all and welcome to 2009 and what we all hope will be another safe and successful year for the club! It's hard to believe that this will be my fifth year at the helm – time sure does fly by.

First of all, a great big thank you to Pam & Alan Watson for hosting our Christmas party and to Wendy & Gary Maher for getting us there in style via the Tinsel Time Tour. The weather was great – despite the most amazing storm during the afternoon, when we all were forced to huddle under the marquee till it passed – the drive was very pleasant, the food was good and everyone seemed to have a good time – but we're always good at that!

With everyone back at work after the summer break, memories of 2008 are fast fading but eight hardy crews are still looking fondly back at the Great Alpine Road Rallye, run in the Victorian Alps between Christmas and New Year. 'DJ' Johnson has put an article together accompanied by photos of the motorkhanas, supplied by a sweet little bloke who just happened to be in the right place at the right time – thanks to Barry McLean for those. Team 30+ consisted of Thommo and myself in the Tiger and we left early on Sunday for the long hot haul down the Hume. After a counter lunch at Holbrook (where most of the food outlets were closed, despite it being one of the busiest days for travellers) I was allowed behind the wheel – and what fun that was! Driving through Wodonga, I was a little unsure of the roads (and travelling without maps) but Thommo spotted a sign to Mt Hotham and we were on our way. On reaching Tallangatta, some time later, that sinking feeling took over and I realised that we were definitely not where I would have hoped. A quick call to the Boths (already ensconced in our house for the week) and Gerry had us DAF CUTting and back on track again. I had volunteered to supply spaggie bol for eighteen, DJ cooked waffles and Carol Both arrived with nibbles. Finally, we were all there and had a great night together, which was to set the pattern for the rest of GARR. No one will ever claim it to be one of the great rallies of the year but it was certainly great fun – largely because of the company of fellow enthusiastic CRCers. There was only one other crew who were from Victoria and they only lasted a day and were never seen again, so we really had the whole show to ourselves. If anyone is thinking about doing it in 2009, I would certainly recommend it as a great few social days in some amazing country and on some fabulous roads.

Opening the calendar this year is the lunch run to



Sutton Forest on Sunday 15th Feb. It should be a gorgeous drive and I'm assured the luck will be great at the Sutton Forest Inn. Numbers will be limited, so please let John Young know asap if you'll be coming. A lunch run is always a great opportunity to invite friends from other clubs to come and see what we at the CRC do on our days off, so if any of you have friends who may be interested, please feel free to issue an invitation.

Next on the calendar, will be Jeff West's ever popular Riverina Run, which will take place on 7/8 March, starting and finishing in Goulburn and overnighing in Cowra. It will be, as always, a very well organised event, although many of us will no doubt

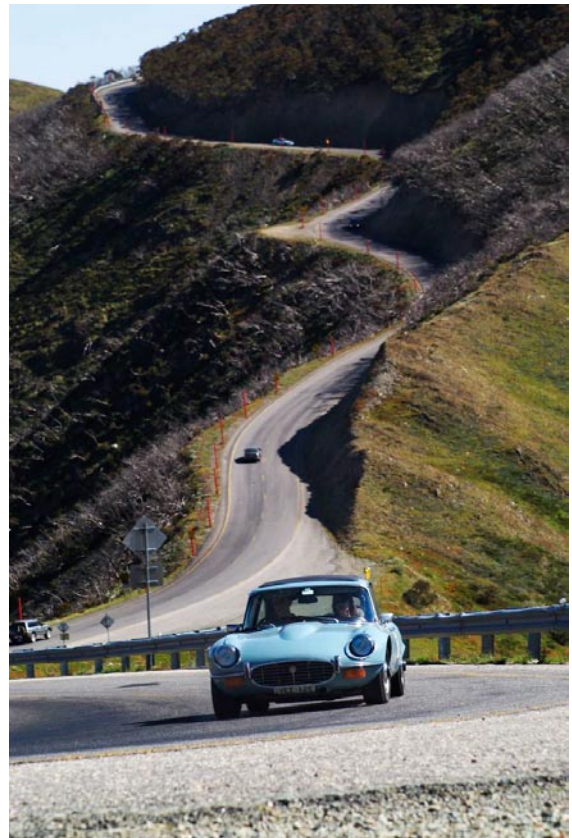
be cursing the grinning Mr West as we receive that dreaded WD! Get your entries in soon and make Westie a happy chappy.

April will be a quiet month for rallies but many of our members will be involved in the FoSC meeting on Mt Panorama at Easter and also at Targa Tasmania. Look out for the call for volunteers – they're always needed

As I said, welcome to 2009 – let's make it a goodie.

See you on a rally road soon

*Lui*



*The photo I wish I'd taken on GARR!!*

# Short Cuts

HappyNewYearClassicRallyClubmembers. Welcome back to all you rally fanatics. I hope you all had a well earned break and are back ready for a big year of rallies.

This months newsletter is one that is a bit of a 'tribute to Classic Adelaide'. It seems that many a club member attended this event and wanted to tell you all about their experiences and share their photos. Be sure to take a look.

I'd like to commend both Gary and Wendy Maher for their participation in the CAMS Children's Charity Rally at the end of 2008. From the article it sounds like it was a very rewarding experience, for both the kids and the volunteers. It is always a great thing to see people giving back. Well done Gary and Wendy. They hope to see many more CRC members helping out in 2009!

Congratulations to the Champions for 2008. For those who were unable to attend the Christmas Party, the winners for each class are listed below:

**Masters:** Robert Panetta (Driver),

John Henderson (Navigator)

**Apprentices:** Bob Morey (Driver)

Teresa Morey (Navigator)

**Tour:** Rob Clare (Driver)

Sue Clare (Navigator)

This year I have included for you a copy of the newsletter submission deadlines for 2009 in this edition. These are listed on page 21. I ask that you pay special attention to the dates for March and May. These are earlier than usual due to work commitments for me in those months.

Again, thanks to those who are submitting articles and photos. Without you my job is very difficult. If you have special captions, headings or any other info you would like included, please let me know as it allows me to not need to be creative in coming up with things. But please remember, that a 'please' or 'thank you' goes a long way to making a busy editor feel appreciated and may even help you to get on the front cover!

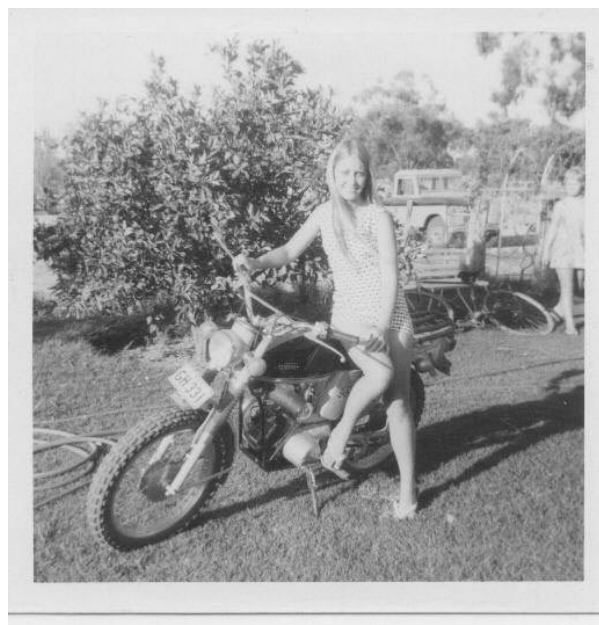
I'd like to point out to everyone a little known fact at the CRC. It is an unwritten rule that if you are the winner of your class in a rally, you are expected to write something for the newsletter. See, I bet many of you didn't know that! Obviously not everyone is particularly comfortable writing something for everyone to read, but those that are it would be great to hear from you. Of course, if you don't win, feel free to contribute your thoughts and experiences from the rally as well. It can be as short or long as you want it to be, every little bit helps us have a great newsletter.

Also, please keep sending in your mystery member profiles! It's always a fun part of putting together the newsletter, showing Mum before the newsletter comes out (Dad refuses to look at anything in the newsletter before he gets a copy in the mail so he sees it all together – just like he used to before the editor lived in his house) and getting her to try to guess who the member is. Keep sending them in so we can see how often we can stump her!!

I hope you all enjoy this edition. I look forward to another great year with you all, with many full newsletters to come!

*Renai*

## Mystery Member



***This CRC member has been a member of the club since 2002 and is best known for her role as a Tour Navigator. Who is she?***

### Crew Wanted

**Experienced navigator wanted for the 2009 Riverina Run and hopefully the Alpine Classic.**

Car is 1977 Porsche 911 2.7.

Very experienced and safe driver.

Email John Shingleton –

[shingleton@Tiprimus.com.au](mailto:shingleton@Tiprimus.com.au)

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

# C.A.M.S. – THE GOOD NEWS, THE BAD NEWS, THE WORST NEWS AND WHO CARES??

By Gary Maher

A couple of weeks before Christmas Wendy and I represented this club (and a few others too) at the 'opening' of the new NSW office for the Confederation of Australian Motor Sport. The night also served as a 'meet and greet' for the new staff.

## WHO CARES?

If you've read this far, I can assume you are even vaguely interested in the CAMS and do care where motor sport in this state is headed – besides, Club Executives and Event Organisers might really need to know some of this stuff.

## THE BAD NEWS:

I first visited a CAMS office in 1960 – it was in Bourke Street, Woolloomooloo, near the wharves, now very fashionable. (I bought a rally licence, it cost five shillings – 50cents.) Over the next forty plus years I followed their migration west to Auburn, Croydon, Parramatta (opposite the Leagues Club) to finally settle at the neat, adequate (though impossible to park at) two storey office block in Campbell Street Parramatta.

At its peak, it housed a State Secretary Manager, his secretary, 2 female staff and 1 male staff. I spent many happy (?) hours in that building, negotiating with a succession of managers and staff, and working on various panel business whilst building my caffeine intake.

Now, 5 staff may have seemed a bit of an overkill but everyone always seemed busy, issuing licences, permits, solving problems and ALWAYS putting a face and human voice to CAMS.

When we received our invitation to the pre Christmas function, we noted the new address was Sports House, Sydney Olympic Park and we thought, Wow! CAMS has moved to the hub of sport in Australia. How good is this? Very Prestigious!

The reality is somewhat different – disappointing – indeed embarrassing. The CAMS NSW office now consists of a couple of work stations in the middle of an open plan office the size of a football field, jammed between Olympic Sailing and 'International Three-Legged Racing' – or something. If you've seen that TV ad for 'All Bran – tall Jan is malicious' – well, that's what it looks like. To access the staff, if they're there,

you check in at a reception centre on the ground floor and they will come down and meet you. There are no records kept in NSW at all so everything now is completely in Victoria on a new computer which is to come on line in March (maybe). The best way to contact the two (yes, two) staffers is via their mobile and hopefully, they'll get back to you.

## THE WORST NEWS:

We now longer have a resident state manager which is a bloody disgrace considering:

- The size and geographical spread of motor sport in this state and
- The fact that NSW still, as always, has the highest 'motor sport population' in Australia (CAMS own figures)

## THE GOOD NEWS:

Well, the parking is good, just don't forget to get your parking ticket validated or you'll never get out and there are some great meeting rooms that can be made available to clubs and committees etc by arrangement.

## THE BEST NEWS:

We do, however, have two 'Sport and Club Development Officers (S.C.D.Os). One of these is Doreen Butchers who is well known to many of us through her long involvement with NSW Road racing Club (Oran Park) and through her visiting many clubs to promote the need of officials for our sport. Her enthusiasm and obvious dedication to motor sport, especially in NSW, bubbles through her infectious Scottish accent and is refreshing. She promises to do all in her power to assist both event organisers and competitors to enjoy their experiences in the sport. Her Co - S.C.D.O. is Michael Gates who is a recent graduate with a Masters in Sports Management. While he doesn't have many motor sport runs on the board, he reflects Doreen's enthusiasm and backs her promises of assistance, particularly where it involves government bodies – eg. RTA, Councils and Police etc.

Both these young people have expressed their willingness to attend club meetings or events - indeed they would prefer it to meeting in their 'new

surroundings', so let's give them a go.

### **THE BENEFIT:**

The obvious benefit of cutting back accommodation from two floors to two desks and five staff to two is the huge cost savings. Hopefully, CAMS won't waste this on crap I.T. systems. Of course, these savings will flow back into NSW by way of discounts on licences and permit fees ..... er, I'm sorry; there really is no Santa .. or Easter Bunny either!

### **To reach CAMS:**

1<sup>st</sup> Floor,  
Sports House,  
6A Figtree Drive,  
Sydney Olympic Park. 2127

### **Contact:**

Doreen Butchers:  
0417 363 126

Michael Gates:  
0428 397 560

### **Hotline Number for all Customer Service:**

1300 883 959



So many sheep, so little time!

The car belongs to Rick Fletcher, who was a gun navigator a few years ago, but no longer competes. His driver is Gavin Rea who was one of the great characters in the good (i.e. old!) Mountain Rally days. Both were very involved in the TSOA in NSW (Triumph Sports Owners Association).

Thanks to John Henderson for the photo!

# It's All For The Kids

By Wendy Maher

On the weekend of the 20<sup>th</sup> & 21<sup>st</sup> December, I had one of the most exhausting weekends in Motor Sport – without even turning a wheel BUT I wouldn't have it any other way.

It all started at the CAMS 'Meet & Greet' evening when Doreen Butchers spoke to Gary about procuring buses & bus drivers to move children from one activity to another at the Children's' Race Day at Oran Park. This day was for the benefit of handicapped, very seriously ill children and their families. After a few phone calls, Doreen was able to confirm that a company would not only supply the buses but also the drivers. This meant that Gary & Jim Richardson (both having bus endorsements on their licences) who had volunteered to drive the buses, were no longer needed. However, we all decided we'd still help out wherever we were needed.

Gary and I went out to Oran Park on the Saturday afternoon and helped with the setting up for the main race track. Boxes were unloaded and unpacked - lanyards were unpacked (and untangled) and 500 'VIP' cards were attached for the children to wear. Overalls and helmets (which the children were required to wear in the race cars) were then sorted into sizes. These were supposed to be set up on tables and have chairs set up as a 'change room' in one of the Pit Lane garages but we were unable to access the marquee at the skid pan where the furniture was stored until much later as this area was being used for a driver training school. We bumped into Sandra & Arthur Pugh (from JDCA – they won the 2008 Mountain Rally) who were filling the 'Show bags' which each child would receive.

At 6.20am Sunday we were back on the road, arriving at Oran Park at 7.15am. We had a bit of time to catch up with old friends, Helen & Mick Nicholls and Christine Bethwaithe (Stewards for the day) before being put to work. I was processing the Race Track entries and Gary was assisting with the scrutineering. From here, we went up to Pit Lane where we filled in our 'I'm not a Paedophile' clearance forms – although Gary & I, plus a few others, already had official clearance from the DET, DOCs and the Police, as a requirement for our jobs, we still filled them in.

Our tasks for the day were to "Strap and Scribe" as the children were put into the race cars. Scribing was very simple – copying the details of the car (type

& Log Book No.) and driver (Name & CAMS licence number) onto the 'Passenger in Vehicle Disclaimer' form that had been partially completed earlier by the passenger and parent. Fortunately, I had been writing this information onto the stickers for the cars at registration so was able to read my own writing.

However, 'Strapping' was not so simple. Strapping tiny tots into 5 point racing harnesses is not easy to start with (particularly when trying to comply with one of the conditions we signed on the previously mentioned 'Clearance' form) but each harness had to be fully re-adjusted for each passenger to ensure that a tiny 5 year old or a fully grown 15 year old was firmly strapped in. Belinda Doyle, who usually provides the timing at Super Sprints, was checking each child's awareness of the sign language for telling the driver how to slow down etc, making sure the child / scribe's paper work matched and assuring the parents that the children would be OK

Gary & Jim, with the assistance of a couple of other volunteers, did most of the strapping which was a back-breaking task as I discovered when I was bending over and strapping at one stage – the old compressed disc objected and cried 'Enough!!' so I scribed again for the remainder of the day.

We were fortunate to have a number of trainee officials working with us so the day moved along smoothly. Some children became quite familiar with the cars and were therefore very selective for their following runs – specifying that they'd wait for the Blue Commodore or the Red Falcon or the Black Ute. Strangely enough, we had to 'sell' National Rally Champion, Neil Bates and his rally car, but as it was left hand drive, telling the children that they would be sitting where the driver usually sat, did the trick. Mind you, at one stage, when no one seemed to want to go with him, I nearly got into the car myself – never miss an opportunity, I say.

Gary and Jim had turned up in shorts but the permit for the day decreed only 'longs' for Pit Lane so they each pulled on a pair of the issued overalls – VERY HOT!! Two of the female volunteer scribes, one a visitor from England, also were unable to be in Pit Lane as they were wearing open shoes but somehow, they found shoes and socks (I did hear a rumour that they actually went home to change) and returned ready to help. Such was the spirit on the day – they didn't want to miss out on helping!

What can I say about the drivers? They were ABSOLUTELY MARVELLOUS with the children and were very generous with their time and vehicles. It must have been very uncomfortable for them as it was a hot day and they were waiting in the queue for the strappers, fully geared up in racing suits, gloves, helmets etc. I know they were most grateful when

one official walked along the row distributing drinks but it was such a small token for their generosity!

We stopped taking 'entries' for the track at 4.30 but the laps continued until 5.00pm. Packing everything away was relatively quick compared to the set up – but, as usual, there were many willing hands to assist.

A HUGE THANK YOU must be given to the organisers of the day. Doreen Butchers from CAMS and the NSW Road Racing Club co-ordinated from the motor sport side of things while the members of Rotary and many other service groups assisted in a big way and gave their time freely.

Going home exhausted was worth every bit of the reward –which was that of seeing the huge smiles on the faces of these children and feeling the quivers of excitement as I led them to the cars. After all, my tiredness and sore back was a 'thing of the past' by the following Tuesday – not so the problems faced

## Desktop Rallies

By Jeff West

Late last year I put forward the idea of publishing on the club web site a series of desktop rallies, one every month or so. This idea is progressing with hopefully the first published sometime early in February. Keep an eye on the web site for the actual publish date. I've still to talk to Harriet about that.

The idea is that you will have 24 hours to send the answers back to me by e-mail. You can send it after that and I will mark it but you will not appear in any potential point score for the year but you will still have had a go and perhaps learnt a bit more about navigating.

All events for the year will be set off the Sydney Special 1:250,000 Ed3 or the NRMA Map No 4 called Hunter, Blue Mountains and region (Not No 3). If you are going to have a try it would probably be a good idea to get yourself a copy of each as soon as you can. The first one is set off the Sydney Special map.

I have no idea how this idea will work out and it will probably need refining but it is a starting point.

What I do need are some people to help set them, a different person each month. I did get some names at the meeting I attended late last year but I lost the bit of paper I wrote them down on. If you are willing to have a go please contact me at [jj.west@bigpond.com.au](mailto:jj.west@bigpond.com.au). Please don't be shy.

# NSW Motorsport Events Calendar 2009

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## 2009 NSW Motor Sport Calendar

St	Day	Date	To	Event Name	Venue	Event Type	Level	Organiser	State	Champ/Series
	Sat	24-Jan	25-Jan	Festival of Sporting Cars	Oran Park	Races	Multi-club	FOSC	NSW	
	Sun	25-Jan		Jugiong Interstate Challenge	Jugiong Park	Motorkhana	Multi-club	RCC	NSW	
	Tues	27-Jan		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Sat	31-Jan		NSW Champions Dinner	Canada Bay Club	Meeting	State	CAMS	NSW	
	Sun	31-Jan	1-Feb	Powercruise #16	Symmons Plains	Nats Event	Multi-club	ARDC	TAS	
	Tues	2-Feb		NSW Scrutiny Advisory Panel Mtng	Northmead Sports & Rec Clu	Meeting	State	CAMS	NSW	
	Sat	7-Feb		Motorkhana Training	Eastern Creek Skid Pan	Motorkhana	Club	RCC	NSW	
	Sat	7-Feb		NSW Rally Presentation Dinner						
	Sat	7-Feb	8-Feb	Historic Wakefield Park	Wakefield Park	Historic Races	Natnl Historic	HSRCA	NSW	
	Sat	7-Feb	8-Feb	Gnoo Blas Classic Car Show	Jack Brabham Park, Orange	Non-comp	Multi-club	NBCCC	NSW	
	Sat	7-Feb	8-Feb	Summer All Historic Race Meeting	Wakefield Park	Natnl Historic	National	HSRCA	NSW	
	Sun	8-Feb		Annual Show and Shine	Prince Edward Park, Worond	Non-comp	Club	Volvo	NSW	
	Sun	8-Feb		2008 Supersprint Presentation	Eastern Creek Skid Pan	Motorkhana	Multi-club	NSWSSAP	NSW	
	Sat	14-Feb		NSW Off Road Presentation Dinner	Raymond Terrace	Presentation	State	NSWORAP	NSW	
	Sat	14-Feb		Supersprint	Oran Park Grand Prix	Supersprint	Multi-club	Clotus	NSW	
	Sat	14-Feb		Come and Try and Motorkhana	Eastern Creek Skid Pan	Motorkhana	Multi-club	CACA	NSW	
	Sat	14-Feb		State Khanacross	Hampton	Khanacross	State	HDCC	NSW	NSWKXC1
	Sat	14-Feb	15-Feb	Australian Rally Championship	Tasmania	Rally	National		TAS	ARC1
	Sun	15-Feb		State Hillclimb	Fairbairn Park	Hillclimb	State	SDMA	NSW	NSWHC1
	Sat	21-Feb		Mini Dulla	Ulladulla	Rallysprint	Club	SKDAC	NSW	
	Sun	22-Feb		Nabiac 4 Hour	Nabiac	Off Road	Multi-club	CNCSSC	NSW	
	Sun	22-Feb		Nabiac Rallysprint	Nabiac Sporting Complex	Rallysprint	Multi-club	CNCSSC	NSW	NSWRSS1
	Tues	24-Feb		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Sun	1-Mar		State Motorkhana	Nirimba	Motorkhana	State	RCC	NSW	NSWMKC1
	Tues	2-Mar		NSW Scrutiny Advisory Panel Mtng	Northmead Sports & Rec Clu	Meeting	State	CAMS	NSW	
	Sat	7-Mar		State Hillclimb	Bathurst Esses	Hillclimb	State	BLCC	NSW	NSWHC2
	Sat	7-Mar	8-Mar	Rally of Canberra	Canberra	Rally	National		NSW	ARC2
	Sun	8-Mar		State Hillclimb	Mountain Straight	Hillclimb	State	BLCC	NSW	NSWHC3
	Sat	14-Mar		CHDSCC Rally Recce	Coffs Harbour	Rally	Multi-club	CHDSCC	NSW	
	Sun	15-Mar		CHDSCC Pace Note Rally	Coffs Harbour	Rally	Multi-club	CHDSCC	NSW	
	Sun	15-Mar		NSW Supersprint Ch Rd 1	Oran Park GP	Supersprint	State	NSWRRC	NSW	NSWSSC1
	Sat	21-Mar	22-Mar	NSW Off Road Ch & Tri Challenge	Dondingalong	Off Road	State	KMORC	NSW	NSWORC1
	Sat	21-Mar	22-Mar	NSW Motor Race Ch 1	Eastern Creek	Races	State	ARDC	NSW	NSWMRC1
	Sun	22-Mar		State Khanacross	Awaba	Khanacross	State	WAC	NSW	NSWKXC2
	Tues	24-Mar		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Sat	28-Mar		HVSCC Rally	Taree	Rally	Multi-club	HCSCC	NSW	
	Sat	4-Apr		Rallysprint	Awaba	Rallysprint	Multi-club	WAC	NSW	
	Sat	4-Apr	5-Apr	Australian Rally Championship	Western Australia	Rallysprint	National		WA	
	Sun	5-Apr		Multi-club Races	Eastern Creek	Races	Multi-club	ARDC	NSW	
	Sun	5-Apr		State Motorkhana	Nirimba	Motorkhana	State	SCC	NSW	NSWMKC2



# NSW Motorsport Events Calendar 2009

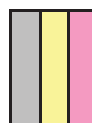
St	Day	Date	To	Event Name	Venue	Event Type	Level	Organiser	State	Champ/Series
	Tues	6-Apr		NSW Scrutiny Advisory Panel Mtng	Northmead Sports & Rec Clu	Meeting	State	CAMS	NSW	
	Fri	10-Apr	12-Apr	Festival of Sporting Cars	Mount Panorama	Races	Multi-club	FOSC	NSW	
	Sat	11-Apr	12-Apr	Condo 750	Condobolin	Xcountry Rally	Multi-club	CSP	NSW	
	Sat	11-Apr	12-Apr	Australian Off Road Ch 1	Hyden	Off Road	National		WA	AORC1
	Sat	18-Apr		Rally of Lithgow Pace Notes	Lithgow	Rally	State	NSSCC	NSW	NSWRLC1 NSWCRS1
	Sat	18-Apr	19-Apr	NSW Off Road Ch Rd 2	Crookwell	Off Road	State	CORC	NSW	NSWORC2
	Sat	18-Apr	19-Apr	NSW Motor Race Ch 2	Wakefield Park	Races	State	WPM	NSW	NSWMRC2
	Sun	19-Apr		State Hillclimb	Kempsey	Hillclimb	State	KSCC	NSW	NSWHC4
	Sun	19-Apr		NSW Supersprint Ch Rd 2	Oran Park GP	Supersprint	State	NSWRRRC	NSW	NSWSSC2
	Tues	28-Apr		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Sat	2-May		Rallysprint	Awaba	Rallysprint	State	WAC	NSW	NSWRSS2
	Sat	2-May	3-May	Historic Eastern Creek	Eastern Creek	Historic Races	Natnl Historic	HSRCA	NSW	
	Sun	3-May		NSW Supersprint Ch Rd 3	Wakefield Park	Supersprint	State	MX55	NSW	NSWSSC3
	Sun	3-May		State Motorkhana	Nirimba	Motorkhana	State	TCC	NSW	NSWMKC3
	Tues	4-May		NSW Scrutiny Advisory Panel Mtng	Northmead Sports & Rec Clu	Meeting	State	CAMS	NSW	
	Sat	9-May	10-May	Asia Pacific/Aust Rally Championship	Queensland	Rally	International		QLD	
	Sat	16-May		Rally of the Manning Valley	Taree	Rally	Series	CNCSCC	NSW	NSWCRS2
	Sun	17-May		NSW Supersprint Ch Rd 4	Eastern Creek	Supersprint	State	ARDC	NSW	NSWSSC4
	Sun	17-May		State Khanacross	Hampton	Khanacross	State	HDCC	NSW	NSWKXC3
	Sat	23-May		Star Mart Rally	Canberra	Rally	Multi-club	BMSC	NSW	
	Tues	26-May		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Sat	30-May	31-May	NSW Motor Race Ch 3	Oran Park	Races	State	NSWRRRC	NSW	NSWMRC3
	Sun	31-May		Rallysprint	Maria River	Rallysprint	State	KSCC	NSW	NSWRSS3
	Tues	1-Jun		NSW Scrutiny Advisory Panel Mtng	Northmead Sports & Rec Clu	Meeting	State	CAMS	NSW	
	Sat	6-Jun	7-Jun	Australian Off Road Ch 2	Alice Springs	Off Road	National		NT	AORC2
	Sun	7-Jun		Bega Valley Rally	Bega	Rally	State	Marmelang	NSW	NSWRLC3
	Sun	7-Jun		State Hillclimb	Grafton	Hillclimb	State	GSCC	NSW	NSWHC5
	Sun	14-Jun		State Motorkhana	Awaba	Motorkhana	State	WAC	NSW	NSWMKC4
	Sat	20-Jun		BRM Silverstone Safari	Canberra	Rally	Multi-club	LCCC	NSW	NSWCRS3
	Sat	20-Jun		Rallysprint	Awaba	Rallysprint	Multi-club	WAC	NSW	
	Sat	20-Jun	21-Jun	NSW Off Road Ch & Long Course	Wittitri	Off Road	State	KMORC	NSW	NSWORC3
	Sat	20-Jun	21-Jun	Sportscar Carnival	Eastern Creek	Races	State	ARDC	NSW	
	Tues	23-Jun		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Sat	27-Jun		Night Owl	Hunter Valley	Touring Road Ev	Multi-club	AHRG	NSW	
	Sat	27-Jun	28-Jun	Coffs Rally	Coffs Harbour	Rally	National	CHDSCC	NSW	ARC5 NSWRLC4
	Sat	27-Jun	28-Jun	Historic Oran Park	Oran Park	Historic Races	National	HSRCA	NSW	
	Sun	28-Jun		NSW Supersprint Ch Rd 5	Wakefield Park	Supersprint	State	Mini	NSW	NSWSSC5
	Sun	28-Jun		State Khanacross	Awaba	Khanacross	State	WAC	NSW	NSWKXC4
	Sat	4-Jul	5-Jul	NSW Motor Race Ch 4	Eastern Creek	Races	State	ARDC	NSW	NSWMRC4
	Tues	6-Jul		NSW Scrutiny Advisory Panel Mtng	Northmead Sports & Rec Clu	Meeting	State	CAMS	NSW	

# NSW Motorsport Events Calendar 2009

St	Day	Date	To	Event Name	Venue	Event Type	Level	Organiser	State	Champ/Series
	Sun	12-Jul		NSW Supersprint Ch Rd 6	Oran Park GP	Supersprint	State	NSWRRC	NSW	NSWSSC6
	Sat	18-Jul	10-Jul	Shannons Natnl Racing Series	Eastern Creek	Races	National	ARDC	NSW	
	Sat	25-Jul		Rally of Camden Haven	Port Macquarie	Rally	Multi-club	PRC	NSW	NSWCLS4
	Sat	25-Jul	26-Jul	Festival of Sporting Cars	Oran Park	Races	Multi-club	FOSC	NSW	
	Sat	25-Jul	26-Jul	Australian Off Road Ch 3	Mildura	Off Road	National		VIC	AORC3
	Sun	26-Jul		State Motorkhana	Awaba	Motorkhana	State	WAC	NSW	NSWMKC5
	Tues	28-Jul		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Sat	1-Aug		Day Night Races	Oran Park	Races	Multi-club	NSWRRC	NSW	
	Sat	1-Aug	2-Aug	South Australian ARC	South Australia	Rally	National		SA	ARC6
	Sun	2-Aug		NSW Supersprint Ch Rd 7	Eastern Creek	Supersprint	State	ARDC	NSW	NSWSSC7
	Sun	2-Aug		State Hillclimb	Ringwood	Hillclimb	State	MG(Newc)	NSW	NSWHC6
	Sun	2-Aug		State Khanacross	Awaba	Khanacross	State	WAC	NSW	NSWKXC5
	Tues	3-Aug		NSW Scrutiny Advisory Panel Mtng	Northmead Sports & Rec Clu	Meeting	State	CAMS	NSW	
	Sun	9-Aug		Myall Lakes Pace Notes	Bulahdelah	Rally	State	NDDC	NSW	NSWRCLC5
	Sat	15-Aug		Manning Valley TRE	Taree	Touring Road Ev	Multi-club	SNCSCC	NSW	
	Sat	15-Aug	16-Aug	NSW Off Road Ch, Tri Ch & Long Crs	Milbrodale	Off Road	State	HVORRA	NSW	NSWORC4
	Sun	16-Aug		State Motorkhana	Nirimba	Motorkhana	State	MiniCC	NSW	NSWMKC6
	Sat	22-Aug		Morgan Owners Supersprint	Eastern Creek	Supersprint	Club	MOCA	NSW	
	Sun	23-Aug		Shannons Eastern Creek Classic	Eastern Creek		Club	CMC	NSW	
	Tues	25-Aug		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Mon	1-Sep	5-Sep	Classic Outback Trial 2009	New South Wales	Rally	National		NSW	
	Wed	3-Sep	6-Sep	World Rally Championship	Northern NSW	Rally	International		NSW	
	Sat	5-Sep	6-Sep	Australian Muscle Car Masters	Eastern Creek	Nats Event	Club	ARDC	NSW	
	Sat	5-Sep	6-Sep	Australian Off Road Ch 4	Millicent	Off Road	National		SA	AORC4
	Tues	7-Sep		NSW Scrutiny Advisory Panel Mtng	Northmead Sports & Rec Clu	Meeting	State	CAMS	NSW	
	Sat	12-Sep		NSW Supersprint Ch Rd 8	Oran Park GP	Supersprint	State	Mini	NSW	NSWSSC8
	Sat	12-Sep	13-Sep	NSW Motor Race Ch 5	Wakefield Park	Races	State	WPM	NSW	NSWMRC5
	Sun	13-Sep		Death Adder Dash IXX	Nabiac	Supersprint	State	CNCSCC	NSW	NSWRSS4
	Sun	13-Sep		State Motorkhana	Nirimba	Motorkhana	State	HDCC	NSW	NSWMKC7
	Sun	13-Sep		State Khanacross	Ringwood	Khanacross	State	MG(Newc)	NSW	NSWKXC6
	Sat	19-Sep	20-Sep	NSW Off Road Ch & Long Course	Wanialda	Off Road	State	WMSC	NSW	NSWORC5
	Sat	19-Sep	20-Sep	Historic Wakefield Park	Wakefield Park	Historic Races	National	HSRCA	NSW	
	Sun	20-Sep		State Hillclimb	Bulahdelah	Hillclimb	State	MLSCC	NSW	NSWHC7
	Tues	22-Sep		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Sat	26-Sep	27-Sep	Corsa di Mille Pini	Canberra	Rally	Multi-club	LCCC	NSW	NSWCLS5
	Sat	26-Sep	27-Sep	Oran Park Enduro	Oran Park	Races	Multi-club	NSWRRC	NSW	
	Sat	4-Oct		State Hillclimb	King Edward Park	Hillclimb	State	MG(Newc)	NSW	NSWHC8
	Sat	10-Oct	11-Oct	Bathurst 1000	Mount Panorama	Races	International	V8SC	NSW	
	Sat	17-Oct		NSW Supersprint Ch Rd 9	Oran Park South Day/Night	Supersprint	State	NSWRRC	NSW	NSWSSC9
	Sat	17-Oct	18-Oct	Australian Off Road Ch 5	Gooniwindi	Off Road	National		QLD	AORC5

# NSW Motorsport Events Calendar 2009

St	Day	Date	To	Event Name	Venue	Event Type	Level	Organiser	State	Champ/Series
	Sat	17-Oct	18-Oct	Australian Rally Championship	Melbourne	Rally	National		VIC	ARC7
	Sun	18-Oct		Tamban Rallysprint	Kempsey	Rallysprint	Multi-club	KSCC	NSW	NSWRSS5
	Sun	18-Oct		State Khanacross	Ansell Park	Khanacross	State	TCC	NSW	NSWKXC7
	Sat	24-Oct		Bay Stages	Batemans Bay	Rally	State	SKDAC	NSW	NSWRCLC6
	Sat	24-Oct	25-Oct	Indy	Gold Coast	Races	International		QLD	
	Sun	25-Oct		State Motorkhana	Nirimba	Motorkhana	State	VWC	NSW	NSWMKC8
	Tues	27-Oct		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Sat	31-Oct		Oberon Rally	Oberon	Rally	Multi-club	NDDC	NSW	NSWCLS6
	Sat	31-Oct	1-Nov	NSW Off Road Ch & Tri Challenge	Nabiac	Off Road	State	CNCSSC	NSW	NSWORC6
	Sat	31-Oct	1-Nov	NSW Motor Race Ch 6	Oran Park	Races	State	NSWRRC	NSW	NSWMRC6
	Sat	31-Oct	1-Nov	Festival of Sporting Cars	Wakefield Park	Races	Multi-club	FOSC	NSW	
	Tues	2-Nov		NSW Scrutiny Advisory Panel Mtng	Northmead Sports & Rec Club	Meeting	State	CAMS	NSW	
	Sat	6-Nov	7-Nov	ARDC 6 Hour Relay Race	Eastern Creek	Races	Club	ARDC	NSW	
	Sun	7-Jan		BLCC Rallysprint	Macquarie Region	Rallysprint	Multi-club	BLCC	NSW	NSWRSS6
	Sat	21-Nov		Nat Cap	Canberra	Rally	State	BMSC	NSW	NSWRCLC7
	Tues	24-Nov		NSW Supersprint Advisory Panel	Ryde Eastwood Club	Presentation	State	CAMS	NSW	
	Sat	28-Nov	29-Nov	NSW Off Road Ch 7	Colo	Off Road	State	SORRA	NSW	NSWORC7
	Sat	28-Nov	29-Nov	Historic Eastern Creek	Eastern Creek	Historic Races	Natnl Historic	HSRCA	NSW	
	Sat	5-Dec		Rallye des Femmes	Canberra	Rally	Club	BMSC	NSW	
	Sun	6-Dec		Ray Vesty Memorial Christmas Cup	Crookwell	Off Road	Club	CORC	NSW	
	Tues	7-Dec		NSW Scrutiny Advisory Panel Mtng	Northmead Sports & Rec Club	Meeting	State	CAMS	NSW	
	Sun	13-Dec		Kids Race Day	Oran Park	Charity Day	State	NSWRRC	NSW	



**St**

- p Permit pending or issued
- t Training course
- m Meeting

Interstate/Overseas  
Changes in this version  
Cancelled or Postponed

NMRC Shannons Nat Racing Chmp  
NSWRC NSW Championship Races  
V8SCS V8 Supercar Championship  
FV8SCS Fujitsu V8 Supercar Chmpnshp  
NSWHC NSW Hillclimb Championship  
NSWSSC NSW Supersprint Championship  
NSWMKC/NSWKXC NSW Motorkhana/Khanacross Champir  
NSWRCLC Illy Championship  
NSWCLS bman Rally Series  
NSWREX xcel Rally Series  
NSWRSS:allysprint Series  
NSWORC road Championship  
NAMS : Area Motor Sport  
Rally/Rallysprint Series

# A Year of Living Dangerously

By Navitart Ted Norman

2008 was a good year for me as a Navigator, not with my usual Chauffeur Tony South, I only did three bad rallies with Tony, one shocker with John Milne, but rallies with Bruce Smith, Laurie Mason and Craig Walsh got me a couple of trophies and some really good event experiences.

The year started well with the Riverina Run with Tony, as usual I had a good Saturday and had a shocker on Sunday. Then I went to Melbourne to be a pit floozie for Tony in Aussie Race cars, which was great fun, no navigation and watching Tony having a heap of fun on Albert Park. Highland Fling was next with Laurie and a one day shocker in the Peugeot 404. Then off to Wangaratta with Tony in the Forest Classic, another of my "one that got away stories". The South Coast Run with John Milne was a shocker both days, with Sunday enough for me to give up as a navigator and do my biggest cut and run away home early ever. Jag Mountain Rally Tour with Tony was supposed to be easy but I managed to disappoint Tony again. Next came the MG Rally with Bruce Smith, I did well Saturday but one little error on Sunday was enough to knock me back to 3rd Place, but still a trophy!

From there on my main focus was the Red Centre to Gold Coast Rally. Getting my National Rally Licence with a lot of help from John Cooper, Christine Bethwaite with Gary & Wendy Maher all involved in that exercise.

Now that was one great big adventure, after a few months of weekends working with Laurie getting the Pajero Turbo Diesel ready to go, we took off nice and early on the 3rd of September, just us and all our gear loaded in the back for the 3 day 2,850 km drive to Alice Springs. First day was about 1,150 km to Renmark S.A., then just to do some dirt road practice we decided to go via the Oodnadatta track to Marla that was about 1,400 km with about the last 300 km of dirt in the dark, just to try out the driving lights. After that we only had 300 km to Alice Springs to join the other 10 CRC crews entered in the rally.

On the way after hitting some water splashes and creek crossings caused our TerraTrip cable sender probe to short out and stop working, then during efforts to fix that we lost the speedo drive as well. So with help from Danny Castro and support from all the other CRC people we had Laurie's son Michael off to Race & Rally in Sydney then Australian Air Express to Alice Springs we had it fixed just in time for the scrutineering and rally start.

That was our rough patch; from there on our rally was a dream run. The choice of 4WD was excellent and it was to prove the old story of the tortoise and the hare true again, our car would have to have been close to the slowest in the event but at the end of every day it was still going strong and virtually trouble free. Day one of the event was a loop out and back to Alice, a bit of a shocker with a few cars not making it to Day two, one of them was a Range Rover rocket ship in our class that ran out of oil pressure, so that meant that we now had a 2nd place in our class at the finish. Also unfortunately it was the end of rally for Dominic & Kim after their earlier challenges on the way to the start had burned up a lot of their energy, plus Robert & Starr caused a bit of damage to their VW and ended their rally the next day, a long way to go with so much time effort and money to not get the fun part done. Most of the other CRC crews kept going but it was a very rough event and had been set with a 4WD Toyota, so in a modified road car it was always going to need heaps of luck. I must say that John Cooper has my utmost respect for his effort, he completed all stages and drove every km of the event, even with many car problems including his support car and trailer breaking up and having to cut and run leaving John to do all work on his car for about 3 days. I did feel a little guilty at times, but that was soon overcome with the adventure that we were having, some fantastic experiences and places that we saw made it all worthwhile, I could rave on about so many things and places but it was a fabulous adventure for us and as I said a good choice of car and in the end all we had to do was finish and we had a class win, some nice trophies and a lot of new people we met and enjoyed their company during the event, I would be happy to do it again some day soon.

Next event was the Alpine Classic with Bruce Smith, another one of my "one that got away" events, equal first on Saturday night to last place on Sunday afternoon. What a mess Hendo made of my head, I need to do a two Saturday event and forget about rallies on Sundays. But the best thing that happened on Alpine Sunday was Craig Walsh asking me if I could do 2 days of Classic Adelaide.

I have always been asking Tony if he would like to do Classic Adelaide, I am sure it is right up his alley. Craig and Gordon Lennox gave me the chance to step into the navigators job, plus I even got to use Gordon's shoes and race suit, so I don't think many people even noticed the change of navigator.



## A MINUTE WITH .....*Danny Castro*

**Nickname:** The Argentinean ant

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**Member of CRC since:** 8 months after the club was formed

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**Driver or navigator and why?:** Driver, I like to keep the accelerator pedal to the floor, enjoying the sound of the engine at high RPM's ,

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**Favorite Rally as a competitor:** The Andes crossing Rally in 1968 between Chile and Argentina, my first international win, in a Peugeot 404.

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**Current Rally Car(s):** BMW 2002 ti, Datsun 1600, and the Datsun 2000 sport, and the Ferrari 308, (car are made to be driven hard and fast.)

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**My First Car:** 1930 Essex , the Al Capone car, 8 cylinders in line a big square car

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**My Dream Car:** Drive a Porsche 917 long tail, the Le Mans prototype

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**Favorite Racing Car Driver:** Juan Manuel Fangio, (I learn a lot from Him) I was His interpreter from Spanish to English, which allow me to mix with great drivers of Formula 1. Fangio, and Sena the best drivers ever.

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**Favorite – Movie;** Old musicals movies

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- **Actor/Actress;** Marilyn Monroe (gorgeous look)

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- **Food;** Lemon Sole fish with a bottle of red.

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**Favorite Place to Visit in NSW:** Callala Beach Jervis Bay

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**Other Interests/Hobbies:** Cycling, fishing and model boats.

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**What would you do with \$100,000:** look for a historic Le Mans prototype from the late 60's o early 70's buy it, and race it in historic. (Picture of the Rothmans Le Mans Porsche driven by the Australian Vern Shuppan.)

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**My Pet Hate:** stupidity, and drunken people.

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# The Great Alpine Road Rallye

By Dave Johnson

Watching Lui stress out is not a pleasant sight !!!

Lui had just booked in and gone through documentation at Dinner Plain prior to the start of the Great Alpine Road Rallye (GARR). Unfortunately what she had seen in the first encounter for this event must have given her all the signs of being just the same as the last time she had been to the GARR. I think she had hoped for a change for the better. It must have gone the other way.

And this time she had encouraged a few different people into coming down to have a run. "Don't come for the competition, just for the fun and the social side" she said.

Lui was chain-smoking under a tree in the carpark and looking decidedly unwell.

The team assembled around her in an endeavour to comfort her and to remind her of her words and let her know it was not her fault. One needs to remember that she encourages us (CRC) to a very high standard of organisation of which we are very proud and anything less than that standard is painful.

Eventually Carol Both found the right words to get Lui out of her melancholy and the words became the unofficial theme for the 3 days at the GARR.

"Lui, think of it like Fawlty Towers" said Carol.

Lui's eyes lit up and reality cut in and the Fawlty Towers #1 Rally Team was born.

The cars from the CRC making up the FT #1 Team went on to a record breaking performance, filling the

top places in the event .

**Participating from the Classic Rally Club were :**

Peter Thomson and Lui MacLennan in Thommo's Sunbeam Tiger,

Gerry and Carol Both in the Alpha 105 GTV,

Ross and Kim Warner in the Jaguar E Type,

Vince and Kay Harlor in their Nissan 240Z,

Gary, Sana and Clarice Winterbottom in their Renault Megane,

Alan and Pam Watson in the Mercedes

John and Wendy Cooper in their Ford X6 Ute

and

Dave Johnson and Richard Davies (Vic) in Dave's Nissan 300ZX.

The GARR consisted of a Touring Assembly for 3 days starting from Dinner Plain (abt 11 kms from Mt Hotham (Vic). There were a total of 12 motorkhana events over the 3 days in the carpark at Mt Hotham airport, a Pride of Ownership event and an "Eco Run" (a Regularity Fuel Run).

## Day 1.

Scrutineering at Dinner Plain (DP) then down to the airport for the first set of 3 motorkhana events. Some cars had been parked in the carpark (funny that that might happen in a carpark) and the already small space was even smaller. There were witches hats everywhere. As well as the ones for the tests were the ones protecting the parked cars as well



as the building which was now closer than planned (???) and the ones around the rockery of a light pole that we sometimes used to go around and sometimes not.

The first 2 tests produced a record breaking 43% of WDs. Our most renowned motorkhana specialists were having difficulty picking the “wood from the trees”, with the swarm of witches hats on the carpark.

The 3<sup>rd</sup> test was a slalom and the course was easier to pick and was to be used on each visit. This was a separate “event” where the difference between the first time and subsequent times were totalled as a “regularity” test.

We then went eastward to Omeo for some food and the refuel for the Eco Run. A 100kms circuit through Swifts Creek and a beaut little vineyard near Cassillis and back to Omeo for a fuel fill up. We had all nominated our fuel consumption at book in and the closest to replicating the nominated figure on the actual 100+ kms circuit decided the placings in that sub-event. (The most notable performance in this event were the Coopers – aka ‘The Honeymooners’ – who managed to miss their nominated consumption by 33%)

Back up to the airport and 2 new tests followed by the regularity slalom. Only one WD as the complexity of the events was reduced and we got more used to the site.

Results for the day were on the noticeboard, with Gerry and Carol Both, The Honeymooners and the Harlors cleaning the road questions and the rest of us 5 pts behind for a wrong answer.

Gerry Both putting up some brilliant times for the motorkhana events although Thommo’s times were nearly as fast but his performance was to say the least very very spectacular.

I won the Eco Run replicating the nominated figure to



within 0.19% followed by Gary Winterbottom on 0.35%.

The Rallye Dinner in the DP Hotel was good food and a few reds (and whites) followed by a few more back at the accommodation where most of us were staying, a beaut chalet called Powderkeg (see pic).

## Day 2.

The day started with the compulsory motorkhana events, still some WDs and the slalom. The road section went northward down the 32kms of winding road from Hotham to Harrierville. The fog was very heavy which gave us a different outlook to the road that we came in on 2 days before. It takes the best part of 40 mins in either direction as there is barely a straight over 20metres long. You get the 60KPH sign entering Harrierville with nearly 500mtrs of bends and hill still to on your plate.

We used almost all of the sealed roads in the area, Mudgegonga, Myrtleford, Whorouly, Beechworth and Yackandandah all became a blur of similar unfamiliar



towns. Dan and Rosie White (the organisers) using a multiple choice question system, which had some pluses but gave it away completely that you were in the wrong place when none of the choices were on the signpost at your intersection.

We had a map trace that declared all the roads in it as sealed and a few bits of unsealed tricks tucked away to make the day interesting. They tossed in a herringbone and used the multiple choice question to check WD’s on at least a few occasions.

We had time out, if we wished it to see a few tourist attractions and vineyards. A couple of the guys were really doing the tour level but it was never too clear where the courses differed so we saw most of our cars regularly.

We had a beaut dinner at the Dederang Hotel. The locals in the bar only started to warm to us when Cooper arrived in his ute sporting a cowboy hat.

Their vote for Pride of Ownership award wasn’t the



same as the organisers.

The day included an after dinner 'Twilight Navigation Section', that had been asked for last time and included 'by request'. We are still after the people who asked for it as it made the day very long and we ended up doing the Hotham Hill in darkness with the day ending for most of us around 11PM.



Nissan 300ZX

10 pts

2<sup>nd</sup>

Carol and Gerry Both

Alpha 105 GTV

35 pts

3<sup>rd</sup>

Kay and Vince Harlor

Thommo/Lui, Ross/Kim and Dave/Richard all managed to get through the days with no points lost on question/answers.

### Day 3.

The day started with the usual motorkhana events. 2 new ones and the slalom. Kay Harlor had driven the 240Z for the first motorkhana event and had gone the wrong way and Vince looked to shake his head and took over the driving for the second event. Kay just got one flag wrong in the first test, but Vince managed to do half the course wrong in the second. Fortunately that was the end of the motorkhanas.

Down the hill again and this time over another hill, Tawonga Gap, to Mt Beauty.

I followed a semitrailer down the last part of the Gap and watched his rear wheels go off the bitumen on every left hand bend. I couldn't get past the semi so I waved past some cyclists who had caught us to see if they had a better chance. No chance.

More questions and read the map navigation took us to Dederang Hotel again, but only for a lemon squash and then on to shortest route 'point to point' which was probably the trickiest bit of interpretive navigating for the whole event and ended up deciding the placings. .

Back to DP and by now we had all had enough of the Mt Hotham Hill, well and truly. What started out as a nice challenging drive really lost its appeal after the 5<sup>th</sup> time in 4 days, with another 'down' yet to go to get home.

Dan and Rosie put on a great little meal at the HQ and did the presentations.

Results.

Great Alpine Road  
Rallye - Challenge

1<sup>st</sup> Dave Johnson /  
Richard Davies



Nissan 240Z

55 pts

4<sup>th</sup> Peter Thomson / Lui MacLennan  
Sunbeam Tiger  
70 pts

5<sup>th</sup> Kim and Ross Warner  
E Type Jaguar  
90 pts

Pam and Alan Watson retired due to illness before day 3 while in 3<sup>rd</sup> place.

Wendy and John Cooper and Gary, Sana and Clarice Winterbottom competed in the Touring level. No placings were available for this section.

### Pride of Ownership

Awarded to Ross and Kim Warner for their immaculately presented Jaguar E Type

Vince and Kay Harlor received a "distinguished presentation award" for the Nissan 240Z.

### Motorkhana events overall total fastest times.

1<sup>st</sup> Gerry Both  
252.3 secs

2<sup>nd</sup> Peter Thomson

269.8 secs

3<sup>rd</sup>

Ross Warner

284.7 secs

4<sup>th</sup>

Dave Johnson

294.4 secs

5<sup>th</sup>

John Cooper



# Tasman Revival - Images by Gerald Lee

- 304.6 secs  
6<sup>th</sup> Gary Winterbottom  
315.7 secs  
7<sup>th</sup> Kay & Vince Harlor  
331.4 secs

Alan Watson was in 4<sup>th</sup> place before his retirement.

## Motorkhana Regularity Slalom

- 1<sup>st</sup> Peter Thomson  
1.01%  
2<sup>nd</sup> Dave Johnson  
4.45%  
3<sup>rd</sup> Gerry Both  
4.96%  
4<sup>th</sup> Gary Winterbottom  
6.16%  
5<sup>th</sup> John Cooper  
7.62%  
6<sup>th</sup> Kay & Vince Harlor  
16.45%  
7<sup>th</sup> Ross Warner  
20.65%

## “Eco Run”. Fuel consumption test against nomination.

- 1<sup>st</sup> Dave Johnson / Richards Davies  
0.19%  
2<sup>nd</sup> Gary, Sana & Clarice Winterbottom  
0.37%  
3<sup>rd</sup> Peter Thomson / Lui MacLennan  
0.99%  
4<sup>th</sup> Alan and Pam Watson  
5.3 %  
5<sup>th</sup> Gerry and Carol Both  
7.7 %  
6<sup>th</sup> Ross and Kim Warner  
12.96%  
7<sup>th</sup> Vince and Kay Harlor  
17.79%  
8<sup>th</sup> John and Wendy Cooper  
32.5 %

Our thanks go out to the organisers and to the officials that were up on the hill with us.

The social side was the more important aspect of the 3 days.

Special mention goes to “Polly” (aka Penny Rowbotham) whose presence as an official enabled some sanity to prevail on many occasions.



Kay Harlor racing her Datsun Z Car



Kevin Elliot ‘dummy’ grid marshalling



Wayne Patterson - Scrutineering

# CRC in Images - Images by Carol Both



Winston Brocklehurst, John young and Miz Pres at Eastern Ck



Tasman revival at Eastern Creek



CRC at Eastern Creek



Front row for CRC cars at Eastern Ck



At GARR waiting for something to happen



Winner of the motorkhana



Thommo and John Cooper



Watching everyone Wd made the rest feel better



Warners E type squeezed around the tight course



Kim Warner felt safer standing on the fence



Relaxing after, or maybe it was before a hard day



The Bransgrove men collapsed after the first day of the CRC Alpine



The house had a Harry Potter look about it but 11 of us were very comfortable there and the ranks swelled to 18.



Alan Watson's Merc got quite a lean up even at a sedate pace



Thommo had a ball and won most consistent



It was a very tight course for some



**Join the Classic Rally Club and friends  
for the  
End of Summer Lunch Run on Sunday 15<sup>th</sup> February**

Give your classic a shake down before the start of Autumn or just blow the cobwebs away on a summer's Sunday morning, ready for the rally season in earnest. Bring your rally pal or your partner. Throw the kids in the back. If the left seat proves difficult to fill and you just feel like a drive, the instructions are very simple to follow and are easily 'do-able' on your own. As an easy last resort, you can just play follow the leader! (Just like some of us do on real rallies!!)

Spend the morning driving over about 150 kms of fabulous roads, soaking up the scenery, which ranges from dramatic coastal vistas to the green rolling hills of the Southern Highlands.

Lunch will be at the Sutton Forest Inn in the picturesque Southern Highlands.

A limited menu will be available for \$20 per head, including coffee.

The run will take about three hours.

Meet at Heathcote railway station at 09:00, first car away at 09:30. We have to get away on time, as we're expected for lunch at 12:30.

There is no formal entry form or entry fee – everyone just pays for what they want to eat and drink.

Numbers will be limited and you must let John know if you're coming, so we can let the chefs know how many to expect.

**Contact John Young by Friday 13<sup>th</sup> (Oops!) on 0412 246911 or**

Another great big adventure with CRC people making me feel very welcome. As Craig said in his report I had not used pace notes before, but he sent me some practice pace notes and a DVD of previous events, I am sure that his experience with Gordon on the other days with pace notes helped me get away with the steep learning curve, plus some on the job training for me from Craig in the drivers seat got me up to speed fairly quickly. The BMW was excellent for the event also, with lots of suspension and handling adjustments made that kept the car on the black stuff, even with my lack of experience and a couple of bad calls causing Craig to do some "skidding" of the tyres. Nice trophy for completing all stages under the time limit, plus a fabulous couple of days doing an imitation Gordon Lennox. Nice work if you can get it, I will be trying again to talk Tony into doing Classic Adelaide especially now that I have a National Rally License and some pace note practice.

That was a very good fun year for this little Navitart, looking forward to 2009.

## Others Events Calendar

Date	Event
23-25 Jan	Festival of Sporting Cars - Oran Park (Australia Day Weekend)
10-12 April	Festival of Sporting Cars - Mount Panorama (Easter)
22-24 May	Italian Connection Rally
24-26 Jul	Festival of Sporting Cars - Oran Park
30 Aug - 5 Sep	Classic Outback Trial <b>Proposed event - expressions of interest urgently needed.</b>
30 Oct - 1 Nov	Festival of Sporting Cars - Wakefield Park
31 Oct - 1 Nov	ARDC 6 Hour Relay Race

More information on 'Other Events' in this calendar can be found on the Classic Rally Club website.

# 2009 Newsletter Deadlines

EDITION	DEADLINE FOR SUBMISSIONS
January	Friday 16 <sup>th</sup> January
February	Friday 13 <sup>th</sup> February
<b>March*</b>	Tuesday 10 <sup>th</sup> March
April	Friday 17 <sup>th</sup> April
<b>May*</b>	Tuesday 12 <sup>th</sup> May
June	Friday 12 <sup>th</sup> June
July	Friday 17 <sup>th</sup> July
August	Friday 14 <sup>th</sup> August
September	Friday 11 <sup>th</sup> September
October	Friday 16 <sup>th</sup> October
November	Friday 13 <sup>th</sup> November

Above are the deadline dates for submissions for the 2009 Classic Rally Club newsletters.

Please pay extra attention to the dates for March\* and May\* as these are earlier in the month than usual as I will be interstate for the following week due to work commitments. I will be unable to accept any submissions after the closing date in these months as I will not have internet access.

As many of you know, I can often take a few late submissions for the newsletter, so if you are writing a piece or have some photos that may be a day or two late, please make sure you contact me as I can often hold off to include your article. It's always good for me to know how much space your article will be (approximate estimate is fine), so that I can allow the space.

I hope this all helps you with the submissions for 2009.



The  
Riverina Run



2009

Yes, The Riverina Run is on again- So keep the 7<sup>th</sup> and 8<sup>th</sup> March 2009 free to have a run in this event.

The concept of this event is similar to that of rallies back in the 50's and 60's. Vehicles have a specific route to follow and secret passage controls are used to check that the vehicles are on the correct route. This untimed Touring Assembly is approximately 900 kilometres long and uses 99% sealed road. This event is aimed at classic cars and is an ideal opportunity for a club weekend away with everything organized for you.

It will start in Goulburn with the overnight stop in Cowra and then returning to Goulburn the next day.

There will be the usual three categories of navigation-

**Masters-** The most challenging mapping category,

**Apprentices-** Still mapping but with much more added information to help plot the route and,

**Tour-** Route charted with perhaps a small easy piece of mapping thrown in.

Entry fee is still \$396 for a crew of two. This will give you-

All instructions and maps,

Lunch on Saturday,

Accommodation on Saturday night,

Saturday night meal,

Sunday breakfast, and

Lunch on Sunday.

The Supplementary Regulations are available on the Classic Rally Club website- [classicroallyclub.com.au](http://classicroallyclub.com.au). This year's event is being run under a permit issued by the Australian Auto Sports Alliance (AASA). The main difference to previous years is that the minimum age to compete is 16 yo.

If anyone has any queries, contact me at [jj.west@bigpond.com](mailto:jj.west@bigpond.com), 0427 263757 or 02 63315342.

Regards

Jeff West  
Event Clerk of Course



# 2008 Classic Adelaide 19 - 23 November 2008

By Craig Walsh

Gordon Lennox and I teamed up to do the East Coast Targa a few years ago in Regularity. We competed in 2 of them (2004 & 2005) before its demise in 2005. Since then we have done a number of events together, have forged a strong friendship that extends to our families and even been away on our motorcycles together (as regular readers of Rally Directions would know).

For some years we have wanted to do something more serious. Targa Tasmania has been in our sights as has Classic Adelaide, probably the 2 most significant tarmac rallies in Australia. We have also toyed with the idea of Targa NZ and will probably do that sometime as it also looks like a good event.

About a year ago the "itch" started to get "scratched". Gordon and I set our sights on Classic Adelaide for 2008. We had excellent reports from Wayne & Dianne Gerlach who have been regular competitors for some years now, plus other CRC members who turn up from time to time (as competitors and officials). A plan started to get hatched.

Old Grufti (the 1985 BMW E30 323i) undertook somewhat of a transformation in the hands of Andy Cantrell (known to some of you, I know) in his backyard workshop in Kurmond. Andy was the only guy I could find that was prepared to spend the time to sympathetically install a welded roll cage that actually complies with RTA requirements and still allows use of the rear seat for Sean in his booster seat. I was not interested in a stripped out race car, so Andy spent the time to do the installation in a way that you would hardly know it was there.

Having said that, Gordon was well aware that it was there the first time he sat in the car. Rather than his head being in the clouds, it was in the cage! Good

thing that he spent the Alpine Classic with his head down doing the navigation! There was nowhere else for it to fit. Immediately after the Alpine we lowered the navigator's seat some 70mm, by removing the seat runners, making it just about right for Gordon (or at least saving him from the bruises that he'd have otherwise collected).

The final preparations were done in somewhat of a rush and we finally entered the event at the end of

September. I wasn't prepared to commit to it until I was certain that the car would be ready, complete with roll cage and CAMS logbook. Anyone that knows Andy Cantrell knows that you get a high quality job but you have to be patient! Deadlines don't mean much to Andy, so you just accept that it will be done when it's done. That's the price you pay for a

quality job (or part of the price, at least).

Next step was race suits. First surprise was that Gordon's suit was a special order for an XXXL!! Fortunately there was one under production in the fabric and colours we wanted, so it turned out to be less of a drama than first thought. We were getting there!

Suffice to say that all of the other organisation necessary, including car transport, flight tickets, accommodation, etc, happened. They all took time, but the plans ultimately fell into place.

One wildcard that was unexpected was a clash of dates. On the weekend of the Alpine we were comparing notes when we realised that Gordon's daughter, Pip, had her debut on the Saturday night of the event! Ted Norman to the rescue! Ted had



*Image by Perfect Prints*

been keen to do Classic Adelaide for a number of years (he did Targa Tasmania over 10 years ago), and he jumped at the chance to sit in the navigator's seat for 2 of the 4 days. It was made that much easier that Ted is the same size as Gordon and fitted neatly into the (now lowered) seat and Gordon's XXXL race suit. So a "tag team" was created (with the approval of the event organisers), Gordon to do the Prologue plus Days 1 & 2 and then Ted to arrive on the Friday afternoon to do Days 3 & 4. Thankfully we had arranged a 2 bedroom apartment that comfortably slept all 3 of us, so no bed sharing was necessary!

## Adelaide Pre-event

Most will tell you that you must recce the event, especially if a first timer. We took that advice and arrived in Adelaide on Sunday morning before the event (Prologue was Wednesday afternoon), hired a car and headed for the hills ... the Adelaide Hills, that is. We settled into our pace notes and travelled each Special Stage at least once over the next 2½ days. That poor little Corolla got a hard time. We had the brakes cooking on several occasions yet I wasn't even driving it hard, I didn't think. Perhaps it was little more spirited than Hertz had intended though.

On Monday we met our insurance policy, Simon Yeates at BM Connections. Simon jumped at the chance to be involved in the event. He runs a small BMW service centre not far from the city. He had collected old Grufti from the transport company the week prior and it sat in pride of place outside his workshop for all his customers to see, complete with event signage and his own, of course. Simon agreed to put the car on the hoist at the end of each day to do a once-over and, in the event that something needed attention, helping us with that. All he needed to do was bleed the brakes on Saturday evening. The car performed faultlessly for the 4½ days. But it was certainly



*Image by Perfect Prints*

comforting having the "insurance policy".

I was nervous about scrutineering, so we booking in for documentation first up Monday morning and went straight to scrutineering. It certainly took some time, but we sailed through.

Immediately after scrutineering our rally was almost bought to an end. Travelling from scrutineering to the start of the odometer check we were very nearly taken out by a Ute that decided to change lanes without looking. In the circumstances we'd have hit him hard and I suspect would have been out of the event. Fortunately we had room for evasive action and missed him. First drama, but not a sign of things to come.

## Prologue

Well, we had been told that the Prologue counts for nothing and fortunately that was correct. First time with pace notes at speed, no recce possible on the Prologue, first time on new tyres (change of brand), and me a little nervous about screwing it all up in the Prologue, meant that our Prologue time was embarrassing!! We weren't last, but weren't far off it either. Consolation was that we got an early start each day with the slowest cars in the event!

Wednesday night we went over our pace notes, with our road book, and made sure we were comfortable with it all. Early dinner and early night, ready for starting the real fun in the morning.

## Days 1 & 2

The event started with a degree of fanfare, driving over the start/finish ramp and off on the first transport stage. Nerves were quickly put behind us as we tackled the first couple of Special Stages and got ourselves "in the groove".



Day 1 travels to the north east of Adelaide and ends with a long 12.45 km stage named "Corkscrew". What a way to end Day 1! It was one of the best stages on the event and one of the few that demonstrated that I was driving on the edge (from time to time). About halfway through I was travelling just a little too fast through a right hander (Gordon called a "6") and the car started to drift towards a rather unforgiving looking rock face. Unfortunately the intercom (loaned to us by Laurie Mason) was crystal clear as I muttered "here we go"! Gordon looked up only to decide that he really didn't want to see it coming and got back down to his pace notes... just in case I didn't hit the wall and needed the next corner called! We made it, with plenty to spare (with hindsight). Corkscrew was one of our better Stages and a whole lot of fun, despite the mid point drama (probably partially because if it, in fact).



*Image by Perfect Prints*

Back to Simon's, car on hoist, nothing to do so off to the Paddock (which happens to be a high rise carpark in the centre of Adelaide). There we met a friendly face, fellow CRCer Jocelyn Vettoretti, our CRO (Competitor Relations Officer). We had an issue over a time on one of our stages being recorded incorrectly, and Jocelyn fielded our enquiry and it was fixed in no time. By the time we checked the results after dinner we were pleased to see that we were faster than most of those in our "pack" and had done some half respectable times when compared with the competition. Not bad for first timers, in our view.

Day 2 was a repeat of Day 1, but with the added complexity of damp roads. In fact, after lunch it bucketed down and we explored the limits of our tyres in the wet, which performed surprisingly well, I might add. Day 2 was generally towards the south east of the city.

Friday night bought with it the arrival of Navigator No 2, Ted, and dinner with a group of CRCers. It is also a street show for the competing cars and typically thousands of Adelaide residents turn out for the display. It was wet, so numbers were down on normal, but it was still an impressive show of over 200 rally cars. We had a quiet dinner with the

Gerlachs and the Luthis and Gordon passed the baton to Ted.

### **Days 3 & 4**

Now was the time for Ted to earn his keep. He arrived in Adelaide without having used pace notes before and he had not had the benefit of the recce. Despite this we had a cracker of a time on the first couple of stages and posted good times for us. The 3<sup>rd</sup> Special Stage, Basket Range, was a long one (10.65 km) and, although we did it at speed and had a great time, it was downgraded due to an accident and didn't count in the results. We cruelly joked about the very expensive red bollard in the middle of the road, a late model Ferrari that looked much shorter than usual and very "second hand". There wasn't an undamaged panel left after he obviously spun out and hit everything in sight. His twin brother (another red Ferrari) was also stopped, but we don't know if he came to grief as well or just stopped to weep with his mate. As it happens, it was a different accident that cancelled this Stage. It involved one of those big ugly Mustangs with tyres that smoke all the time! We didn't hear any more about the red bollard.

Much to Ted's disgust, I managed to ignore one of his calls on a short Stage in the middle of the day and had to stop, reverse out of the tape across the closed road and set off again. That taught me not to try to remember too much! I had looked at the notes before we set off, as was my habit, and had in my mind a left turn in the middle of the Stage (that I clearly remembered from the recce). What I didn't have in my mind was the right turn that came shortly before it and when Ted called "3 Right" I was preparing for the 3 Left! Fortunately it was a "3", which is a right angle turn, and not something a lot faster!! So we lost a few seconds on that one!

End of Day 3 had another of those memorable stages; memorable for a number of reasons! It was another of the longer Stages, 13.22 km, called "Gorge Road". We were hooting along and Ted was calling the pace notes really well. It was lots of almost flat out sweepers and we were in 4<sup>th</sup> and 5<sup>th</sup> gear for much of it, and that meant 160 - 180 kph for us. Another of those damn "6 Right" calls found me going a little too

fast again, but we made it, despite the “skidding” as Ted later came to refer to it. Better still was that, towards the end of the stage, we caught sight of the Austin Healey 3000 that left the start 30 seconds ahead of us and we set off to catch him. That almost ended in tears as one of the last corners was a “2 Left” that I took at something resembling “4 Left” speed and it all almost came undone. We did catch him, but didn’t get past him. We had dinner with them that night, though. Another very enjoyable day.



*Gordon, Pip and Karen Lennox at Pip’s Debutant Ball*

It was at the end of Day 3 that we had the brakes bled by Simon. They felt a little spongy around the middle of the day. Next time I’ll just get them bled at the mid point of the event, end of Day 2, whether they seem to need it or not.

Day 4 started with a long Stage, 11.70 km, which was unfortunately downgraded as well. Day 4 also had the longest Stage in the event, Paris Creek, at 24.48 km. It had a nasty little “natural chicane” in the middle that required a lot of speed to get washed off to avoid disaster. We posted a good time on it, though, despite catching one of the Historics and having to get around him on a stretch of newly surfaced (read “loose”) tarmac.

### **Presentation Dinner**

The event ends with a “black tie” presentation dinner. It was a great night, spent with fellow CRCers, the Gerlachs, Luthis and Peter Smith and his team.

As we finished all of the Stages inside “trophy time”, we each received a trophy for our efforts. What we didn’t know until a few weeks after the event was that we earned 2<sup>nd</sup> place in our Team (the E30

plus 3 x BMW 2002s) and 2<sup>nd</sup> in our class!! Now the 2<sup>nd</sup> in class needs some explanation as we were up against a Porsche 944 Turbo and an RX7 Turbo and yes, there were only 3 in the class. The RX7 didn’t finish so our “guaranteed” 3<sup>rd</sup> place became a 2<sup>nd</sup> place! I still don’t know how we finished up in that class with a standard 2.3 litre 6 cylinder engine BMW. But who cares!

I must publicly thank Gordon and Ted, particularly Ted who stepped in at short notice and put up with my “skidding” and occasional swearing when I found myself going a little bit too fast! Gordon was part of the journey for a couple of years and I felt disappointed for him as he jumped on a plane on Saturday morning, missing half the event, including the end. The debutant ball was a great success though, and the Lennoxes all enjoyed themselves on Saturday night. Many thanks also to Laurie Mason for the loan of his Terraphone. I have now ordered one! Our “insurance policy”, Simon Yeates at BM Connections, also deserves our thanks. He provided a great service and gave us a high level of comfort that, should something go wrong, it was unlikely to ruin our event. Fortunately, nothing went wrong!

Plus a big thanks to the CRCers that were officials for the event. It was great to see the familiar and smiling faces of Lui and Jocelyn.

### **Next Year**

Yes, probably we’ll do it again. Had a ball this time so 2009 is on the cards!



*Image by Perfect Prints*

# Classic Adelaide

## Images by Wayne Gerlach



Friends of CRC ex Garr'06, Graeme and Sue finished smiling in their just-prepared Mk1 Escort



The Smith's bug-eye looked brilliant



Gordon was there a few minutes ago. How soon they forget!



Rob Black's 911S was sponsored by SA Zoo. Note chimp next to the exhaust



As the evening progressed coats and ties were removed as Ted asked How the feeling at 190kph in a Sprite



Peter and Ashley Smith with serious trophies



Dianne and Wayne happy that the tyres lasted the distance



Sonia and Ernst were victorious in their Class



Ted and Craig commence the evening on a celebratory note



*Image by Jackie Reinhardt of The Wood Blind Factory*

# From Leadfoot to Lightfoot

By Gerald Lee

It goes against the grain for us revheads to keep the right foot off the accelerator. It is just not in our nature to value fuel economy over pure grunt ..... or pursue 'mpg' over 'bhp'.

So I was most definitely outside my comfort zone when I accepted an invitation to be the 'designated driver' in a unusual test of fuel frugality last November.

The event was the brainchild of CRC member, Steve Bicket, who is General manager of Sainsbury Automotive, Peugeot's dealer in Dubbo. Steve, aided and abetted by CRC's Gary Maher, who came up with the idea of an economy run to promote the frugality of Peugeot's new 308 HDI diesel and highlight the World Record 3.1 Litres/100km mileage the model achieved in a Round Australia test earlier in the year.

Rather than trying to match this incredible record, this event was designed to demonstrate the kind of fuel economy an 'ordinary' driver (a description I took exception to!) could achieve on a real-world drive from Dubbo to the coast and back. The event was a joint promotion with Dubbo radio station Star FM whose breakfast DJ, 'Dazza', travelled in the Pug to do regular live updates throughout the day. Listeners were invited to phone in their estimate of how much fuel would be used and to guess the total mileage we'd travel.

The car was a brand new Peugeot 308 HDI 1.6 litre manual straight off the showroom floor with just 1200 km on the clock (everyone knows that diesels don't loosen up until at least 50,000 km) with no special preparation, loaded with two blokes and sound equipment for the radio crosses .... with a self-confesses leadfoot behind the wheel!

The route was hardly conducive to maximizing fuel economy with the long climb over the Great Dividing Range each way, city traffic through the Newcastle CBD, numerous stops to phone in 'live' radio updates, violent storms and strong headwinds on return trip .... not to mention peak hour 'traffic' as we got to the Dubbo finish!

In keeping with the need to make it a real-world demonstration, the usual tricks of extreme economy driving were forbidden. So, no 'Angel gear' tricks, no coasting, no drafting of trucks. The air-conditioning was even used when necessary and the speed was kept at or near the speed limit.

In spite of all of this, the Pug consumed just 31.94 litres of fuel in covering the 777 kilometres from Dubbo to Newcastle and return.

That's an amazing 4.11 Litres/100 kms (or 68.69 Miles per Gallon) !!

It would have been possible to travel almost 1500 kms on the Peugeot's 60 litre tank ..... so we could almost have done the trip all over again on the same tank if the driver had been up to it.

You'd think that an 800 km drive in a luxurious modern car would be a doddle for us Classic Rally drivers more used to pelting around all day in our 1960's rattlers. But, in spite of all the Peugeot's modern comforts and refinements, I found the concentration required to restrain my right foot from stomping on the 'go' pedal almost as tiring as flogging my beloved Mini all day on a rally. Thank goodness the world financial crisis hasn't quite reached the stage where we're all forced to drive around squeezing the absolute mileage out of every drop of fuel all the time!





# media release

## **CAMS seeks expressions of interest for AMRC Chairman**

A vacancy now exists for a Chairman of the Australian Motor Racing Commission (AMRC) following the appointment of the existing AMRC Chairman as a Director on the CAMS Board.

The AMRC was established by CAMS to assist with the strategic development of motor racing and the ongoing management of the motor racing discipline within CAMS.

The role of the Chairman will be to ensure that the interests of all stakeholders in motor racing are considered fairly and equitably in the Commission's deliberations and decisions.

CAMS is seeking to appoint a motivated, energetic and inspiring AMRC Chairman. The position will have profile within the organisation and the sport across Australia, and act as a key conduit to support the Board and CEO to achieve the strategic objectives of the organisation through a vibrant, viable, active and engaged commission.

This is an exciting time for commissions with 2009 seeing the introduction of CAMS new consultative and advisory model. The new Chairman will drive this change, and must possess the ability and attributes to lead change and engage stakeholders.

Expressions of Interest from candidates containing a CV and brief summary of your personal, professional and sporting-related (although desirable, not essential) attributes to fulfil this exciting position should be addressed to:

Graham Fountain  
Chief Executive Officer  
CAMS

Either by post or email to:

PO Box 147  
Caulfield East, Victoria 3145

[graham.fountain@cams.com.au](mailto:graham.fountain@cams.com.au)


Expressions of Interest Close on Friday 30 January 2009

-- CAMS is an equal opportunity organisation --

# 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](http://www.classicrallyclub.com.au)*

Photo	Details
<p>24 Nov 2008</p>	<p><b>Refurbished Philtronics Rallytrip OR Halda Twinmaster</b></p> <p>After last week's Classic Adelaide, I now have a redundant Philtronics Rallytrip, refurbished by Phil@philtronics, for sale.</p> <p>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.</p> <p>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.</p> <p>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!</p> <p>The choice is yours. First in best dressed.</p> <p>Kingsley Wallman -                      0421 685820</p>
<p>5 Oct 2008</p> 	<p><b>1966 Mercedes 250S</b></p> <p>White with beige trim.</p> <p>Good potential rally car or restore. Some rust.</p> <p>Can send detailed pics by email.</p> <p>Best offer.</p> <p>Reasons for sale: no money to restore her, getting married, and have too many cars.</p> <p>Enquiries: Mark Pentecost on 047 400 583 or email <a href="mailto:mark@fantastic-aussie-tours.com.au">mark@fantastic-aussie-tours.com.au</a></p>
<p>13 May 2008</p>	<p><b>Car Storage</b></p> <p>I'm moving houses in Sydney shortly and will then have more cars than spaces. I'm sure I won't be the only one in that boat. I'm thinking about buying a small factory unit in Gladesville or nearby, and wonder whether any CRCers have interest in co-investing or renting with or from me. I'm not looking to do anything more than break square on any sharing, so the price will be right! I haven't done the numbers yet, just wanted to see now if there's interest or not.</p> <p>Email or phone Tony South on <a href="mailto:tony.south@ihq.com">tony.south@ihq.com</a> or (in Singapore) on 0011 65 9018 7054</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  
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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  
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### Prestige Embroidery

4/29 Coombes Drive, North Penrith 2750

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# CRC 2009 Events Calendar

Date	Event	Contact
27 Jan	CRC monthly meeting	
15 Feb	Summer Lunch Run	John Young - 0412 246 911
24 Feb	CRC monthly meeting	
7-8 Mar	Riverina Run [CC]	Jeff West - 0427 263 757
24 Mar	CRC monthly meeting	
28 Apr	CRC monthly meeting	
26 May	CRC monthly meeting	
14 Jun	Highland Fling [CC]	Wendy Gibbs
23 Jun	CRC monthly meeting	
28 Jun	Christmas in June - Winter Lunch Run	Brian Madigan - 0400 736 637
18-19 Jul	Mountain Rally Tour	Wendy+Gary Maher - 02 4571 1229
28 Jul	CRC monthly meeting	
8-9 Aug	MG Classic [CC] TENTATIVE DATES	
25 Aug	CRC monthly meeting	
22 Sep	CRC monthly meeting	
17-18 Oct	Alpine Classic [CC]	Lui MacLennan - 02 9460 6909
27 Oct	CRC monthly meeting	
24 Nov	CRC monthly meeting	
TBA	Club end-of-year/Christmas function	

[CC] = *Club Championship event*

*Information, entry forms and supplementary regulations for events can be downloaded from [www.classicrallyclub.com.au](http://www.classicrallyclub.com.au)*

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

***This month's Mystery Member is Wendy Cooper, aged 16 years.***

