

Rally **Directions**

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

March 2009

The Mahers Enjoying the Lunch Run



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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

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- Peter Thomson	prt108@bigpond.net.au	02 9419-5774
- Rob Panetta	manningmotors@hotmail.com	02 9498 1173 or 0418 963 091

Committee:

- John Henderson	hendo@bigblue.net.au	02 9499 8141 or 0408 118 427
- Garth Taylor	gartht@aapt.net.au	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 17 April 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

Well, isn't it great to have finally had a rally! It's been too long since we had a really good drive in the country and Jeff West's Riverina Run certainly gave us that. Many chose to stay in Goulburn the night before and a typically rowdy CRC evening ensued. Most were up bright and early to make the most of the motel brekkie and then it was off to the start. Westie gave us a fabulous drive up to Black Springs and for once, didn't have us counting signs to keep us busy. What the good burghers of Taralga thought when the field spent a fair amount of time doing countless anticlockwise loops around and through their delightful village is not known. Lunch was at the three student Newbridge Public School and they put on a great show. We then headed through Wyangala, Canowindra and finally to the overnight stop at Cowra. For this crew with a brand new Masters navigator, it was a case of playing cat and mouse with Graeme Lord in the Sweep car. Believe me, it's not a good feeling. Sunday was another great drive, heading through Young, Harden and Binalong. An untimely bridge closure on the route meant some hasty re-thinking and re-routing for Mr West but it was coped with well. There were many smiling faces at the final control and results showed three clean sheets in both Masters and Apprentices which meant that the 'drive 1 metre' tie breaker was brought in to play in all categories. Results are below.



the next one. It's been suggested that the window of competition should be extended and hopefully this will be decided before the next rally is posted. Thanks to Westie for suggesting the idea and co-ordinating the series. If you didn't have a go last month, give the next one a shot – it's good fun but also a great way of learning and practising our game.

The next event on the calendar will be the AROCA Tour d'Corse. After an absence of a couple of years it's making a welcome return to the rally series this year and with Alan Watson in the Clerk of Course seat, is sure to be a good event. The Italian influence of the host club will also

guarantee a good sit down lunch! Entry forms are already available, so do the right think and get yours in the mail.

Unfortunately, some will be unable to enter the Tour d'Corse as they have committed to the Italian Connection Rally, an unfortunate clash of things motoring and Italian. Robert Gunn from the ICR will be speaking at the March meeting.

Easter will be a busy time for many of our members that are involved in the FoSC meeting at Mt Panorama. The dummy grid will be under the control of the CRC, ably led by Glen Innes, Jeff West will be swanning around as a steward and many CRCers will actually be out on that iconic track have the time of their lives. We wish you all a safe and successful meeting.

Below is a photo set to challenge Luigi Young. "Norman Gibbs feeling the Spirit of Ecstasy"

Masters

- 1st Alan & Pam Watson
- 2nd Rob Panetta & Mike Stephenson
- 3rd Peter Thomson & David Booth

Apprentices

- 1st Kim & Ross Warner
- 2nd Tony Wise & Alan Walker
- 3rd Pip & Gordon Lennox

Tour

- 1st Peter & Tammy Cale
- 2nd Brian Madigan & Steve Maher
- 3rd John & Wendy Cooper

Congratulations to everyone, a big thankyou to Westie, commiserations to Michael and Harriet who were a DNF after clean sheeting till lunch on Sunday and a great big 'Well done' to the three crews who have made the jump up to Masters level. It really didn't hurt that much, did it!

Another recent event was the launching of our desktop rally series. The difficulty in obtaining the prescribed map meant that not as many tackled the challenge as may have been expected but those who did so enjoyed the experience and will be looking forward to



Look forward to seeing you all at the meeting for the presentation of the Riverina Run trophies or out on the rally road.

Lui

Short Cuts

A big thanks this month to Dad (Ross) for putting all the final touches on the newsletter as I will be in Perth as he sends this to print. If you all receive your newsletter this month then it's thanks to him.

Rob Mifsud and Sharyn McAlpine have asked that I let you all know that the Classic Outback Trial has been confirmed for 30 August to 5 September 2009. Anyone interested in finding out more should visit the website: <http://classicoutbacktrial.com.au/cot/>

The Australian Tarmac Challenge 2009 pricing and series information has now been released. For more information, please visit their website: <http://www.australianarmacchallenge.com/>

MYSTERY MEMBER

We only have enough mystery member photos to last us until next month so please start hunting around in your photo albums for photos that I can put in the newsletter.

Without your support this section of the newsletter will cease to exist. I look forward to receiving an influx of these in the next few weeks.

Newsletter Submission Dates

Edition	Deadline for Submissions
January	Friday 16th January
February	Friday 13th February
March*	Sunday 8th March
April	Friday 17th April
May*	Tuesday 12th May
June*	Friday 12th June
July	Friday 17th July
August	Friday 14th August
September	Friday 11th September
October	Friday 16th October
November	Friday 13th November

*Please take particular note of these dates as these are earlier than usual in the month.

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@iprimus.com.au

Mystery Member



A prominent member of the Classic Rally Club, shown here in one of their first cars. A little smaller than their current ones.

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

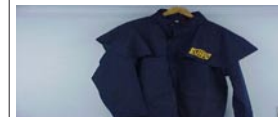
through -

Prestige Embroidery

4/29 Coombes Drive, North Penrith 2750

Ph: 0402-147-230

Fax: (02) 4727-0893



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

World Cars - Good or Bad?

by Tony Kanak

Something new from the reorganisation of the global automotive industry, or just business as usual?

With the current economic pressures and the stresses being experienced by the automotive industry, a lot has been written and said about product planning and manufacturing steps being optimized to improve the efficiency of producing tomorrow's cars.

Seemingly unassailable giants like General Motors and even Toyota, are needing to seriously replan for a future that may not look like the recent past. Indeed it is not unkind to say that the future, if there is one, can't look like the recent past!

Volkswagen is a company with an integrated suite of brands that share engineering and parts and development costs across huge numbers of vehicles, and is regarded as successful. But General Motors and Chrysler in the US had the same strategy decades ago, though it no longer works well for them. Why? Mostly because sales volumes have shrunk and the fixed costs per vehicle are higher than the competition, making their products uncompetitive on the dealer's floor. Both GM and Chrysler have already killed off long standing brands, which has been likened to amputation of one's limbs by some commentators. The product range, from all manufacturers is, as usual, a mix of greater and lesser cars, and the "lemon" commentary can rarely be applied to recent models from anywhere. It doesn't seem the sales restriction affecting US companies is due to trying to sell horrendously bad cars then does it? But as the world economy later comes out of this reverse cycle, and confidence and access to credit returns, who will be left standing as profitable makers of automotive products?

Ultimately success as a profitable automotive manufacturer is not based solely on the size and range of your line up of different models, but more on the volume sold and the revenue obtained that is in excess of the development, production and overhead costs. This in turn is more based on pushing the right buttons with the buyer than it is on the structure of the organization that produced the vehicles, and how the production exercise was planned and managed. Honda is an interesting case for another time, but can you remember when Hondas were relatively expensive. Now they are not. Before they were Japanese, now many are mainly made in Thailand. One of the best sellers is the Euro Accord. Arguably this model name is a non-sequitur, but nobody laughs. Image may not be everything but it can get you crucially close.....

Vehicle styling, pricing and features must be

competitive and, hopefully in front of your competitors too. Sometimes though, the market tastes and fickle fashions defeat sales projections for cars that would seem to meet any reasonable expectations in terms of the predictions of the designers and marketers.

Why did large and often truck-like 4WD vehicle sell in such large quantities to Australian city slickers for several years? Why are Commodore and Falcon sales so poor, when objectively they are sound cars and such good value? Why are there so many cab forward white vans on the road? Why are so many people presently buying diesel cars, when in Australia it doesn't make economic sense?

Who can really predict how to have that essential cachet in your dealer's showrooms that will bring people into ask about trading in their still perfectly good present vehicle? What pushes the buttons with aging baby-boomers and gen X and Y purchasers? To read the Sydney morning Herald, their motoring journalists want electronic "safety" assistance packages and preferably about 8 airbags. The rest of the engineering doesn't seem to rate much of a mention. Performance no longer needs measurement or independent confirmation in many motoring columns because the actual performance potential is irrelevant to 99% of the users and usage.

Volvo of Sweden, a subsidiary of the giant SKF bearing company had a new model over forty years ago- which presented to the world a contemporary new car, the 140 series, which seemed to be a proud example of Swedish industrial capability. Under the skin though it wasn't as Scandinavian as it seemed, though the promotion of the Swedish provenance, durability, safety and other intangibles were part of the positive image and package that buoyed Volvo sales for a long time. The Norsca brand of personal care products successfully used the same themes a bit later, though it is not clear if they had any real connection with Scandinavia at all. Later still the Scandinavian/Volvo image and brand value went negative- the cars became boring, too conservative, and the drivers became "bloody Volvo drivers".

But how Swedish was the 140 series Volvo? My own Volvo 142 of 1972 vintage contains (or contained) at least the following list of non-Swedish parts:

Alternator- French, SEV Marchal

Starter motor, headlamps and distributor, wiper motor- German, Bosch

Gearbox- UK, Borg Warner I believe?

Overdrive- UK, Laycock de Normanville (now GKN)

Differential- USA, or possibly the UK, Eaton/Dana/ Spicer or whatever it was called at the time.

Other lamps- German, Hella

Instruments-German, VDO

Steering components-German, ZF, others.

Carburetors-UK, SU or Stromberg CD models

Brakes calipers-UK or German, Girling or ATE

Camshaft, cam followers, oil pump components-Melling Corporation or another OEM supplier to Detroit.

Engine valves- German, various

Pistons- German or Italian or I believe French, some were Borgo brand for example.

I am sure this list is incomplete, and could be added to, but in terms of the significant items sourced from outside Volvo, it is informative, and perhaps was an inspiration to the fathers of the European Union movement?

Volvos were never cheap, perhaps this explains why? A considerable sum went to component suppliers who took the profit related to perhaps a third or more of the substance of each car sold, away from Volvo. If the high selling price constrains sales volumes, because the price of the vehicle is higher than the bulk of the competition, then you will never be the volume sales leader. But if you are not the volume sales leader then maybe you can't afford to invest in all of the production capability to make 100% of the vehicle.

If you were an executive at Volvo in 1967, or at any motor company now, how certain would your answers to questions such as:

How many are you really going to make, and are you sure? How much money can you invest in more tooling, foundry, personnel and machine capacity? Have you got, or can you get the money?

Maybe, then, as now it is better to start with the essentials and buy in the balance from specialty suppliers who spread their risks over more clients? How much money do you want to gamble? How long do you want to be in business or do you wish to emulate a shooting star? Maybe the good folks in South Australia who put so much blood, sweat and tears and dollars into the Mitsubishi 380 would chat to you over a beer and explain it?

For Volvo these questions and more were surely asked as they sought to replace the long-lived Amazon series with a cheaper to build replacement that would hopefully prove to be more profitable. Answering the question about the "right" level of investment in the new model is akin to answering the question about which came first, the chicken or the egg?

How much of a new Holden Commodore or Ford Falcon is 100% Australian and made in house today, compared to the 1970s? I'd hazard a guess and say much less, because for example air conditioning compressors, and electrical and minor components are readily available from low cost off-shore suppliers. Also whilst Australia has plenty of steel, there is less and less of it in a new car, with a significant increase in the percentage of the vehicle's substance now being formed from imported plastic resins. Even if the market considered such esoteric questions at all, will it make a difference in sales if your new Holden or Volvo is less and less Holden or Volvo manufactured- provided the total package is seamlessly put together?

Maybe it is only important to the marketers who assert that Volvos are still 100% Swedish, when recently, for example they have Japanese transmissions and lots of other out-sourced components, and Holdens are still 100% Australian, when the actual number can be much lower....

Certainly most buyers neither know or care about this kind of deal, you can't even see the engine in new cars, hidden under its plastic suit of armor, daring to show only the dipstick, coolant addition and oil fill points. Granted this approach to discourage unknowing fingers poking into risky areas also serves the profits of the dealer's service department, though it frustrates those who can remember the comparative ease of say, changing a fan belt or the spark plugs on an earlier vehicle.

Nowadays, and perhaps more than ever- for many vehicle purchasers the purchase decision and the "brand" relationship is not built just on the origin, the engineering or the driving experience, but on the complex statement the vehicle makes about the owner. Driving many vehicles today has become a somewhat anodyne, detached and unemotional experience, and as a result is more akin to operating a household whitegood appliance. Anything you might "feel" while driving a typical contemporary vehicle in a big city environment today is much more likely to be negative. Mostly this is related to the traffic and the stresses of crowded roads and sensory overload. Contrast driving under these conditions with the level of positive engagement from the joy of driving a well fettled, say Lancia Fulvia HF on a twisty road. (And hello to those CRC'rs with Lancia experience who are nodding yes to this).

The importance of cup holders as point of marketing differentiation has been over-rated. A good car is more than the sum of its cup-holders and always will be!

Does this progression to controlled, highly regulated appliance operators auger well for the survival of the future classic motoring enthusiast?



A MINUTE WITH*Penny Dmitrieff*

Nickname:	Ms Penelope (Pitstop)
Member of CRC since:	2008
Driver or navigator and why?:	Navigator cos Steve(Pryor) likes to drive.....
Favourite Rally as a competitor:	we had the most fun on the mountain rally
Current Rally Car(s):	Steve's 240Z
My First Car:	1983 Camry hatch
My Dream Car:	Peugeot 206 GTI 180
Favourite Racing Car Driver:	Does Valentino Rossi count?
Favourite - Movie	Room with a view (1985 version)/ A Man with Two Brains
- Actor/Actress	Judi Dench
- Food	Any sort of curry
Favourite Place to Visit in NSW:	Sydney harbour
Other Interests/Hobbies:	Ironman gear steward (What's that?)
What would you do with \$100,000:	Put \$50 K in shares (there's a sale on!) and travel with the rest
My Pet Hate:	I have zero tolerance for stupidity

Night out to Blacktown Drive-In to see "Love the Beast" starring Eric Bana and his XB Falcon Hardtop at Targa Tas.

Anyone interested should email Steve Maher - steve@graffitigo.com.au



NEWSFLASH

CRC's Annual Drive Day will be at ORAN PARK

Date: Monday 3rd AUG, 2009

Cost: \$150 per driver

Track: GP Circuit - same as V8Supercars

Mark your calendar and stay tuned. More details to come in future newsletters and on the CRC website.



Riverina Run Results

The Riverina Run 2009 Provisional Results, Masters and Apprentices categories

Car No	Crew	Car	Sat AM		Sat PM		Sun AM		Sun PM		Grand Total		2nd Tie Break		Placing in Cat		
			Majors	MIPs	VRCs	Quest	Other	AM Pen	Sat Total	Majors	MIPs	VRCs	Quest	Total		Break	
5	Alan Watson / Pam Watson	78 Mercedes 250SE	Mast	0	0	0	0	0	0	0	0	0	0	0	0	4	1
13	Robert Panetta / Mike Stephenson	72 Alfa 105 GT	Mast	0	0	0	0	0	0	0	0	0	0	0	0	10	2
8	Peter Thomson / David Booth	64 Sunbeam Tiger	Mast	0	0	0	0	0	0	0	0	0	0	0	0	80	3
12	Barry Ferguson / Dave Johnson	86 Nissan 300 ZX	Mast	0	0	12	0	0	0	0	0	12	0	0	0	13	4
2	Bob Morey / Teresa Morey	76 Alfetta GT	Mast	0	0	24	0	0	0	0	0	24	0	0	0	18	5
6	David Shaw / Ray Arthurs	83 Datsun 280 ZX	Mast	0	0	0	12	10	0	0	11	0	33	0	0	3	6
9	Gerry Both / Carol Both	73 Alfa 105 Veloce	Mast	0	0	0	0	0	0	0	0	0	0	0	12	7	7
1	Lui MacLennan / Darren Taylor	69 Lancia Fulvia	Mast	0	0	0	35	0	0	0	0	35	0	0	0	66	8
7	Gary Maher / Wendy Maher	Volvo 122S	Mast	0	0	0	25	0	0	0	0	47	0	0	0	3.5	9
10	David Wigley / Robert Smith	BMW JPS 323i	Mast	0	0	24	0	30	54	0	0	54	0	0	0	26	10
4	John Young / Helen Young	74 Datsun 260Z	Mast	0	0	0	0	0	0	0	36	0	69	0	0	38	11
11	Michael Olsson / Harriet Jordan	92 Mazda MX5	Mast	0	0	0	0	0	0	0	0	0	0	DNF	22		
3	Dianne Gerlach / Wayne Gerlach	84 Audi Quattro	Mast	DNF													
22	Kim Warner / Ross Warner	80 Porsche 930	App	0	0	0	0	0	0	0	0	0	0	0	0	11	1
21	Tony Wise / Alan Walker	74 Alfetta 1.8	App	0	0	0	0	0	0	0	0	0	0	0	0	15	=2
23	Pip Lennox / Gordon Lennox	78 Datsun 260Z	App	0	0	0	0	0	0	0	0	0	0	0	0	15	=2
20	Beb Fox / Graham Thompson	67 Volvo 142S	App	0	0	0	11	0	11	22	0	0	22	0	0	160	4
17	G Francis / T Norman / J Pattison	98 Subaru WRX	App	0	0	24	0	0	24	0	0	0	24	0	0	22	5
18	Ron Cooper / Tim McGrath	74 Volvo 142	App	0	0	24	0	0	36	0	11	0	47	0	0	3	6
16	Simon Duff / Shaun Dudley	67 Lancia Fulvia	App	0	0	24	0	0	61	0	0	0	61	0	0	10	7
19	Eric Young / Jenny Young	70 Fiat 124	App	0	0	0	22	0	46	0	12	22	90	0	0	6	8

Riverina Run Results

The Riverina Run 2009 Provisional Results Tour category

Car No	Crew	Car	Cat	Sat AM			Sat PM			Sun AM			Sun PM			Grand Total	2nd Tie Break	Placing in Cat
				Majors	M/Ps	VRCs	Quest	Other	AM Pen Sub-total	Majors	M/Ps	VRCs	Quest	Other	AM Pen + Sat Total			
25	Peter Cale / Tammy Cale	02 Cooper S	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
36	Brian Madigan / Steve Maher	73 VW Beetle	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
32	John Cooper / Wendy Cooper	74 Ford Escort	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
31	Jim & Bev Richardson	68 Cortina GT MkII	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
39	Bruce Smith / Jenni Smith	65 Prince Skyline GT	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
34	Rob Clare / Sue Clare	58 Jaguar XK 150S	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
40	Alan Cherry / Marie Cherry	74 Peugeot 504	Tour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
35	Todd and Stephen Mc Pherson	75 Datsun 260Z 2+2	Tour	0	0	11	0	0	0	0	0	0	0	0	0	11	0	8
42	Steve Blair / Gordon Brown	89 Lancia Integrale	Tour	0	0	0	0	0	0	0	11	0	0	0	0	11	0	9
29	Garth Taylor / Paul Morton	Jaguar Mk II	Tour	0	0	0	0	0	0	0	0	0	10	0	10	0	12	10
30	Alan Butler / Brian Easey	85 BMW E30 Coupe	Tour	0	0	0	0	0	12	0	0	0	11	0	23	0	3	11
26	Mike Birks / Stephen Stuart	85 BMW 323i	Tour	0	0	12	0	0	0	0	0	11	0	23	0	23	14	12
27	Jeff Whitten / Terry Godde	76 Datsun 260Z	Tour	0	0	12	11	0	0	0	0	0	0	23	0	23	36	13
28	Don Dux / Heather Dux	71 Triumph 2500 PI	Tour	0	0	0	11	0	0	0	11	0	0	34	0	34	11	14
37	Sergio and Irene Carliolati	06 Ford FPV GT	Tour	0	0	0	0	0	0	24	0	0	0	35	0	46	65	15
41	Leonard Zech / Glenn Evans	95 Porsche 928 GTS	Tour	0	0	0	11	30	0	0	0	0	41	0	53	6	16	
38	Shane Navin / Jennifer Navin	89 Porsche 928 GT	Tour	0	0	12	11	10	0	0	0	0	33	0	55	14	17	
33	Michael Malgo / Angie Malgo	66 Jaguar E type	Tour	0	0	0	0	0	0	12	11	23	0	45	0	78	2.5	18

CRCers on the Summer Sporting Scene

by Wayne Gerlach

A number of members braved the heat for the Festival of Sporting Cars event at Oran Park on the Australia Day weekend. Tirelessly working on the grid were Glenn and Joyce Innes, Ron Cooper, Darren Taylor and likely more wonderful volunteers from our club. Meanwhile, back in the pits and on the track the social set were glamming up for the camera.....



David Livian gave the Mustang a hard run



Danny Castro tunes to perfection



Danny realizes that he accidentally threw his timecard in the bin



...then realizes he's been caught by camera



Philip Mitchell with the Red Zed



Rob Panetta had clients' Alfas there



Kay and Vince Harlor both drove the 260Z. Dianne Gerlach and Stephen Pryor visited them at the garage.



On track, Vince made his move on a GT40



Tony Hudson advertised the CRC on the GT6 windscreen




And next day at the NRMA Motorfest Geoffrey Bott and Brian Foster were there with the XJ12 (aka The Beast), continuing their fine charity work for the Oncology Childrens Foundation.

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
26 Feb 2009	<p>Wanted for Datsun 1600: driver's side (both) doors, bonnet, and front bumper bar.</p> <p>Contact Roger Gottlob 02 6274 6690 (bh) 02 6241 3169 (ah) 0418 962 312 (m) or rogerandgillian@actewagl.net.au</p>
24 Nov 2008	<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.</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>
5 Oct 2008	<p>1966 Mercedes 250S</p> <p></p> <p>White with beige trim. Good potential rally car or restore. Some rust.</p> <p>Can send detailed pics by email. Best offer.</p> <p>Reasons for sale: no money to restore her, getting married, and have too many cars. Enquiries: Mark Pentecost on 047 400 583 or email mark@fantastic-aussie-tours.com.au</p>
13 May 2008	<p>Car Storage</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 tony.south@ihg.com or (in Singapore) on 0011 65 9018 7054</p>

2009 CRC 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	Jeff West - 0427 263 757
24 Mar	CRC monthly meeting	
28 Apr	CRC monthly meeting	
24 May	AROCA Tour d'Corse	Tony Wise - 0417 211 848
26 May	CRC monthly meeting	
14 Jun	Highland Fling	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	
3 Aug	CRC Annual Drive Day (Oran Park)	Sharyn McAlpine
8-9 Aug	MG Classic TENTATIVE DATES	
25 Aug	CRC monthly meeting	
22 Sep	CRC monthly meeting	
17-18 Oct	Alpine Classic	Lui MacLennan - 02 9460 6909
27 Oct	CRC monthly meeting	
24 Nov	CRC monthly meeting	
28-29 Nov	The Fat Quarter Trail	John and Wendy Cooper - 0414 246 157
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

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

This month's Mystery Member is Gary Maher in 1947

