

Rally **Directions**

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

July 2009

The Shaws Highland Fling



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

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

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
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Rob Panetta	SILVER	Killara (H)/Brookvale (W)	W: 02 9939 2069 or M: 0418 963 091
Wayne Patterson	SILVER	Blaxland	M: 0418 200 949
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 - Wednesday 19 August 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

I'm afraid I'm a bit late writing this and the rush to get it to our editor in time for printing may result in a bit of a scrambled effort. Apologies in advance! It's late on Monday and I'm only just back from the weekend away with the Jaguar Mountain Rally. Gary and Wendy Maher are to be congratulated for their efforts in putting on such a wonderful event and gathering such a massive field of gorgeous machinery. With the cut off of eighty two reached weekes before the event was to run, a lengthy reserve list was started and a couple at the top of the list were lucky enough to get a run after two entrants were forced to withdraw at the last minute. The event started in Lithgow with the temperature hovering around zero degrees! The countryside was looking fabulous and the overnight stop at Dubbo was a nice change. Unfortunately for team Taylor/MacLennan, the weekend got off to a rather poor start. I had arranged to stay at Yetholme on the Friday night and Darren was to drive up late after work and planned on arriving around 2:30 am. Unfortunately, the alternator in the Lancia died and it got no further than Lithgow. Calling the NRMA at 2:00 am resulted in them finally arriving at 4:00 am! They were unable to help and it was then a case of waiting for the local autoelectrician to open up shop. In the meantime, I've suggested that Darren put on every piece of clothing at his disposal and wait it out. He wasn't overly impressed. We managed to catch the end of the drivers' briefing and picked up instructions and a road card, in the hope that we would get the Lancia fixed and catch up with the end of the field. When the sparkie finally got us going at 1:00 pm, there was no option but to drive directly to Dubbo. So much for Day 1 and we still had no alternator!

The rally dinner that evening was the usual rowdy affair but Gary's 'simple' navigation had seen several WD's outside Wellington and there were no clean sheets on the results board.

The next morning was cool and frosty and the warnings of black ice on the road had us proceeding with some caution. It was a fantastic drive on some wonderful roads but Gary's 'simple' navigation saw another bunch being WD'd by Rob Worboys in his home town of Spring Hill. A couple of curly questions meant the pointscores were climbing and it was with some relief that we reached the final control in Hartley. Unfortunately, we were greeted with the news that the Bell road was closed by an accident and knowing that the traffic would be bad, we all beat a hasty retreat – especially the Taylor/MacLennan duo, as we weren't going to be able to use the headlights. Reaching gridlocked traffic on Victoria Pass, a quick decision



was made and we DAF CUTted and went back to the farm for the night. Over a couple of bottles of red, Darren and Hendo decided that an alternator from one of the many Volvos on site would do the trick and the plan was to get this sorted in the morning. Needless to say, after about three hours tinkering and not a little cursing, we were back to square one!! Still no alternator but lots of daylight to drive home in. I've had reports that some crews took five hours to get home. Thanks again to Gary and Wendy (and all their happy helpers) – despite our troubles (and that bloody WD) it was a great weekend.

In the past month, we've also had the Highland Fling, which was a great success. Ian has certainly learned to tone down the degree of severity of the instructions compared to last year and I'm sure all who entered would agree that it was a tough but very fair event. There were certainly many happy faces at the finish at Sutton Forest – especially Pam & Alan Watson who beat Rob Panetta and Hendo on the count back. Thanks again to Ian and Wendy for putting it all together. I'm looking forward to 2010!

Next on our calendar is the drive day at Oran Park on Monday 3 August, which will be a great day if the last few at Wakefield are anything to judge by. It will be our last chance to drive this track before it becomes simply a part of Australia's motoring history.

The weekend following the drive day will see the running of the MG Classic. Hopefully you've all sent off your entry forms by now but it may still not be too late to get one in.

August is shaping up to be a busy month, as we also have the CMC's Shannons Eastern Creek Classic on Sunday 23 August. It's a great day to display your classic under the CRC banner and also gives you the opportunity of seeing around 1700 other classics on show. Contact John Cooperto check if there are any spots left.

Rapidly approaching is the Alpine Classic on 17/18 October. Entries are streaming in and it looks as if we're shaping up for another big field. The Alpine is another event that has had waiting lists in the past, so if you're planning on entering, I'd suggest you do so pretty soon – you'll also make me a happy event secretary!

That's it for now folks.

See you all on a rally road soon.

Lui

Hi Everyone,

As I will be at the Pebble Beach Concours d'Elegance, the August edition of Rally Directions will be later than usual. So please don't rely on this to be your reminder for the August meeting as it may not arrive in time for the meeting.

If you have an article for the August edition, the earlier you can get this in I might be able to try to get this out the day I arrive home, so you can all have this for the August meeting.

Hopefully I might also have a report of some sort for you for this edition as well.

Thanks to everyone who continues to contribute to the newsletter. Your support is greatly appreciated.

**See you all soon,
Renai**

The DESKTOP RALLY for August 2009

"OLD MAITLAND ROAD"

Author ~ Pam Watson

I have set this rally to not take too long to do ~ perhaps 1 hour ~ as we all have busy lives. It has been set using the same NRMA map as Dave Johnson's desktop rally ~ NRMA 'SYDNEY SURROUNDS' Map 4. On the back cover P2504 06/07. Official Maps - Newcastle and Suburbs, and Central Coast

I loved the fun of racing all around the countryside on a bicycle that we did in Ted Norman's desktop rally, so this time we are all in 4WDs driving along some tracks. The 26 points to plot have been made as clear as possible, so it should not take too long to begin plotting the route. The MG rally in August starts in West Gosford, so if you do this desktop rally you will at least know where Wyee is! The August Desktop rally should be up on the website on 24th July, answers due back by 2nd August.

Have fun,
Pam Watson

SHANNONS COUNCIL OF MOTOR CLUBS ANNUAL DISPLAY DAY EASTERN CREEK RACEWAY SUNDAY 23RD AUGUST 2009

Yes it's on again. Our club will be represented by a variety of member's cars on display. This is the largest gathering of Classic vehicles in NSW.

See Council of Motor Clubs Website for more information. www.councilofmotorclubs.org.au

For you chance to display your car please phone John Cooper on 0414 246 157 to reserve your ticket.

CLASSIC OUTBACK TRIAL

www.classicoutbacktrial.com.au

For those that are interested Classic Rally Club members Peter & Sharon McAlpine, Rob & Starr Misfud and John & Wendy Cooper will again be tackling the dirt road in this years Classic Outback Trial which is run over one week in outback NSW. It won't be as tough as the Red Centre Rally all these crews attempted last year but is still considered tough enough.

Everyone's car preparation is coming together at the last minute but all three cars, Misfud's VW, McAlpine's XE Falcon and Cooper's XD Falcon should be ready to make the start in Forbes in the first week of September.

You can follow their stage times and placing on the website.



Mystery Member



Can anyone guess who this is racing at Silverstone in 1965?

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

Flat Tyre Saves the Day

By Alan Watson

The day started well with fine weather as a group of enthusiastic CRC members met in the car park of the Ettamogah Pub somewhere on Old Windsor Road. There was an opportunity for a heart starter for us coffee addicts at the adjacent McCafe while a few cholesterol starved folks indulged in some serious breakfast.

Event Director, Brian Madigan, gave us our route instructions and a reminder that we were not playing for sheep stations and off everyone



saw it) and then onto new areas for us around Pitt Town Bottoms. A few problems were encountered until we understood Brian's interpretation of T junctions. We headed inland, over the Hawkesbury and up Gorricks Lane (named after one of Matthew Gorrick's ancestors). From there we headed up Kurmond Road and the Bells Line of Road to the Bilpin Apple Bowl where many members took a break, bought apples and apple pies, and more coffee.



went – apart from us as we discovered that the right front of the Mini was seriously flat. Pam perused the route instructions as I showed great mechanical aptitude and changed the wheel with only minor bad language. This delay was a major benefit as Pam had plenty of time to obey Brian's instructions to read through the route instructions before starting and found two questions asking about the car on the roof of the Pub. Mind you, we could have used binoculars to read the number plate.

So we set off feeling good and not too far behind the rest of the field. The route took us through some familiar territory from previous Twilight Runs; Old Pitt Town Rd, Pebbly Hill Road and a loop around Millers Road, twice past the letterbox question (not that we



Refreshed, we headed further west to Mt Victoria where we visited the rotunda then wound through some minor roads and inspected ancient graffiti at the Mount Piddington Lookout. A gentle drive back down to Katoomba was followed by a confusing (for us) trip around Cliff Road and then Cliff Drive before we finally arrived for lunch at Wayzgoose Café in Leura to find most people already there.

A delicious lunch was promptly served and a very pleasant time was had by all before we headed home.

Congratulations to Brian and his helpers for a very well organized and enjoyable event. Pam and I were fortunate to win, although we are not sure how as we made a few mistakes. Garth Taylor and Paul Morton were close runners-up.



At What Price Would We Seek to Halt Progress? (from the soapbox)

By Tony Kanak

If any of you have ventured up the former Pacific Highway, over the section north of the Hawkesbury River lately, you may have shared my amazement that the speed limit on two sections is now down to 40kph. The explanation offered by the road-side signs is that this is due to rock falls, or risk of rock falls. Fortunately we are not yet being warned that the sky is falling or may be falling... (apologies to the late Chicken Little).

I have been over this part of the old Pacific Highway road more than 1000 times over a period of more than thirty years AND I HAVE NEVER SEEN a stone or rock of consequence on the road, or near the edge of the road. The cuttings that the road passes through date from before the time of the completion of the bridge- I don't know this date exactly but it was opened in the earlier part of the 20th century.

The cuttings are not high or lengthy, and at a speed of 40 kph or less you have the time to study them quite closely. They have not been rock bolted, spray-creted or had a wire mesh covering affixed. Over decades there didn't seem to be the need- even when this was the main road out of Sydney to the north, in the pre-freeway era.

But now it is a problem, a risk, a situation (?) that needs a lowered speed limit. I believe this road is now part of the local council's responsibility. Remember there was a huge hole in the road from a failed culvert a while back on the same road, and there was a serious accident that resulted from this situation. Perhaps the Council or whoever, have learnt that you can't be too careful? Or can you?

One would hope that the speed limit reduction is due to a bona-fide concern about safety, and that it is a temporary inconvenience while some remedial stabilisation or other work is carried out on some parts of the apparently unremarkable rock cuttings. Similarly one would hope that this is not the next step in speed limit reduction and draconian traffic control measures that have seen the speed limit on this road progressively drop from 100kph to 80, 70 and then 60 and now, in parts 40 kph!

Now I know this road has long caused some concern for the police and the cautious motorist users (read slow traffic) and for the lycra clad cyclists who use this road for exercise when they have to share it with speedier folk conducting non-essential travel (read pleasure).

On weekends there are plenty of motorcycles and sports cars who like to traverse the road and use

the cafes at the Pie in the Sky and Mount White locations. Some users of this road do like to travel quickly but generally the predominant centre road marking- of double unbroken lines is observed, and given the traffic volume of the more enthusiastic weekend enthusiasts a certain amount of judgement error will, from time to time result in machinery and human damage. A zero incident or damage record for any heavily trafficked route over a never-ending statistical period is not achievable.

This last statement is taken as a challenge by the unidentified folks who set and change these rules though. Because it is their job to collect and analyse statistics and to make "continual improvements" any section of road with a "bad" record gets attention from the safety strategists. It is their unceasing objective, and by the way their paid employment.....

If any member of the public, who is a user of this road is complaining because they are so worried by the other traffic that would be a serious matter. We don't know if such complaints are being made or not. Of course any individual that is concerned about safety on this road at weekends could choose not to use this road, because the motorway offers the easier alternative, or they could go by train, or postpone or bring forward their trip or adopt whatever other plan might suit. Some might scoff, but if the issue is about managing one's risk exposure then sometimes you have to make a choice about what to do. I am not condoning rampant would-be racers terrorising other road users.

Many routes have higher levels of hazards than others- what about the safety of the more northerly parts of the Pacific Highway for example? The Putty Road is another good example of a challenging route, which is preferably avoided by many motorists, if possible.

However the same thinking that wants a zero road toll and a nil risk lifetime for all from birth to death a 100 years plus of age can be seen at work, with continually reducing speed limits. I admit to spirited but mostly legal usage of routes like the Putty Road, the old road, and Bells Line of Road in the past, mostly when the speed limit was 100kph throughout, except for passing through settlements. This was about using a machine and one's skills for efficient transport over a more challenging route than a motorway. Never did I experience a scratch to myself or the paintwork. A speed limit of 100kph was a reasonable balance between not hindering the traffic capability, and safety, and getting to your

destination without falling asleep due to fatigue, or the extended time taken for the journey.

BUT NOT ANY MORE. To travel today, in such a manner on these routes makes you a criminal. Ironically many of these roads that have had the applicable speed limits reduced in recent years, have also been significantly improved compared to the reality of 20 or 30 years ago. Two other notable examples of this improvement in roads are the highway sections from Lithgow to Bathurst and Cowra, and the highway to Cooma from the ACT onwards. Apparently though the objective for road upgrades is safety alone, you can't go faster, and to prove the efficacy of the improvements the new, improved road sometimes has the speed limit lowered. Check the highway over the Blue Mountains, with hundreds of millions of dollars spent, the travel time over the mountains is no quicker than 25 years ago in my personal experience, assuming light traffic conditions. Why is this???

. With the new "improved" speed limit enforcement strategy effective from July in NSW, you will now be more likely to get booked for less than 10kph over the limit, and 11kph is as bad as 15 was before, and for over 30 kph above the limit- eg overtaking a line of slow moving traffic on a clear country road- watch out if there are cops about! The fines and point loss are draconian. The state government's own modelling shows that revenue from all fines levied on the citizens of NSW are to rise by much more than inflation. What better for an impoverished government than to tax the citizenry by fines that are dressed up as being all about safety, when in fact they are very significantly based on money?

Though the EK Holden station wagons on underinflated cross-ply recaps have left the motoring scene and newer cars have umpteen airbags to please the bright young things who clamour for these (such as the Herald's "motoring journalists") the speed limits keep getting slower. Based on the observed trend on the old road, the next step will be a man with a red flag to precede each vehicle, on foot. The fitter cyclists will need to watch out too, lest they become law-breaking speedsters.

I think perhaps there should be a moratorium on new road safety initiatives, and a balanced review of the ones we have. We have had so many controls introduced over the last 25 or 30 years in a never-ending progression by career path enhancing public servant committees, their nodding political masters and the like, that I believe it is time for a balanced review. I have driven a great deal in Europe and North America, and nowhere else have I seen more petty rules, absurdly excessive signs and complexity, than at home in NSW. There are plenty of politicians, past and present with problematic and "embarrassing" driving records who might even welcome such a

review, if the NSW treadmill of ever more regulation can be stopped for a moment? Perhaps it is this speeding regulatory treadmill that needs to slow down?

Be thankful you are not a learner or P plater in the current times, the government intrusion about what you can do and how you do it has grown enormously. I'll ignore parking regulation enforcement too- that is another subject, and a nice earner, especially for local government with the new simple "No Stopping" signs, that can make it impossible to drop off a passenger legally in many situations!

It needs to be understood by the empowered law makers that it is not realistic to equate real world driving with the danger involved in the operation of a play station or similar. Reality will be more dangerous. Playing sport, for example is more dangerous than watching it on TV from a lounge chair. Danger and its close cousin excitement is the principal motive for the pursuit of extreme sports, also an activity often pursued by the younger adults in society. Excitement generates enthusiasm and a desire to improve and excel.

Is a motoring population that moves around sluggishly like it is affected by an epidemic type scale of Valium addiction the best result we can expect for the motoring future?

There are risks in modern life, as there were in previous times, though the type of the risks we face today have changed. However in any situation, skill is a better protection strategy for an activity like operation of a vehicle, than are lowest common denominator laws for everything. Control and repression of skill and enthusiasm on the roads may even be factor leading to sublimation of the adventurous aspects of human spirit by binge drinking and alcoholic spirit and other drugs?

This younger age drinking 'problem' is another subject the government admits to being concerned about. Perhaps the government may understand this linkage more than they have let on?

Comments welcome, to the editor please.



A MINUTE WITH*Carol Both*

Nickname: My brother calls me Cazza but otherwise I don't have one

Member of CRC since: 2001

Driver or navigator and why?: Navigator- by default,. Gerry won't let me drive, but I do like a good puzzle.

Favourite Rally as a competitor: Alpine The timing raises the adrenalin levels.

Current Rally Car(s): Alfa Romeo GT Veloce 2000

My Dream Car: Red Ferrari

Favourite Racing Car Driver :Peter Brock. We've always been a Holden family

Favourite - Movie Australian and British. Movies. Can't stand most of the American crap.

- - Actor/Actress: Judi Dench

- - Food: Almost anything except offal. Anything cooked by someone else is great, even if it's baked beans on toast

- - Drink: White wine, but not Reising, and a good cup of tea.

Favourite Place to Visit in NSW: South West Rocks. We've had great family holidays there with friends.

Other Interests/Hobbies: Genealogy, bush regeneration, officiating, word puzzles, playing tennis, reading.

What would you do with \$100,000: Put a deposit on a place in the country with a shed

My Pet Hate: Drivers who race past just to get in front and then have nowhere to go. Bullies

My Greatest Fear: Drowning (I'm a good swimmer so don't know where this comes from)

Five words that describe me: Impatient (explains the mistakes I make navigating) stubborn, efficient and easy going

Here's Looking Up Your Kilt!

By Pam and Alan Watson

There was quite a swirl of Tartan scarves when 60 or so lads and lassies gathered in Curry Reserve on Camden Valley Way for the start of the Highland Fling on 14th June 2009.

Clan matriarch, Wendy Gibbs, gave the competitors the newly created 'Highland Fling Special' topographic map, and then Clan chieftain, Ian Gibbs, addressed the throng and told us all, sometimes cryptically, what to expect in the event.

The first section took us a kilometre down the road to the Rotary Cowpasture Reserve, where our rally car was a batsman in a cricket match! We had to drive from one end of the pitch to the other and return, at exactly 5km/h, to make 2 runs. Certainly a fun tiebreaker, but the Dastardly Director had put a VRC on the pitch which only 3 of the Tour competitors found.

After this fun came the navigation. We headed for Bargo through Razorback, Picton, The Oaks, Oakdale, some devious roads through Thirlmere, where some of us found a manned control, then Tahmoor and some back roads to Bargo where we found the smiling faces of Margaret Brown and Jocelyn Vettoretti. We were ready for lunch, but had to travel a long loop through Couridjah, Hilltop and Colo Vale before returning to Bargo, where the hungry hoards descended on the feast of hot soup, sandwiches, cakes, fruit and coffee put on by the Rural Fire Brigade.

The afternoon didn't start so well for us as we didn't do the loop in Yanderra, but we did travel the wonderful roads through Mittagong and Glenquarry to Robertson, then around the loop roads and under 6 transmission lines to Exeter. The roads on the 'Highland Fling Special' bore no resemblance to the real roads around Exeter (and Thirlmere and Couridjah), but we persevered and turned up at the Sutton Forest Inn in good time. Here we found the happy faces of Teresa and Bob Morey, enjoying doing the scoring instead of competing.

The instructions were quite cryptic sometimes, but we were expecting this, and the route took us through some wonderful countryside. Next year, we hope Ian lets the moths out of his sporran and puts in a few more VRCs (and questions) as navigators are simple souls who like to be rewarded for their 'cleverness' in

finding tricky roads, and reassured that they on the correct roads. At times we felt we were on another planet looking for signs of life!

At the finish, we found that we were on equal points with John Henderson and Rob Panetta, with Jeff West and Geoff Bott in third place. In the end, we were placed first, as we had traveled 'furthest cleanest'.

Many thanks to all the officials, and all the members of Clan Gibbs who helped out on the day.

Hope to see you all having a 'fling' next year, but until then –

Oh ye'll tak' the high road
and I'll tak' the low road
An' I'll be in Bargo before ye,
For me and my truelove
We always like to drive
On the bonnie, bonnie roads
o' the Highlands.

Love the Beast Bug

By Brian Madigan

It all started 12 years ago. Two Bugs came home, to be transformed into one. One was a 1975 L (for the shell), and the other was a 1969 for parts. I bought them with the idea of a cheap mode of transport to work, something that would be easy to buy parts and repair. After many winter and summer evenings of frostbite, sweat, mosquitos and our second child, a new creation evolved. It was classified as a 1975L Beetle in Flipper Blue (DAK 75L). I replaced the 1969 clapped out motor with a new twinport 1600 – it went like a phwoar!!! It had incredibly comfortable sports seats (from the '69) and Dove Grey interiors. It was a sweet ride. Alas, our beloved Bug was sold in 2001 to make way for a work ute. When I looked back now, this was a massive mistake. Bugs have a way of getting under your skin(!), and you don't realize how emotional a car makes you.

In 2006, we took another journey – to Gundagai. I saw a beautiful Flipper Blue 1973L Bug on the net. One owner, garaged, lovingly kept in top condition, stock as a rock. The owner was selling it due to lack of use!! We fell in love again, and as we signed the papers, the owner had a tear in her eye. "You will take good care of it, won't you?" (What is it with Bugs??) We had one minor(!) hiccup on the way home with a leaking petrol hose to the carburetor (a common cause for fire in Bugs). I had to use my daughter's water bottle to get rid of some of the petrol out of the engine bay!! Not an auspicious start for my Bug!!!

My plan was to have the Bug ready for its first major appearance as a classic rally car – the Alpine Rally in October. This included rebuilding the suspension and carburetor, fire extinguisher (!) new sports seats, steering wheel and seatbelts. We finished in 17th position in the Tour Section. Steve Maher (my navigator) and I felt we achieved something – to actually finish and not come last!! We found out we had heaps to learn about classic rallying.

Over the past 3 years, Steve and I have competed in many events since our first Alpine, learnt a lot, stuffed up a lot, but the most important things we have learned are the friendships made along the way, and the generosity of experiences shared. I had the privilege of meeting like minded "Beetle People" in Dave Johnson and Barry Ferguson, who started their rallying careers in Beetles.

In our recent major rallies, we have come second 3 times! A long cry from the no finish on the South Coast 2007 Rally with a blown oil pump and motor disintegration!! You learn how to "read" your car and know where the weaknesses lie. Who knows what the future holds for my Bug – a first place would be nice!!

Keep on Buggin'!!



Highland Fling

Images by Wendy Gibbs



3rd place tour Steve Blair & Michelle Cruze



A Family of Friends (Mercedes)



And the winners were.....Alan and Pam Watson Mercedes



Beetle with attitude! 2nd place tour Brian Madigan and Steve Maher



Both (s) Alfa



Colin and Raffl winning Cameron Tseris



Flying solo Andy Langdon



Kings of the Road (Adrian and Janet)



Robbie Panetta and John Henderson - "What do you mean 2nd place?"



Team Collier (Renault)



The Geoff/Jefts in third (Bott and West)



Will Brown and Emma Nielsen (Sprite)

How to Give the Long Weekend a Run for its Money

By Tony Kanak

Just about on time the merry assembled group departed Glenbrook bound for Lithgow and thence Cowra for lunch- travelling via Lake Lyell, Sodwalls, Tarana, OConnell, The Lagoon, Perthville, Gresham, Barry, Neville and Mandurama. The vehicles were a mix of classic and more modern, with a near matching duo of Porsche 928s making a serious statement about commitment to a quality motoring experience. Overall though, the weekend would turn out to be a positive motoring experience for everyone- especially for us in the Volvo- more of which later.

At the Cowra rose garden the Volvo was first to arrive, but the event director should know the way. Ron Cooper and his Illawarra Entourage (sounds like dance band), joined us here promptly at 12.35pm. Meanwhile an un-named number of the participants had gone exploring, a bit, in the direction of Wiseman's Creek- which is not so hard to do.

Still there was time for lunch, or at least a snack for everybody before setting out for Greenthorpe and the locality of landra. By the way petrol in Cowra could be had at \$1.08 per litre on a Saturday- why DO Sydney prices travel a roller coaster each week?

At landra, a specially arranged CRC tour was again had of the amazing castle-like home of the Green family, who were major land very successful agriculturalists in this area in the late 19th and earlier part of the 20th century. At some point a photo of two Porsches in front of this architectural landmark should feature in the CRC magazine. The building itself now has National Trust (or is that trussed) heritage status.

Leaving landra in the direction of Monteagle and Young I had a not often repeated experience of leading two Porsches and the sundry others, cruising briefly at 5000rpm in overdrive top.....

The outskirts of Young were soon reached, and most took the opportunity to drop into what had been JD's Jam Factory, to pick up a little of the local breakfast type products. We learned that JD's is no more, a divorce and a business sale leading to new ownership and temporarily(?) depleted shelves. After carefully loading the purchases, all that remained was to run downhill into Young and the Cherry Blossom Motel

-though some local road works did cause some WD's! Here we were met by Mr and Mrs Gerald Lee (in Subaru, not Mini)- who had travelled via the south not the west, and who joined the merry assembled group for the rest of the weekend planned.

Dinner was arranged at the Young Bowling Club nearby, though the drizzle meant we travelled by car. An enjoyable meal for the twenty one CRC's ensued and breakfast was a buffet type arrangement in the motel which was also pretty good value in these financially difficult times.

Next morning we set out for the steady drive to Temora approx 77km distant and having had some light rain showers to pass through on the way, we arrived at the Temora Aviation Museum a little early- according to plan. We paid our money and went in, most opting to set up their portable chairs under the hangar awning to stay dry in the event of the further showers that the sky was suggesting. Though it was cold, and beginning to snow elsewhere in the state at higher altitudes, the rain barely disrupted the day, and only one real period of precipitation saw those huddled in the open seek temporary shelter.

I've written about the flying displays before so I'll only summarise the program- which began with the Tiger Moth and an Auster (Frequently the preferred high wing, unobtrusive single engine monoplane, much used by Biggles on low-profile investigations). We also saw the Aussie built Wirraway and its cousin the Boomerang, the Kittyhawk, the Spitfire (of Course), the Mitchell bomber, the DH Vampire and the Gloster Meteor and others. Phew!

And I must not forget the superb formation and trick flying display of the THREE Harvard trainers. So much fun with only about 650 horsepower each! Congratulations to the owners, staff and pilots again for a hugely entertaining day. Also proving that classic engineering of all types generates interest in a cross section of our members, and classic car enthusiasts generally- a big Hello to Gwyn Mulholland who was also there with a group of spectators. The noise and the pace of the display didn't promote long periods of conversation though- flying days are run like a well operated machine at Temora.

Now at about 3pm it was time for us to head off. Various plans existed for attendees to travel home via this way or that, stopping the night or not. For us it was on to Tumut- pick up some RTA required snow chains and drive to Adaminaby. Leaving Tumut at 5pm after refuelling and with said chains (Yes, the tyre size is 165 80X15- as I told you over the phone....), we soon enough passed Talbingo and started to climb. Now this was the adventure part, with "all weather" new Michelin XZX tyres fitted on the front, the similar design Barums formerly on the front now on the rear, all fitted on the original 4 cylinder model 5" wide wheels which were fitted in lieu of the usual wider 164 model jobs that I usually have on the car, because we needed more clearance around the tyres to allow space for the chains.

With the 100 watts of illumination assistance from the extra Hella lamp helping the standard Bosch H4 halogen headlights for vision we clawed up and over the Snowy Mountains Highway. After Talbingo and passing some late returning fisherman heading for Tumut, there was no traffic. Raining continually, sometimes more heavily, the cloud had just "collapsed" on the mountain ridges. Though it was bitterly cold and windy we saw no snow at this time, not even on Sawyers Hill or at Kiandra, though the weather forecast said real snow would arrive over the weekend, in time for the start of the ski season.

We arrived at Adaminaby and a to a warm hotel at 6.40 pm. Was I disappointed the next morning when I handed the unused chains in at the BP Garage in Adaminaby, as per the arranged one way trip drop-off? Not really..... Chatting with the garageman told us that about 15cm of snow had fallen overnight on this side of the mountains, happening later than our journey, when the temperature had dropped a little further.

Leaving Adaminaby after breakfast on the Monday morning for Jindabyne via the back road into Berridale, a couple of patches of new snow were seen, but closer to Jindabyne it was evident the snow on this side of the Snowies had been more generous. The Volvo had started instantly after the cold overnight temp- credit the rush tune up and the switch to 15-40 weight oil the week prior to the trip. On full the heater was too powerful for the passengers to endure for long- courtesy I think to the non-standard replacement water valve which was hard to set for sustained comfortable temperature. Helpfully the 140/160 series of Volvos have a heating system suitable for Scandinavia and direct heat under the top

surface of the internal floor and on to the base of the rear glass, keeping the glass clear fore and aft.

A cup of coffee in Jindabyne, and then we purchased our season passes for Perisher with new photo ID. Asking an honest looking man at one of the ski hire outlets for an honest report of conditions at Perisher we were encouraged to pay the National Parks another \$27 and go up. This didn't take much.

Having already planned for the Temora and Ski Weekend season opener via classic car we were prepared. The boot held all of the accoutrements for four people for such a venture, and the rear seat's centre armrest had temporarily made way for a "from the boot ski-port". Four pairs of skis, poles securely on board, and no roof racks needed. Finding a shop with the requisite size chains for hire or sale (2nd hand) we splurged and bought them for \$50. After all chains for this tyre size are probably not getting more common these days....

Three of us skied for several hours, wearing tracks in the new snow on Perisher's front valley, which was very peaceful, not many people were about, and there were no queues at the chairlift. Then it was time to go, stopping for dinner in Canberra with friends, we finally arrived home at 11.45 pm on Monday night. No one had complained about the space, ride, or heating or noise from travelling in a 1972 vintage vehicle. Still I had splurged a couple of weeks ago on some new shock absorbers, and these did improve the ride and handling quality. After all, regular readers know I am serious about proper maintenance and vehicle preparation. A safe and predictable arrival are an important part of the difference between an enjoyable journey and perhaps a miserable one.

Overall we travelled 895 incident, but certainly not enjoyment free miles, with average fuel consumption better than 30mpg, mostly on E10 fuel. In terms of other, non-petrol costs, these relate only to registration and insurance, and a few cents per kilometre for maintenance and other consumables. After all how much can depreciation really cost on a vehicle I bought eleven years ago for \$1,000?

Classic Rally Club Championship 2009

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic		
	2 day	1 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor								
Steve Maher	18	3					21	1
Tammy Cale	20m						20	2
Wendy Cooper	16	1					17	3
Marie Cherry	8	7					15	4
Bev Richardson	14						14	5
Jenni Smith	12	2					14	5
Sue Clare	10	1					11	7
Neil Watt		10					10	8
Stephen McPherson	6						6	9
Ngarie McGrath		6					6	9
Kathleen Arthurs		5m					5	11
Gary Bartley	4						4	12
Kate Shaw		4m					4	12
Heather Dux	2						2	14
Paul Morton	2						2	14
Stephen Stuart	2						2	14
Jennifer Navin	2m	1m					2	14
Peter Dunlop		1					1	18
Adam Bransgrove		1					1	18
Sharyn McAlpine		1					1	18
David McCowatt		1					1	18
Lorraine Gunter		1					1	18
Elizibeth Trist		1m					1	18
Judith Bransgrove		1m					1	18
Amir Shushtarian		1					1	18
Trevor Eisler		1					1	18

Classic Rally Club Championship 2009								
Tour Drivers								
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic		
	2 day	1 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor								
Brian Madigan	18	3					21	1
Peter Cale	20m						20	2
John Cooper	16	1					17	3
Alan Cherry	8	7					15	4
Jim Richardson	14						14	5
Bruce Smith	12	1					13	6
Rob Clare	10	1					11	7
Len Zech	2m	8m					9	8
Todd McPherson	6						6	9
Tim McGrath		6					6	9
Ray Arthurs		5					5	11
Garth Taylor	2						2	12
Don Dux	2						2	12
Jeff Whitten	2						2	12
Mike Birks	2m						2	12
Alan Butler	2m						2	12
Shane Navin	2m	1m					2	12
Garth Bransgrove		1					1	18
Peter McAlpine		1					1	18
Terry Gunter		1					1	18
Mark Pentecost		1m					1	18
Arthur Bransgrove		1m					1	18
Ramin Shoushtarian		1					1	18
Neil Brain		1					1	18
Stephen Friend		1					1	18

Classic Rally Club Championship 2009								
Apprentices Navigators								
	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic		
	2 day	1 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor								
Ross Warner	30	14					44	1
Tony Norman	22m	12					34	2
Gordon Lennox	28						28	3
John Pattison	22m						22	4
Tim McGrath	20						20	5
Shaun Dudley	18						18	6
Jenny Young	16	1					17	7
Adrian Kinslor		15					15	8
Alex Bratovic		13m					13	9
Vince Harlor		9					9	10

Classic Rally Club Championship 2009

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic		
	2 day	1 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor								
Pam Watson	40	16					56	1
Jeff West	32	20m					52	2
Teresa Morey	32	15					47	3
Carol Both	28	13					41	4
Robert Smith	22	17					39	5
Helen Young	20	19					39	5
Mike Stephenson	38						38	7
David Booth	36						36	8
Wendy Maher	24	12					36	8
Dave Johnson	34m	18m					35	10
Ray Arthurs	30m						30	11
Darren Taylor	26						26	12
Ian Reddoch	16						16	13
Lui MacLennan		16					16	13
Harriet Jordan	2m	14m					15	15
Ted Norman		8					8	16

Classic Rally Club Championship 2009

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic		
	2 day	1 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor								
Kim Warner	30	14					44	1
Tony Wise	28	11					39	2
Pip Lennox	28						28	3
Beb Fox	24						24	4
Greg Francis	22m						22	5
Ron Cooper	20						20	6
Simon Duff	18						18	7
Eric Young	16	1					17	8
Garth Taylor		15					15	9
Steven Cox		13m					13	10
Ian Packard		10					10	11
Kay Harlor		9					9	12

Classic Rally Club Championship 2009

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
	Riverina Run	Tour d'Course	Highland Fling	Mountain Rally Tour	MG Classic	Alpine Classic		
	2 day	1 day	1 day	2 day	2 day	2 day	Points to date	Position to date
Competitor								
Alan Watson	40	16					56	1
Bob Morey	32	15					47	2
Gerry Both	28	13					41	3
David Wigley	22	17					39	4
John Young	20	19					39	4
Robert Panetta	38						38	6
Peter Thomson	36						36	7
Gary Maher	24	12					36	7
Barry Ferguson	34m	18m					35	9
David Shaw	30m	4m					30	10
Lui MacLennan	26						26	11
Gerald Lee	24						24	12
Geoff Bott		20m					20	13
Jocelyn Vettoretti	16						16	14
Matthew Gorrick		16					16	14
Michael Olsson	2m	14m					15	16

Classic Rally Club Championship 2009








Desktop Rallies

	Mar	Apr	May	Jun	Aug	Sept	Oct	Nov		
	Author-Jeff West	Author-John Henderson	Author-Dave Johnson	Author-Ted Norman	Author-The Watsons	Author-The Luthis	Author-The Boths	Author-The Mahers	Total	Placing
Competitor										
Geoff Watson	20	20	20						60	1
Pam Watson	19	16	19						54	2
The Mahers	18	15	17						50	3
Alan Watson	14	14	18						46	4
Bob Morey	13	13	15						41	5
The Boths	9	10	16						35	6
Dave Johnson	15	18							33	7
Lui MacLennan	12	17							29	8
Jamie Lennox		20							20	9
Greg Yates	17								17	10
Teresa Morey	16								16	11
Chris McDonald		12							12	12
Allana Mackertich	11								11	13
Jenny Young		11							11	14
Darren Taylor	10								10	15

CRC Classifieds - For Sale and Wanted

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

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

Photo	Details
<p>6 June 2009</p> 	<p>1962 Triumph TR4 with genuine aluminium Surrey Top, painted in the Works rally colour 'Wedgewood Blue. Built for Classic Adelaide [Three first in class and three targa trophies] and has been featured in Rally Sport magazine. This vehicle has been completely rebuilt and has photographic evidence and receipts. It includes the original equipment including seats (re-upholstered) and bumper bars, carburettors, radiator, hub caps, plus numerous other bits. Has three sets of wheels, one steel, one set of minilite replica with good road tyres and one set of genuine minilite (alloy) wheels with Yokohama Advan tyres. Sparco race seats with 3 inch 4 point seat belts. Terraphone, Terratrip, Cams approved Roll cage, map lights, rev limiter, long range fuel tank, front and rear roll bars S/S braided brake lines, TwinWeber carburettors on a stage three head, Overdrive gearbox, (third and fourth) stainless steel exhaust system with extractors, alternator, lightweight radiator, oil cooler, electronic ignition, balanced engine inc. flywheel with TR6 clutch, Cams log book, and the list goes on ... There is a car trailer for the vehicle available if required at a reasonable price. Currently on club plates but can be fully road registered. Genuine reason for sale. \$33,000.00 Terry Standing standitd@bigpond.net.au</p>
<p>8 May 2009</p> 	<p>Looking for a classic car enthusiast and a good home: Triumph GT6 Mark II with overdrive, 1969 Dark green. Original Australian import 2L engine, converted to 3 SU carburettors (1¾ inch), larger exhaust system, larger radiator, new 3.97 Diff, brake booster, Mark III steel wheels with new tyres, original wire wheels and engine parts available. Mechanically in good shape, body and interior need attention Car is on full registration. Excellent rally car. \$15,500 or nearest offer. Phone Sonja and Ernst Luthi on 0410 690 702 or 0412 273 287.</p>
<p>28 Mar 2009</p>   	<p>1972 W108 Mercedes Benz 280se 3.5L Excellent condition inside and out Mechanically A1 4th owner Matching numbers Comes with all original documents and log books \$27,500 Phone Darren Taylor on 0419 016 075 or email dtaylor1234@toptusnet.com.au</p>
<p>28 Mar 2009</p> 	<p>Original Italvolanti steering wheel Refurbished wood \$400.00 Phone Darren Taylor on 0419 016 075 or email dtaylor1234@toptusnet.com.au</p>
<p>25 Mar 2009</p> 	<p>1964 Mercedes 220 SEB - \$12,500 Great condition, drives well, serviced by Autohaus since new. Recently serviced and plenty of rego remaining (February 2010). Located in Northbridge, Sydney, and is available for inspection/test drive. Phone Scott on 0414447967 or email skindred@evanspeck.com</p>

FOR SALE CLUB REGALIA



CRC Embroidered Cloth patch	\$5.00
(navy blue with yellow writing)	
CRC Windscreen Sticker	Free Members
(120 x 65mm)	
CRC Windscreen Sticker	Free Members
(323 x 174mm)	
CRC Polo Shirts	\$25.00
(with pocket and club logo)	
CRC Nylon Jacket	\$37.00
(with hood and club logo)	
CRC Sloppy Joes	\$25.00
(with club logo)	
CRC Tee Shirt	\$18.00
(with club logo)	
CRC Cap	\$10.00
CRC Black Chambray Shirt	\$33.00
(with club logo- Long sleeves)	
CRC Drizabone Jacket	\$75.00
(with club logo)	

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

Cheques made payable to Classic Rally Club.

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

Prestige Embroidery

4/29 Coombes Drive, North Penrith 2750

Ph: 0402-147-230

Fax: (02) 4727-0893

2009 Events Calendar

Date	Event	Contact
27 Jan	CRC monthly meeting	
15 Feb	Summer Lunch Run	John Young 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	
1 May	Desktop rally #3 (Dave Johnson)	
24 May	AROCA Tour d'Corse	Tony Wise 0417 211 848
26 May	CRC monthly meeting	
29 May	Desktop rally #4 (Ted Norman)	
6-7 Jun	June Long Weekend in Temora	Tony Kanak
14 Jun	Highland Fling	Ian Gibbs
23 Jun	CRC monthly meeting	
28 Jun	Christmas in June - Winter Lunch Run	Brian Madigan 0400 736 637
18-19 Jul	Jaguar Mountain Rally	Wendy+Gary Maher 02 4571 1229
24 Jul	Desktop rally #5 (Pam and Alan Watson)	
28 Jul	CRC monthly meeting	
3 Aug	CRC Annual Drive Day (Oran Park)	Sharyn McAlpine 0407 330 075
8-9 Aug	MG Classic	Robert Smith 0407 600 632 02 9440 2498
25 Aug	CRC monthly meeting	
4 Sep	Desktop rally #6 (Ernst and Sonja Luthi)	
22 Sep	CRC monthly meeting	
2 Oct	Desktop rally #7 (Carol and Gerry Both)	
17-18 Oct	Alpine Classic	Lui MacLennan 02 9460 6909
27 Oct	CRC monthly meeting	
6 Nov	Desktop rally #8 (Gary and Wendy Maher)	
8 Nov	Pas de Deux <i>We are contemplating running the 2009 Pas de Deux as a Scatter Rally - see the preliminary info sheet for details.</i>	Jeff West 0427 263757 Dave Johnson 0428 299 443
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	

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 Tony Norman.

