

Rally **Directions**

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

August 2009

Jaguar Mountain Rally Popular with Young and Old



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The Official Organ of the Classic Rally Club Inc (Affiliated with CAMS)
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John Henderson	hendo@bigblue.net.au	02 9499 8141 or 0408 118 427
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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
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/Illawara	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 11 September 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

Here we are at the end of August – this year sure is flying! We've had a busy month in the club, starting off with the Drive Day at Oran Park on 3rd August, organised by Pete and Sharyn McAlpine. It was the first chance for many of our members to drive the full Grand Prix circuit and sadly the last for most, as the iconic track is due to be closed at the end of the year. First built in 1962, the track has seen a large slice of Australia's motoring history and we at the CRC had a fantastic day bidding it farewell. The atmosphere on the day seemed to have something more of a buzz than previous drive days and I doubt if there was a single participant who didn't have a ball.....well, maybe there was one but we won't talk about that little but expensive slip of judgement. Thanks again to Pete and Sharyn for putting on another great day at the track. Around \$1500 will be winging its way to the Childrens' Cancer Institute as a result of your efforts.



Oran Park also saw a visit from many other CRCers on the weekend prior to the drive day. It was the winter meeting of FoSC (Festival of Sporting Cars) and there were more than 250 entries! Glen & Joyce Innes and Carol Both and I were officiating. Those on the track included Mike Batten, Gary & Narelle Beacham, the Dannys Castro Sr & Jr, Brian Foster, Kay & Vince Harlor, Alan Cummine & Phil Mitchell, Tony Hudson, Nick Kemourtzis, Rob Mifsud, Henry Stratton, Brian Todd, John Young and Bruce Grant. I guess I may have forgotten some but it seemed that just about every race had a CRC member and it was great to see those smiling faces – even though we don't always recognise them behind helmets on the dummy grid! The weather was great on Saturday after a chilly start but Sunday went steadily downhill. As the day went on the temperature dropped and the rain set in. When the call on the radio went out that the track would be temporarily closed to allow delivery of hot chocolates to the flaggies, a plaintive reply was heard to say "What about hot chocolates for the dummy grid?" I tell you what, it was the most appreciated hot chocolate ever – saved our lives! All in all though, a great weekend for all involved. FoSC seem to have hit the nail on the head, as far as historic race meetings go.

The weekend after the drive day, two events set off from very different starts and heading for very different destinations. CRCers, Gerald Lee & Ian Reddoch, Barry Ferguson & Dave Johnson and John Bryson were leaving the Melbourne showgrounds on the Repco Reliability Re-Run – a 30th anniversary event and heading via 4500 kms for the finish at

Kingoonya in South Australia. As I write this, on Day 6, Barry & Dave are running 10th, John Bryson 15th and Gerald & Ian 16th. For those who remember Kaye Kilsby from the early Mountain Rallies, she's running 5th!! We look forward to seeing the final results and maybe an article in next month's mag. I'm sure there'll be a few tales to be told.

On the same Saturday morning, about three dozen crews gathered at Gosford for the start of the MG Classic Trial, organised by Smithy, Richo and Wiggles! I'm sure those at the pointy end of the field had a fabulous but challenging weekend. What can I say about those of us at the very blunt end? I'm sure all who entered will agree with me that when you're out on the road, it's very comforting to have some reassurance occasionally – and by occasionally, I don't mean every 50 or 80 kms. I always thought 10 was a nice round number myself..... It's also all well and good saying you can 'fix' yourself at a question but when you're on the wrong route, it's anyone's guess where that elusive question might be. An occasional mapped via point that can be located, with a known distance, is what you need when you're lost. An entire division with nowhere to cut and run to is not what I call enjoyable rallying, when you're that little bit lost. We've had a couple of events this year that have had similar issues. I hope we don't have it happening again next year or customers will vote with their feet.

Despite that whinge, it was a fun weekend (when things were going well) and the organisers are to be congratulated. A special mention to first time podiumers, Tony Norman, John Pattison and Greg Francis, who came in 1st in the Apprentices. Well done guys!

On 23rd August, the Classic Rally Club will be on display at the Shannons Eastern Creek Classic. John Cooper has organised sixteen typical CRC cars to be shown off. Even if your car's not on the CRC stand, come along and have a look at the other 1684 classic cars on show. It's a fantastic day, celebrating what we all love best – our classic cars.

There'll be a flyer for the Alpine Classic in the mag. It's getting close to being the last opportunity you'll have to enter, as entries close mid Septmeber. The Alpine is shaping up to be a fantastic event and numbers are filling fast. Get that entry form in soon and you too can be part of the fun!! If you haven't entered an event this year, it's not too late!

See you all on a rally road soon.

Lui

Short Cuts

Here is the slightly late August edition of Rally Directions. I apologise now if there are any errors, I arrived back from the USA in the wee hours of this morning and am trying to push this out so that you might receive this in time for the meeting on Tuesday. Lets hope that you all do. I was in the States for the Concors d'Elegance (Pebble Beach). Dad (Ross) is busy writing an article to include so that you can all hear a little about the event, and the people you just happen to see on the other side of the world. Be sure to have a read, it was definitely the experience of a lifetime and something fantastic to get to share with my Dad.

I'm again putting out another call for our mystery member photos. I had received a few after my last desperate call, however, most of these are drying up very quickly. So please send me through your mystery member photos! It's a great little section of the newsletter that would be sad to see go.

Take a look at the article written by Michael Friend. It certainly warmed the heart of this editor and shows what a family orientated club this can really be.

There are a lot of great photos to enjoy this month with so many events and members participating in different events. Be sure to check these out. You never know when you may appear in one!

Thanks again to all of those regulars who are always submitting something for the newsletter. It's great to see a few new faces popping up. Lets hope that this is a trend that continues.

See you all soon.
Renai Warner

CRC Member Update

By Ian Packard

Welcome New Members

Clas Einberg
James Pettigrew & Karyn Pule
Rodney McGrath
Wayne & Tina Turnbull
Chad Turnbull
Micheal Peters
Timothy Barry
Michael Whitfield
Michael Carroll

West Pennant Hills
Longueville
Penrith
Kings Langley
Kings Langley
Berowra
Fairy Meadow
Ryde
Panania

That's all for now

Regards

Ian Packard

Membership Secretary

'Future Stars' Pointscore

Jeff West

As you may know the club has instigated a championship called "Future stars in a rally car" for any members under 30 years old. I must categorically point out that it wasn't me who came up with that name – but that's not the reason for this little note.

The purpose of this small article is to ask any member to contact me if they or their children are under 30 years old and want to be included in this particular championship. If you don't let me know then I can't include your names in the list.

Contact me as the pointscorer as per the email address inside the front cover of this magazine.

Tony South is offering CRC members a discount at IHG Group Hotels. Reservations must be made by the end of September. The voucher for this can be found at the Classic Rally Club website. Please ensure that you add 'Tony South' as the employee on the voucher. Your President has already taken advantage of this deal.

Mystery Member



Who are these three 'cheeky' members of the CRC?

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



2009 Alpine Classic 17th & 18th October

**Join fellow motoring enthusiasts
and discover Classic Rallying**

Get your classic out of the shed and join fellow motoring enthusiasts on the two day 2009 Alpine Classic Rally. Running for the eleventh year, the Alpine is the only timed navigational event in NSW and is considered one of the premier events on the Classic Rally Club's calendar. Set in the beautiful Central West of New South Wales, crews will have the opportunity to drive on some of the best roads this state has to offer.

Three categories of navigation will cater for all levels of skill. Those with experience and seeking a serious challenge will opt for Masters, whilst crews requiring a little more guidance will go for the Apprentices. For anyone just wanting a fabulous drive in the spring countryside without the challenge of navigation, the Tour category is ideal.

The Alpine will start in Lithgow, at the foot of the Blue Mountains. The event will travel a circuitous route to the overnight stop in Orange, where competitors will have the opportunity to spend a relaxed evening with their newfound rally friends. Two motorkhanas, held over the lunch break will give those with a lead foot the chance to have some fun! After a good night's rest, it's on the road again for another day of Classic Rallying. It will then be on to the traditional pub finish near Lithgow. The event is open to pre-1980 cars of any marque. Other cars will be considered on submission to the Event Secretary. Included in the cost of \$399 for a crew of two will be breakfast at the start in Lithgow, two lunches, a sumptuous evening meal in Orange, motel accommodation and breakfast. Your rally pack will contain all maps needed for the event, windscreen banner and car number, rally romer (for new entrants), Alpine Classic caps and cloth badges. Alpine Classic polo shirts will also be available for purchase at a cost of \$30. Cost for additional crew members or passengers is \$160 each.

The event will be strictly limited to 85 entrants, so get your name in early!

Entries close on Friday 19 September 2008.

Clerk of Course	John Henderson	02 9499 8141	0408 118427
Event Secretary	Lui MacLennan	02 9460 6909	0418 645623
Fax		02 9926 8880	
E-mail		alpineclassic@hotmail.com	

If you only enter one event a year, then the 2009 Alpine Classic is the one for you. The Classic Rally Club has made the Alpine Classic a prestigious annual event and with your support it will be even better. Be part of the event and help make it happen again in 2009!

For an entry form or more information about Classic Rallying, visit www.classicrallyclub.com.au

What Better Way to Spend the Weekend

By Sonja Luthi

It was a cool Saturday morning, when we started the car up on 18 July at 6am to drive to Lithgow for the annual Jaguar Mountain Rally. A dream, full of trepidation, disappointments, anger and hope finally came true. We were on our way to the first rally with our Renault Alpine 110. The car purred along the motorway, up the mountains (with some umpf) and into Lithgow to the start at the ZigZag motel without missing a beat.

We had entered the Tour section, as we are still running in the engine. We did not want to submit it to our usual start/stop/turn around progress through the different divisions. So, it was a late start (being car number 59) and then a leisurely drive through beautiful country side and some familiar and new roads. From the turn off to Wallerawang, the back road to Yetholme on one side of the Great Western Highway to Wambool and Brewongle on the other side, around Bathurst and Orange, counting railway crossings and finding a church in Dripstone, it was a glorious drive. Lunch in Wellington was a great affair with tasty lentil soup and hot chocolates. Despite the fact that this was really a Jaguar event, our little red Alpine got quite a bit of attention from the locals, including coverage by the local press. (Boy, was Ernst proud).

The afternoon seemed to be a straight forward drive; first east through Spicers Creek, before turning north-west towards Gollan. We then back tracked towards Westella, before turning north east again to meet the Golden Highway between Dubbo and Dunedoo. And then the home run to the finish in Dubbo.

We returned our road card and headed for the hotel. We booked in and while I was getting the luggage from the car to the room (not that there was much, as there is not a lot of room in the back), Ernst fielding questions around the car, what size engine, where does the car come from, does it run and and and.. and it continued over dinner at the Golf club. We were nowhere near the pointy end of the tour, but we did not mind at all. We had a magnificent day out in the new car, on great roads, sunshine and good company, what more do you want?

Sunday morning dawned cold with ice on the wind screen. This did not worry us too much; we (I mean I) were more concerned that the car would not start. But, after very minor initial stuttering, it sprang to life and never looked back.

We headed off after 9, generally heading south to Milthorpe for lunch. The route lead us past places called Cumboogle, Suntop, Yeoval, Cumnock and Molong (remember the Alpine?) and again around Orange and the airport to Milthorpe. The pumpkin soup and cakes were delicious and the little craft shop did a brisk trade with many a woman having a browse through. As everybody had arrived on time, there was plenty of time to catch up, exchange driving experiences and of course admiring the fine machinery on display.

And then we were off for the last section. Into Blayney for some petrol and then past Newbridge, The Lagoon, Oberon, Ducksmaloi, Mt Blaxland and finally Hartley.

So far, we had an excellent weekend. It was quite a change, to sit in the middle of the road and being able to enjoy the country side, not having to sweat over cryptic instructions. Thank you Wendy and Gary and crew for once again putting on a splendid event on such fabulous roads.

We headed off home at around 3.30 and hit the traffic just at the top of Mt Victoria. It was bumper to bumper and a lot of start/stopping. This was bad and just another test for the Alpine. It had run all weekend without any hiccups and we are wondering how it would cope with this situation. Well, it coped very well; no coughing or stuttering or overheating. We were very pleased. On the long drive home, we also sussed out places for drinking bottles in the car and other stuff, all good for next events. As we took the back road from Wentworthfalls, we were home just on 7pm, tired, but very happy with the weekend and the car. It will be back for the MG rally in August.

Jaguar Mountain Rally

By Heather Dux

As there was no Forest Classic Rally this year, Don and I decided to try the Jaguar Mountain Rally. As usual, we headed off a couple of days before the start to arrive in time and turned up on the Saturday morning ready for action. We had heard previously that it could be boring in the Tour and too clever in the higher groups but we were prepared to be bored just to do another Rally before October.

We were not bored, on the contrary, we were kept alert all the time because of not knowing exactly where the answers to the questions were to be found. Looking for the photographs also kept us wide awake and provided some stops and starts as many of the navigators thought they'd found they'd what they were looking for only to discover it was not correct.

On Saturday night, we found our scores and are still puzzling how there were half points awarded. Someone said points were deducted for wrong spellings but I find that hard to believe. If it is so, next thing some anal, pedant will want to run a rally with points deducted not only for wrong spelling but lack of neatness and then we could also be looking at showing our clean nails, hands and hankies. No, I think there is some other reason because the whole purpose, to my mind, is for the driver and navigator to indicate that they have been on the correct route and even a wrongly spelled answer can give that information. If not, I may even have to find a school which caters for those in their second childhood so I can do a refresher course.

To add insult to injury, at the dinner, we were all at our table sorting out our money to buy raffle tickets when some twerp who'd been making a speech earlier, came up to our table and told us to be quiet as we were making too much noise!!! Needless to say, the money for the raffle went back into the respective wallets. How our table could have been singled out I don't know because every table south of the equator had people speaking. Maybe we'd had too much speechifying and had got bored.

Apart from all this nonsense, we had a great time catching up with friends we only see during a Rally and we thoroughly enjoyed the questions and photos and may even consider doing it again next year.

Repco Reliability Trial Re Run



Barry & Dave



Gerald & Ian



John Bryson & Gerry Crown



Kilsby & Riseborough

2009 Jaguar Mountain Rally Cortina GT Claims "The Tour"

By Jim and Bev Richardson

Following two weekends of travelling the country doing final road checking for the 2009 MG Classic, a quick wash and check over of the old warhorse (our Cortina GT) and it was off to an early start on Saturday morning for the trip to Lithgow. Fog had been forecast so covers off the fog lights and away in darkness. We did encounter some fog on the M4 but then it was clear all the way to the start with our only problem getting the motor warm enough to get the heater going!

The start this year was warmer than usual and Gary kept the briefing short.

Once out of Lithgow we kept off the highway and crews enjoyed good roads through Pipers Flat, Meadow Flat, a new tar section at Yetholme bypassing Bathurst and then a great dirt section through Ophir and some long straights into Wellington for lunch.

Our afternoon run to Dubbo saw roads designed for the "Big Cats" with long straights that saw the 1598cc Cortina GT running on the tach red line on many occasions. After booking in at the motel it was off to old friends Steve Bicket, Donna Smith and Melanie's for some drinks and catch up with fellow Thornleigh Car Club members.

Some say you should keep your enemies close so what better way than to share a room with the Directors. Unfortunately they did not talk in their sleep so no clues obtained. Next morning a 9am

start to allow the ice (and some driver/navigators' heads) to clear and we were off again enroute to Miltorpe to partake of the best selection of sweets you could imagine. On the way we saw Mulga Bill's Bicycle and many fabulous country "towns" with a tour through Orange for a fuel stop.



Following lunch we visited many familiar rally roads as we made our way via Blayney,

Newbridge, The Lagoon to Lowes Mount Road (our favourite control special stage from Targa Days) and then on to Hampton and the finish at Hartley. The Directors chose a great variety of roads with many long sweeping sections and great scenery.

Leaving for home in Sydney an unfortunate accident on Bells Line of Road caused a large traffic holdup from Mt Victoria to Hazelbrook so we took the opportunity to stop for dinner at Leura and missed some of the problem.

A big thank you to Gary and Wendy, all the officials and the Jaguar Drivers' Club for putting on a great weekend event.



A MINUTE WITH*Steve Maher*

Nickname: None that I know of. Just call me Steve

Member of CRC since: 2006

Driver or navigator and why?: Navigator, due to lack of a suitable car at present

Favourite Rally as a competitor: Alpine Classic

Current Rally Car(s): 1973 VW Beetle 1600L

My Dream Car: Aston Martin DBR9 – Sex on wheels

Favourite Racing Car Driver: Colin Bond – Quick on dirt and bitumen and a nice bloke

Favourite - Movies: Grand Prix, Le Mans, Love the Beast

- Actor/Actress: Steve McQueen

- Food: Pizza

- Drink: Bourbon and Coke

Favourite Place to Visit in NSW: Kempsey or Bathurst

Other Interests/Hobbies: Leyland P76s, Off Road Racing, Radio and event commentary, Model car collecting, A good argument/discussion

What would you do with \$100,000: Nothing flash – give to the bank towards my mortgage.

My Pet Hate: Excessive egos, Club politics, Those who think that as they are in a position of power they must be right.

My Greatest Fear: Heights

Five words that describe me: Loyal, Honest, Easy going, Competitive



NSW MINISTER FOR ROADS
MICHAEL DALEY MP

NEWS RELEASE

MINISTER AGREES TO FURTHER CONSULTATION ON CAR MODIFICATION LAWS

Wednesday 29 July 2009

Minister for Roads Michael Daley today met with representatives from the 4WD community and car industry who asked for the introduction of proposed vehicle modification rules to be delayed and for more time to consult.

Mr Daley said he agreed to put the rule changes on hold and that more consultation was needed following the meeting.

"I've listened to feedback from the industry and the community, and have agreed to set up a working party to look more closely at how we are going to address this road safety issue," he said.

"All of those who attended today's meeting agreed that safety is paramount and that unsafe modifications of vehicles do need be stamped out.

"The working group will include representatives from the NSW Centre for Road Safety, Four Wheel Drive NSW-ACT, Australian Automotive Aftermarket Association, the Australian 4WD Industry Council as well as other agencies and experts," Mr Daley said.

Executive Director of Australian Automotive Aftermarket Association Stuart Charity said this was a terrific outcome.

"We're passionate about road safety and we understand the intent of the regulation is to make the roads safer," he said.

"We're looking forward to working towards a practical solution that meets road safety objectives while also taking industry views into account," Mr Charity said.

Greg Redfern from Four Wheel Drive NSW-ACT also welcomed the outcome and said the working group would have their full support.

"We want to eliminate unsafe practices in the driving community and we'll work with the government to make sure these new regulations meet those objectives without any adverse consequences for the motoring community at large," he said.

"We all agree that there is no place for extreme and illegal modifications, but the clubs in our association follow a strict code of conduct and ethics, and we want to make sure they're not punished," Mr Redfern said.

Contact: 0228 5885

Good Staff Can Be Hard to Find, But Not Always

Written for 74STA by Female Staff Heather Dux

I am a particularly attractive 1974 Triumph Stag. I need dedicated and caring Staff. My former Staff suddenly found that after two little boys and ten years, they were the parents of a delightful baby girl. There's only room in my dinky little back seat for two small bottoms so, reluctantly, they decided to find more Staff to care for me so they could then buy a bigger vehicle to accommodate their larger family.

The day arrived when the people who had rung my Staff about a time when it would be convenient for me to look them over, arrived. I was really looking my best, my soft top was folded and covered, my hard top was still in storage and I had been primped and polished for the big day. An ordinary sort of daily drive vehicle drove up my driveway and stopped next to me. Out got these two grey haired geriatrics!! Good grief! They couldn't be serious about taking on the job! They were **elderly**, likely to drop dead at the wheel and then where would I be??

I can't begin to tell you how devastated I was. I was a beautiful machine to be driven by some young stud to attract the popsies not a pre-hearse day-in-the-country type of vehicle. It seems I didn't have too much say after all in the choice of my new Staff. I was stuck with the OAPs! I'd never be able to hold my headlights up high again. Other vehicles on the road would be honking and chortling about my downfall.

Boy! was I wrong. These two old things are in their second childhood or should I say, youth hood. They take part in Classic Car rallies!! They don't do speedy things, or not always, but they certainly make life interesting. When they got me back to their home, their other classic car, a Triumph 2500 PI was green with envy. She was quite put out about not being the 'only' child any more. I also got to go on the next Rally they did. She was having a spot of plumbing done but I'd have gone anyway because she's done a few rallies and I hadn't.

My male staff drove as far as Tamworth on the first night and then on to Meadow Flat outside Lithgow the next day. We went through Mudjee and I showed them my paces. When we began the Rally on the Saturday morning there were all these stuck up Jags, all thinking they were more beautiful than I was.

Rubbish! I know my worth. We drove around a lot of little country roads, sometimes speeding a weeny bit but my male staff didn't seem to know where he was going. He kept stopping and looking for things. Maybe I should have conferred with my green friend before I left so I would have the gen on all this carry on.

My female staff kept on saying things like 'between 50 ks and 80 ks we have to look for this fence' or the answer to the next question is somewhere past the next direction and before the one after that. Don't forget to keep your eyes open for P boards.' God knows what they were on about, but they seemed to be enjoying themselves. Humans are strange animals. All I need is some oil, water and a bit of fussing and I'm happy to tootle along.

When the rally was over and we were heading for home, I thought these new staff members of mine would take it easy and stop overnight somewhere along the way. They are on their last legs after all and probably need a bit of a kip in the afternoons to keep up their strength for the next day. Wrong! They may have planned that but old 'Leadfoot' behind the wheel just kept on going like perpetual motion. There were a few pit stops to give me a drink and two meal stops for my Staff but they didn't finish the drive until my male staff stopped outside the roller door to the garage. **822.62 ks! In one day!** What were they like when they first came off their production line? Over that trip from home to home I covered 2455.63 ks. I've still got it! Some of these youngsters today won't be so smart in 35 years time. I have had to review my opinion of these latest staff members and I seem to remember hearing something about not judging books by covers. Maybe this is what that means. All I can say to my Staff is, 'keep on taking the pills and bring on the next Rally'.

Jags and Others Conquer Mountains

By Gary Maher

A huge group of 81 cars was greeted by an unusually mild 4° morning at Lithgow for the start of the 17th running of the Jaguar Mountain Rally. Wendy and I had been plotting and planning since October last year and believed we had come up with a good test for man and 'beast'. We were delighted to have 31 crews from Classic Rally Club and when officials were added, this totalled around 79 club members – but only 8 CRC crews attempted the 'Challenge' with varying degrees of success. Congratulations to the Joint Winners – the Gerlachs and John & Helen Young.

The crews travelled in the morning sun from Lithgow via Wallerawang, Pipers Flat, Meadow Flat, Yetholme and on through Wombool to the control 'manned' by Alan & Pam Watson from CRC, then on to Kelso where they were enveloped in dense fog. Our photographers took some great shots of the cars looming out of the mist, which are hopefully on the web site. Many competitors had difficulty finding Western Member, Arthur O'Neil in the fog on the Ophir Road between Eglinton and Dunkeld.

The route was designed so as to use the minimum amount of highways and to avoid all major centres. This meant that the cars wound through the back blocks of Orange and on via Dawson Gate where they were greeted by the Lennox family from CRC, then on through Euchareena, Stuart Town and Mumbil into Wellington for lunch. After lunch we had a tricky section for the 'Challenge' types to a control which was to have been manned, by Michael St John Cox, a previous Mountain Rally Director. Unfortunately, Helen's accident prevented them from being on control and he was devastated when I phoned and told him how many we caught Wrong Direction. The afternoon route took crews over to Goolma, up to Saxa then down to Wongarbon on the Mitchell Highway, where a couple of JDCA 'notables' took a wrong turn and finished up entering Dubbo from totally the wrong direction and about an hour and a half too early.

Meanwhile, the vast majority headed back up to the Golden Highway, did a big loop around Dubbo, finding both some enthusiastic Control Officials from the Western Districts Antique Automobile Club on route and our camera man standing right under the answer to a question (unplanned) at Rawsonville to finish at the Dubbo Golf Club.

After a pleasant social, a great dinner and a good night's sleep - if you weren't coughing - (or sleeping next to someone coughing!), everyone was ready for the run home on a crisp but gloriously sunny Dubbo

morning. The Sunday morning route saw the cars travel via towns with such picturesque names as Cumboogle, Ponto, Finger Post, Curra Creek Yeoval and Cumnock – where you just had to 'go'. After a wee stop, crews then passed through Molong, Amaroo, Borenore and into Orange where we gave the BP Servo his monthly turnover in one morning. It was then a simple run, for the Tour, to lunch at Historic Millthorpe via Spring Hill. However, it was a different matter for the Challenge crews, most of whom fell for an age old navigation trick and found the control of Rob Worboys and Ken Mattock (CRC) from the Wrong Direction. Unbelievable!

Sunday afternoon found us travelling through Blayney (warm for a change) and Newbridge where Chris Hallam ran out of brakes in the XK120 then on to The Lagoon. Yes, there is a trotting gig attached to the horse on the roof! We next passed through O'Connell, Lowes Mount, Oberon and Hampton where a police motorcyclist equipped with a radar gun was startled by the number of people with a curious interest in ice cream. It was then a simple run to the finish at the little old school at Hartley where the 'bastard board', a VRC fifty metres from the finish, changed the whole outcome of the event – sorry Toddy.

Talk about best laid plans etc. After difficulty experienced by crews heading home last year, we decided to finish at Hartley and give people the choice of either Bells Line of Road or the Western Highway.....WRONG! An unfortunate fatal accident closed Bells, forcing everyone onto the Highway. I'm sorry for those of you who took four or five hours to get home. Due to the fact that Chris Hallam was determined to finish the rally, and was ultimately best placed Jaguar, we didn't leave the finish until just after 5pm. By this time, Bells Line of Road was open and we arrived home at 6.15pm. Na, Na, Ne Na, Na!!!!

A BIG Thank you to all competitors for entering into the spirit of the event. A special Thank You to Graeme Lord, Geoff Hill, Glen & Joyce Innes, and Arthur O'Neil, all from JDCA. Also Thank You to our Dubbo Connection Steve Bicket, Donna Smith & Melanie and the Western District Antique Automobile Club.

From Classic Rally Club, Thanks to Alan & Pam Watson, the Lennox Family, Rob Worboys and Ken Mattock. Without all their support the event would not have been the success that we hope it was.

Jaguar Mountain Rally

By Michael Friend

The Jaguar Drivers Club of Australia (JDCA) hosted the Jaguar Mountain Rally again. Gary & Wendy Maher (who are part of the Classic Rally Club as well), were the organiser the vent, which was super!!!

The event started at the Zig Zac Motel, (Corner of Chifley Road & Clydd Street, Lithgow). Some people chose to stay Friday night be we didn't (I wanted to).

The event ran the Lithgow to Wellington (still in NSW), for lunch and then to Dubbo for the night. Dubbo to Mithopre for lunch on Sunday and then to Heartly, near Lithgow for the finnish.

When we arrived at Lithgow it was according to somebody else, minus one degreases celsius.

We left and wen t along the Great Western Highway for several kilometers and then off the main route. There were photos we had to finnish.

At Wellington we had lunch in the Primary School.

We were then on our way to Dubbo where we finish (and stayed) at the International Motel for the night.

We then went on our way the next day (Sunday) to Mithopre. Just as we were ready to leave and i had read through the instructions, somebody front inner guard was rubbing against their front wheel. Dad, with his kind and generous heart, leant this man some tape to fix them problem. All fixed.

We then went on our way and stopped. A friend of ours had driven their car over a drain and it had collapsed. After trying to lift it out and jack it out the wife (Karen) came up the idea of making a ramp from some old concrete. A excellent idea!

We then had to stop for we had a problem with our car. The oil was a bit low and we topped it up.

It was a great rally and I had my biggest smile on till we finished.



As we handed our road card in Gary informed us that Bells Line Of Road was closed due to a fatal motorcycle accident. This was very bad news for us!

We then joined the Great Western Highway at Mt Victoria and i took us 30 - 60 minutes to get to Blacheath. We then moved to good speed till Leura and we were

bumper bumper traffic again.

We got to Springwood and turned of at Hawkesbury Road and went home thankfully. It took us about five hours to get from Hartley to our house. Awful.

A great rally and I hope to be part of the 2010 Jaguar Mountain Rally!



Editors Note: This report was written by 10 year old Michael Friend who accompanied his father Steve on the Mountain Rally. It was the editors decision not to edit this story in any way for fear of this story losing its warmth and family feel.

Michael publishes his own monthly newsletter "Car Monthly" and is also wanting to help set this years Christmas Rally. Fantastic to see someone so young getting involved in the club.

Jaguar Mountain Rally Results

Mountain Rally 2009. Results																		
RESULTS		NAVIGATOR		CAR	CLUB	D.1: CO	QU	VR	D.2: CO	QU	VR	D.3: CO	QU	VR	D.4: CO	QU	VR	TOT
CHALLENGE		DRIVER		CAR	CLUB	D.1: CO	QU	VR	D.2: CO	QU	VR	D.3: CO	QU	VR	D.4: CO	QU	VR	TOT
C5	Wayne Gerlach	Dianne Gerlach	CRC	Audi Quattro	CRC	0	0	0	5	0	0	0	0	0	0	0	0	1
C6	John Young	Helen Young	CRC	Dat 260Z	CRC	0	0	0	5	0	0	0	0	0	0	0	0	1
C8	Tony South	Ted Norman	CRC	Escort	CRC	0	0	0	0	2	0	5	0	0	0	0	0	0
C12	David Wigley	Robert Smith	MG / CRC	BMW 323i	CRC	0	0	0	5	0	0	0	2	0	0	0	0	2
C4	Andrew Crowley	Nicole Crowley	TCC	Suzuki Swift	CRC	0	2	0	0	0	0	5	0	0	0	0	0	2
C1	Chris Hallam	Deborah Hallam	JDCA	Jag XK120	CRC	0	2	6	5	0	0	5	0.5	0	0	0	0	19
C69	Shaun Bailey	Tim Armstrong	JDCA	Jag E Type	CRC	0	0	0	5	4	3	5	0	0	0	2	0	1
C3	Garth Taylor	Peter MacDonald	JD/CRC	Jag Mk 2	CRC	0	6.5	0	5	2	0	5	0.5	3	0	3	0	2
C7	Vince Harlor	Kay Harlor	CRC	Dat 240Z	CRC	0	3	3	5	2	0	5	0.5	3	0	2	3	4
C10	Steve Lansley	Phil Coffey	TCC	Escort	CRC	0	2	3	5	6	0	5	11	0	0	2.5	6	2
C11	Darren Taylor	Lui MacLennan	CRC	Lancia Fulvia	CRC	20	50	12	20	9	38	5	0	0	0	2	0	11
C2	Withdrawn																	
C9	Eric Young	Jenny Young	CRC	Fiat 132S	CRC	0	4.5	3	5	10.5	0	*T	0	1	0	2.5	3	6
RESULTS		NAVIGATOR		CAR	CLUB	D.1: CO	QU	VR	D.2: CO	QU	VR	D.3: CO	QU	VR	D.4: CO	QU	VR	TOT
TOUR		NAVIGATOR		CAR	CLUB	D.1: CO	QU	VR	D.2: CO	QU	VR	D.3: CO	QU	VR	D.4: CO	QU	VR	TOT
56	James Richardson	Bev Richardson	CRC	Cortina GT	CRC	0	0	0	0	0	0	0	0	0	0	0	0	2
61	Steve Annabel	Jayne Annabel (Connie)	CRC	Jag XJ6	CRC	0	0	0	0	0	0	0	0	0	0	0	0	2
63	Robert Clare	Sue Clare	CRC	XK140	CRC	0	0	0	0	0	0	0	1	0	0	0	0	1
46	Tim Mallyon	Brian Todd	JDCA	Jag E Type	CRC	0	0	0	0	0	0	0	0	0	0	0	3	0
75	Peter Cale	Tammy Cale	CRC	Mini Cooper S	CRC	0.5	0	0	0	0	0	0	0	0	0	0	0	3
22	Peter Wards	Robyn Wards	TSOA	Triumph TR8	CRC	0	0.5	0	0	0	0	0	0	0	0	2	0	1
64	Roger Liddle	Jane Liddle	JDCA	Audi TT	CRC	0	0	3	0	0	0	0	0.5	0	0	0	0	3
18	Greg Yates	Ben Yates (K&T Yates)	CRC	Benz 500SLE	CRC	0	0	3	0	0	0	0	0	0	0	0	0	1
62	Brian Madigan	Steve Maher	CRC	VW	CRC	0	0	0	0	0	0	0	0.5	0	0	2	0	4
24	Michael Birks	Steve Stuart	CRC	BMW 323i	CRC	0	0	0	0	0	0	0	0	0	0	0	0	5
81	Leonard Zech	Glenn Evans	CRC	Porsche 928	CRC	0	0	0	0	0	0	0	0	0	0	0.5	3	2
26	Henry Stratton	Julie Stratton	MGCC	MGC	CRC	0	0	0	0	0.5	0	0	0.5	0	0	0	3	2
29	Arthur Pugh	Sandra Pugh	JDCA	Jag X300	CRC	0	0.5	0	0	0	0	0	0.5	0	0	0	0	5
67	Peter McAlpine	Sharyn Mc Alpine	CRC	Mustang	CRC	0	0	0	0	0.5	0	0	1	0	0	0	0	5
52	Steven Appino	Meg Appino (K&A Appino)	JDCA	Jag XJS	CRC	0	4.5	0	0	0	0	0	0	0	0	0	0	2
42	Jim Mather	Ginny Mather	JDCA	Dat 260Z	CRC	0	0	6	0	0	0	0	0	0	0	0	0	1
76	Adrian King	Janet King	AROCA	Alfa Romeo	CRC	0	0.5	0	0	0	0	0	0	0	0	0.5	3	3
78	Colin Tseris	Cameron Tseris	CRC	Pors. Boxster	CRC	0	2	0	0	0	0	0	1	0	0	0	0	4
44	Neil Hood	Joy Hood	TCC	Jowett Jup.	CRC	0	2.5	0	0	0	0	0	2	0	0	0	3	0
34	Stephen Clifton	Lisa Wilkins	JDCA	Jag XJ6	CRC	0	0.5	0	0	0	0	0	0	0	0	0	3	4
82	Paul Tomlinson	Phil Evans	JDCA	Jag Sovereign	CRC	0	4.5	0	0	0	0	0	0	0	0	2	0	1
27	Leigh Britton	Christine Stretton	JDCA	Lexus	CRC	0	2	3	0	0	0	0	0.5	0	0	0	0	2
50	Chris Mackertich	Ailana Mackertich	CRC	Dat 260Z	CRC	0	2	0	0	0	0	0	0	0	0	0	0	3
19	Greg Ball	Vicki Bell	JDCA	Jag X Type	CRC	0	2	0	0	0	0	0	2.5	0	0	0	3	1
73	Ken White	Christyine White	JDCA	Jag XJS	CRC	0	6	0	0	2	0	0	0	0	0	0	0	1
79	Neil Brain	David McCowatt	CRC	Mk 2 Escort	CRC	0	2.5	0	0	0	0	0	0	3	0	0	0	4
37	Don Dux	Heather Dux	CRC	Triumph Stag	CRC	0	2.5	0	0	0	0	0	1	0	0	0	3	9
23	Laurence Bromley	Frances Bromley	TSOA	Triumph Stag	CRC	0	4.5	0	0	0.5	0	0	0.5	0	0	0	3	1
20	John Hucksion	Jenny Hucksion	JDCA	Jag 420 G	CRC	0	3	0	0	0	0	0	0	0	0	0	3	4
54	Bob Proudman	Glenn Inkster	TCC	Jaguar	CRC	0	2.5	0	0	0	0	0	2.5	0	0	2	0	3
77	Tony Pallas	Debra Pallas	JDCA	Daimler 250	CRC	0	2.5	0	0	0.5	3	0	0	0	0	0	3	1
RESULTS		NAVIGATOR		CAR	CLUB	D.1: CO	QU	VR	D.2: CO	QU	VR	D.3: CO	QU	VR	D.4: CO	QU	VR	TOT
DRIVER		NAVIGATOR		CAR	CLUB	D.1: CO	QU	VR	D.2: CO	QU	VR	D.3: CO	QU	VR	D.4: CO	QU	VR	TOT

Jaguar Mountain Rally

Photos By John Southgate



Jaguar Mountain Rally

Photos By John Southgate



MC Classic

Photos By John Southgate



MC Classic

Photos By John Southgate



Oran Park Race Day

Photos By John Southgate



The Pebble Beach Motoring Classic

By Ross Warner

Many of you would be aware that each year the Pebble Beach Golf Course near Monterey in California is transformed into a Mecca for classic car enthusiasts (The Pebble Beach Concours d'Elegance), what some of you may not have heard about is that there is a classic tour for eligible vehicles that starts in Seattle, Washington and winds its way 1,500 miles down through some of the most amazing country down to Monterey in California. Some time ago our good friends Syd and Nicki Reinhardt invited Kim and I to join them on this tour to the 2009 Concours.

Syd and Nicki have the last remaining 1929 Big Six Bentley that is still fitted with its original Sedan deVille body. All other cars with this body style have had their original bodies removed and converted to an open Vanden Plas (Bentley boys racer) style body. This car has been displayed at Bentley's heritage museum in the UK for the past couple of years and as Bentley and Bugatti were the featured marques at this year's concours they decided to make application to display the car at the concours and to participate in the motoring classic.

It was with great excitement that Syd and Nicki learned that their applications to display the car and to enter the Motoring Classic had both been accepted.

I will not give a blow by blow description of the motoring classic or the concours because this would take many pages and to be frank, I am a little jet lagged having only arrive back at 8:30am this morning (it is now 3:00pm and Renai has given me a tight deadline – and I think she is serious about the dead part!). What I will try to do is give you an overview of the events in and around the concours.

The Motoring Classic

Some of the Cars – Classic age stately cars, Bentley 1929 Big Six Sedan deVille (of course), 1932 Rolls Royce PII, 1930 Duensenberg Model J Roadster and a larger town car, 1933 Lincoln, 1934 Cadillac, 1930 Rolls Royce PII (two off), Race cars – two (yes two) Alfa Romeo 8C's (one LeMans Touring and one Monza), Old Number Three Bentley Speed Six team car (yes the original car that raced at LeMans in 1930!) and a 1927 Bentley 4½ Vanden Plas. Sports

Cars – 1966 Lamborghini 400GT, 1955 Mercedes Benz 300SL Gullwing, 1961 Mercedes Benz 300SL Roadster, 1962 Maserati 3500 GT, Maserati Ghibli SS Spyder, 1963 Ferrari 250 SWB California Spyder and of course the Aston Martin DB3s. There were also some beautiful Packards and Derby Bentleys. A brand new Bentley Flying Spur was the standby car (provide courtesy of Bentley) and a trouble truck and luggage truck complete with very large trailers where also provided.

The People – I will not give you names but I will say that all of the people associated with this event were so welcoming and friendly that they could easily be mistaken for members of the Classic Rally Club. What could have been a very exclusive event actually turned out to be very inclusive and a whole lot of fun. We, the Australians presented everyone with small clip on Koalas (made in China – I removed the stickers!) and pronounced them to be honorary Australians. They had to promise to use their newly acquired power of irresistibility to opposite sex (which all Australians possess) only for the purposes of good and never for evil.

The Route – Day one starting near Seattle travelling via the Cascade Mountain Range, Mt. Rainier (mildly active volcano), Mt. St. Helens (recently very active volcano -1980), the Bonneville Hot Springs (nothing to do with the salt lakes – unfortunately) and overnighting on the first night in the Columbia River Gorge. Day two involved a tour of the Columbia River Valley and highway, the "Bridge of the Gods" and a long steep climb to our overnight stop 6,000 ft up the side of Mt. Hood (also a mildly active volcano). Day three found us travelling past the three sisters volcanoes (lots of volcanoes in this area), through the high desert and up over McKenzie pass (in very heavy rain) to our next overnight stop in Cottage Grove (Where the final scenes of National Lampoons Animal House were filmed). Day four, the scenic Oregon coast down to Gold beach and the Rogue River for our overnight stop and an exciting jet boat ride up the river. Day five was again spent driving along the most spectacular coastline of Oregon and northern California to the historic township of Eureka. Day six featured a stunning drive through the giant Californian Redwood forests and an overnight stay at the Little River Inn overlooking the Pacific Ocean towards the town of Mendocino.

Day seven consisted of a drive up over the hills into the northern end of the Napa Valley and wine country, lunch in a wine cave and then a quick trip to our hotel where we would spend two nights before the final trip down across the Golden Gate Bridge through San Francisco and down into the Monterey Peninsula to a grand reception at the Pebble Beach Lodge.

Interesting things – Along the way we had the opportunity to experience some very interesting things, including a ranch with its own landing strip and a visit from a 4,500 HP speedboat with a helicopter engine (180 MPH and enormous rooster tails) which tied up to the private wharf so that everyone could have a look. Also, doesn't everyone have a life size silicone Indian (which really freaked me out because at first I thought that it was real!). A number of incredible private car collections were also visited.

The Concours d'Elegance

I'm sorry but my writing skills are totally inadequate to properly describe this event, you really have to see it for yourself. I'll try, but you need to extrapolate everything to get the idea.

On the Thursday before the Sunday Concours there is a preliminary event that they call the Tour d'Elegance. This event is open to all the cars that will be shown on "The Lawn" and is used as a tie breaker if two cars are judged to have the same point score. All the cars line up from about 7:00am and leave in three waves for a 70 mile drive. It was at the start of this tour that we saw Classic Rally Club members Mike Birks and Tony South, it appeared that they were also having a wonderful time. Each driver is provided with a special tag that must be stamped a couple of times to prove that they completed the tour. Turns out that Renai was given one of these tags, had it stamped at the appropriate times and then qualified to receive one of the coveted green rosettes to say she has completed the Tour.

Over the next couple of days we took the opportunity to visit Laguna Seca to watch some of the historic racing and to roam freely through the pits admiring the fabulous cars (the girls went shopping!). We also dropped in on a couple of the major auctions that are held over the days leading up to the Concours. The prices are unbelievable and the auctions are particularly entertaining. The quality and range of cars was simply amazing.

At one stage we looked outside our hotel window and there was a couple of Lamborghinis, an F50 Ferrari, a gaggle of Porsches, Jaguars (including Nicholas Cage's racing E-type), Saleens, Allards and the new Spykers. (In fact at one stage the old Spyker that you may have seen on the Pekin to Paris series that Warren Brown did was also parked outside our room).

The day of the concours was amazing. The traffic to attend the event was heavy but luckily our tickets allowed us to park in a very convenient location (only a 15 min walk to the "Lawn"). On arriving at the "Lawn" and after passing the Ferrari display and prototype circle we got to a point where we could see all of the cars and people and it was unbelievable.

The cars – Talbot Lago teardrop, Type 41 Bugatti Royal (one of six), Delyhay, Delage, Pegaso, Zagato was also featured with bodies on everything from Ferrari, to Aston Martin and even one of two in the world Zagato bodied Fiat 750 Topolino.

Fiat 8V, Siata, Ossa, Packard, Cadillac, Deussen, and a very complete collection of the silver arrow racing cars from Germany. At one stage we were standing in front of six, yes six Bugatti Veyrons.

The people – Jerry Seinfeld in his 917 Porsche, Jay Leno performing as an award presenter, Ed Hermann was MC and at one stage we turned around and the Governor Arnold Schwarzenegger was standing behind us and made a visit to inspect Syd and Nicki's car. There was an unconfirmed sighting of Nicholas Cage but I can't be sure. Stirling Moss was present to celebrate his 80th birthday (along with several of his more significant race cars).

We had the opportunity to go "over the ramp" in the back of the Bentley while participating in the parade of elegance. "The Ramp" is used to feature vehicles that have placed in their judging class or are being provided with a special award. It is a great honour to go "over the ramp".

We had a wonderful once in a lifetime experience and must thank our friends Syd and Nicki for inviting us along. I would recommend a visit to the Pebble Beach Concours d'Elegance to anyone who is interested in cars and if you can manage to get yourself on the Motoring Classic, I can assure you that you won't be disappointed.

Pebble Beach

Photos By Renai and Ross Warner



Pebble Beach

Photos By Renai and Ross Warner



Italian Tuneup - Oran Park Track Day

By Wayne Gerlach

Wikipedia Definition: "An **Italian tuneup** usually refers to a process whereby the driver of a motor vehicle runs the engine at full load for extended periods in order to burn carbon buildup from the [combustion chambers](#) and exhaust system. It is performed after a traditional [tuneup](#) and often accompanied by an addition of fuel system cleaner to the fuel tank. It is particularly useful for cars that are only driven at low speeds on short journeys, and for diesel vehicles prior to emissions testing.

History

The origin of the Italian tuneup comes from [Ferrari](#). Owners would use these performance cars as daily drivers and never run them hard which causes the engine to build up enough carbon inside to affect performance. Mechanics would perform a "tuneup" by driving several laps around a race track to get the engine hot enough to burn out the built up carbon. Cars before the advent of modern engine lubricants and fuels, often had a 'de-coke' by hand, after removing the cylinder head, as a scheduled service operation."

Oran Park – 3 August 2009

While the primary focus of our club correctly remains the traditional challenge of the navigation rally, the first Monday in August has become a day which sees many CRC members taking their beloved machines to the circuit track for their annual Italian tuneup. This year saw a full field of 60 registrants, attesting to the growing popularity of this function on our calendar. It also saw for many of us the last chance to drive the Oran Park full GP circuit before it gets caught up in the next housing boom.

The day started under a cool clear sky, with Lui and Sharyn handling the open air sign-on and registration desk. At 8.30am Peter assembled us for the drivers' briefing, stressing that we were there not to race but to have fun. Rules were laid down to ensure safety and enjoyment for all (e.g. passing only on the straight, no ducking in to pass at the end of the straight, safety and sensibility at all times). Everyone listened and heeded.

Then it was off to orientation for our many first timers, either to track events generally or Oran Park specifically. Garth took the white Jag out to set an orientation pace. It looked like a mother duck with all it's enthusiastic little ducklings following as Garth gradually turned up the heat.

After that it was time for all to begin the anticlockwise pursuits. Track density was limited to 15 cars, strictly monitored and enforced by our grid marshals. Each group was out on track for about 15 minutes – plenty of time to get the cars up to temperature and on song.

Officially the day is set as a driver training event. And so it was, with many instances of drivers as passengers in other cars, getting the feel of different machines and driving styles - learning the lines, approaches to cornering, braking points and gearchange techniques.

The diversity of speed within the groups was handled well as faster cars either backed off to ensure themselves a clear lap, or found position by passing onto the straight. Older, slower and more careful cars weren't monstered, ensuring their enjoyment of the day, and allowing them to have fun comparing performance with their peers as well as more modern and tricked up machines.

An enforced lunchbreak allowed our gallant officials to take a break. They did a great job as volunteers, ensuring that the day was organized, safe and fun. Only once was a disciplinary caution required – just after lunch it became evident that blood flow had changed from the brain to the digestive tract, allowing adrenalin to take over. Laurie nipped it in the bud, calling an immediate driver's briefing and calmly but firmly laying down the law regarding safety in overtaking. Well done. It maintained the whole event as a track day where the emphasis was on enjoyment in driving as quickly as we wished, with a surety that all was safe.

My scan of the carpark saw Datsun Z cars as the biggest group of classics. At least that's the way it seemed, with half a dozen or so clustered together in the middle of the paddock and on the track. Their popularity as collectibles continues to grow. Second biggest representation was probably from the Ford Escorts, with five or more Mk1 and Mk2's. The classic minis were there, celebrating their 50 plus years, and reliving their dominance at Bathurst in the 60's. Team Volvo found its partners and laid claim to their adjacent parking spots in the paddock. And the worked Datsun 1600s were a delight to see, being pushed to the limit. There was only one Ferrari, but what a magnificent example it was, as Rick Woskett brought an immaculate rosso classico from the Nowra Motor Collection. He said it "needed a run" – a day at Oran Park, no better way to achieve it!

A number of people sadly mused at the imminent demise of Oran Park from the Sydney motorsport scene. We found ourselves driving the track as the developers trucks were at work in the next door field at the end of the straight. At one stage as I braked for turn two I wondered whether it would be there next time round, or whether I'd find myself in a housing development on the next lap. Thankfully, they're not that quick.

Terrific thanks are due to many people for a great day. Peter and Sharyn McAlpine did a great job again this year in putting the event together for us all. Head honcho Jim Richo and Laurie Mason provided further strong organization and very effective leadership during the day. Much appreciated. And also to the whole team of officials who all did a wonderful job ensuring that the rest of us had a great time (Lui MacLennan, Glenn Innes, Andrew Whitfield and all the members and partners who volunteered for flag points and other duties on the day).

It's a credit to our Club that the diversity of cars is handled so well on the track day. In fact, it's that diversity that makes our club special. There were newer cars as well as the classics. Some cars get out there in road trim, others are in race trim. Some were fast, some were quick and all were spirited. Everyone enjoyed the opportunity and respected their own machines and their fellow drivers and their machines. It was wonderful to see the smiles with which everyone emerged from the track. Grin on.



Top Gemini



Wire A attaches to Terminal B



Grid formation, ready to roll



Keepin' the wheel nuts tight



Z Club civilized at lunch



Exceptional engine bay



The Zeds out in force



Checkin' out the Merc



An officials' table at lunch



Team Volvo



Gorgeous inside



Minis celebrated their heritage



Magnificent outside



The Organizers



Pinto engine adjustments



Peter handled driver briefing



....and tyre pressures set right



The Alpine, first time driven in anger









Trackside up close and personal



Open air office for early morning sign-on

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>10 Aug 2009</p> 	<p>Terratrip 303+ with wheel probe This unit is surplus to our needs as we've upgraded to a 303+ with the additional display. The unit is in very good condition and worked perfectly before the swap. \$600 + shipping costs For more information call Robert on 0414301100 or email hambriATgmail.com</p>
<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 standitdATbigpond.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 dtaylor1234AToptusnet.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 dtaylor1234AToptusnet.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 skindredATEvanspeck.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 Entries due 15 May	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 (Aviation Museum and flying displays)	Tony Kanak
14 Jun	Highland Fling Entries due 7 June	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) FULL	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 John Cooper, Peter McAlpine and Ross Warner bearing almost all on a trip to Fraser Island.

