

Rally Directions

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

June 2009

CRC Winners at the Italian Connection Rally



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

Classic Rally Club Officers and Contacts 2009

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President: Lui MacLennan	crc.pres@classicrallyclub.com.au	02 9460 6909 or 0418 645 623
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Inspectors: Vehicles with HV Plates:

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Committee:

John Henderson	hendo@bigblue.net.au	02 9499 8141 or 0408 118 427
Garth Taylor	gartht@aapt.net.au	02 4784 3301 or 0418 207 306

Scrutineers

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

Beb Fox	BRONZE	Canberra	W: 02 6295 1115
John Henderson	BRONZE	Killara/Bathurst	M: 0408 118 427
Ivan Hughes	BRONZE	Bexley	W: 02 9587 9399
Tony Kanak	BRONZE	Eastwood (H)	H:02 9858 2662 or M: 0419 233 494
Gary Maher	BRONZE	North Richardmond (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 17 July 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

Gosh! Here we are at the end of June and with half the year gone already. Things are certainly getting busy on the calendar, though. In a period of only six weeks, we will have had five events!

On Sunday 24th May, we saw the revival of AROCA's Tour d'Corse after a two year break. Our own Alan Watson kindly stepped in and offered to act as Clerk of Course, with the rest of the organisation being dealt with by AROCA members. Alan commented afterwards that it had made a huge difference to solely have to cope with the setting of the event, rather than deal with all the behind the scenes dramas and he had nothing but praise for Alan Walker, Ray Matterson and Tony Wise from AROCA.

The event went really well, starting with a very healthy field in the high fifties after a few had already pulled out. It was also great to see so much support from AROCA itself, something that has been somewhat lacking in recent Tours d'Corse. The navigation (certainly at Masters level) was challenging but fair and the many smiling officials around the route were kept busy. The sit down lunch at Jamberoo Lodge was a very welcome break but definitely not up to the standard of the usual AROCA caterers – we need to bring Nick & Minni out of retirement! A couple of questions misplaced had crews retracing their steps and frustrated but all in all, it was a great event and I'm sure there'll be reports later in the mag singing its praises.



Over the June long weekend, a group of CRCers made the jaunt to Temora to visit the Aviation Museum and to see the amazing sight of all the old war birds flying again at the Air Show. Last time Tony Kanak organised this weekend away, I joined in and had a ball. We drove some great roads to get there and saw some amazing flying machines in action. I've yet to have any reports from this year's trip but someone sent through a couple of snaps to rub in the fact that I wasn't there. I look forward to hearing all about it at the June meeting.

On Sunday 14th June, we will have seen the return of the



Highland Fling, organised by Ian & Wendy Gibbs. Judging by the temperatures that we've had this week, we may well be in for a chilly start in Camden. Not a huge field will be gathering but we have a couple of new members having a run, so fingers crossed for a good day and clear Highland weather! Again, we'll hear all about it at the meeting as well as presentations. A word of warning to organisers; it has been noted at both the NSW Stewards Panel meeting and the State Executive of CAMS, that Touring Assemblies (what most of our untimed rallies are) in NSW may be running in contravention of the regulations. Just be careful what you write in your Supp Regs!

The weekend after the meeting, we've our Christmas in June Lunch Run to Mark Alchin's Wayzgoose Cafe in Leura. If you haven't put your name down yet, get onto Brian Madigan pronto as numbers are limited. It should be fun – and cold!!

Next month on the weekend of 18 and 19 July is the fully subscribed Mountain Rally. Yes, Gary has been ringing every motel in Dubbo, trying to find beds just so that he can accommodate the huge field that has been attracted this year. It's going to be huuuuuge!

In August, we have the annual CRC Drive Day, this year at Oran Park and it will be the last chance we have to use this circuit, so send off your forms soon. That will be a great shakedown for the MG Classic, the following weekend.

Many of us have had fun (and a serious challenge) doing the desktop rally series, especially this month, when we boarded the train at Denistone and then took to our push bikes! It was different – but why not. You can get up to all sorts of fun on a map, that wouldn't be possible on a real rally. If you haven't had a go yet, the next one will go on the website on 24th July.

Our Championship pointscore is finally getting some numbers on the board but Westie tells me that we have yet to have nominations for the "Future Star in a Rally Car", so if you're under 30, make sure you let him know, so that we can add your name to the FS in a RC series.

There's a great report later in the mag (reproduced with the kind permission of the organisers) on the Italian Connection Rally, which ran between Norton St in Sydney and Lygon St in Melbourne. Rob Panetta and his brother David took home the biggest trophy and Ian Allison was not disgraced in 3rd place. Congratulations lads! See you all on a rally road soon.

Lui



CRC on Display

Yes, that time of year is coming up again. The Shannons Eastern Creek Classic is on Sunday 23rd August. The Classic Rally Club has reserved its spot and as always, we'll be putting on a good show. John Cooper has again agreed to co-ordinate the gathering. If you would like to see your car displayed under the CRC banner – and also get free entry for you and your passengers - please contact John on 0414 246157 or crc.regalia@classicrallyclub.com.au

Membership Report

There are still members who have not renewed for 2009. If that's you please send in your money now as your lapsed membership doesn't allow you to compete.

Welcome New Members

Cherie Collins (Phil McFarlane's wife)	Goulburn
David Panetta	East Killara
Matthew Ratcliff	Oakhurst
Neil Brain	Razorback
Stuart Innes	Fairy Meadow
William Merilee & Colin Brown	Castle Cove
Glen Evans	Coogee
Steve Blair & Michelle Cruze	Engadine

That's all for now. I'll see you at the meeting or on the Mountain Rally.

Regards,
Ian Packard
Membership Secretary

Mystery Member



Who is this mystery member in 1974 in front of their fiat? Is that a give away?

Keep on sending through those mystery member photos. I'd be thrilled to receive them and I'm sure everyone would love to have a guess at who you are each month. Don't forget to keep checking on who has been nominated for Love the Beast each month - it might just be you. Be prepared!

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



Christmas in June



Winter Lunch Run, Sunday 28th June 2009

The starting time will be 9am for 9:30 start @ Ettamogah Pub , Kellyville Ridge, winding our way through the scenic routes of Windsor and Kurrajong, finally making our way to the beauty of the Blue Mountains at the Wayzgoose Café for lunch in Leura. Costs will be \$25 per person and \$15 per child . The duration of the event will be around 3 hours and distance approximately 150 kilometres.

All enquiries to Brian Madigan

Mobile: 0400 736 637

Email: madtoonies@bigpond.com



Day Out on Sunday

By Anonymous

I'm not sure how it happened but apparently I have to write an article about a day out I had with a mate last Sunday. Let me tell you what happened.

I've got a good mate who owns an Evo, which he goes on about a bit, but I'm OK with this as it is a great car. Anyway, he rang and asked if I would drive for him on Sunday in some sort of rally. When he explained that he would shout me a hot breakfast and we were going to get a slap-up hot meal in Jamberoo I was pretty keen – I'm a bit partial to good quality tucker and a I liked the thought of a fang in an Evo .

Some people might think I'm not that clever but I knew where Jamberoo was so I got out a couple of maps so we would take the best roads. So, on the Sunday he turned up at sparrow, not in the Evo but in some piece of European crap that had to be a least 30 years old – no power steering, no heater, no air, no stereo – the only resemblance to the Evo was that it had 4 wheels and a steering wheel. Anyway, by now I was really hanging out for breakfast, so after a lesson on the "features" of the vehicle we set off. Next thing I knew we on the freeway heading for Melbourne! Don't worry he says – breakfast is a Mittagong!. Now, I'm driving his car so I figured any radar blueys we got would go to him so I put me foot down. Bugger me this old pile of rust could move!

My stomach was thinking my throat had been cut by the time we got to Mittagong so I ducked straight inside and got outside of a really great breakfast – things were looking up. My mate said something about getting his car checked and disappeared into the car park where a whole lot of old cars were parked. I dunno what he was getting checked, it seemed OK to me. I was just settling back with a second cup of coffee when my mate rushed in all twitchy and said we had to go now. He had been given some sort of instructions and when I told him I knew the way and not to bother with them he looked at me as if I had gone mad. Apparently we have to follow directions prepared by some bloke called Watson who my mate described as a tricky bastard. Well, this was a surprise to me but it was his call so we took off, following other cars until he decided we had gone the wrong way and I had to do a U-turn – did I tell you there was no power steering? At about this time he was getting all flustered and he kept on muttering about Watson. This went for some time and occasionally we would stop and chat to blokes parked beside the road – not sure what that was all about - until we got to the top of Jamberoo and he reckoned it was easy from there. Easy for him, but by the time we got to the bottom of the hill, the brakes were smoking, the pedal was on the floor and I was using second gear to slow down. Then I got another

surprise – I was expected to park the car as close as possible to a cardboard box parked in the middle of the driveway. It looked easy enough, I'm a bit proud of my parking skills. Down I went and, completely forgetting the no brakes situation, I cleaned the box up totally and upset a woman who my mate said was stupid. But when I tried to tell her off my mate stopped me and got all angry as apparently she was someone important. I was a bit pissed off by all this as I was doing my mate a favour and, after all, the problem was caused by his crappy brakes.

I soon cheered up when we went inside for lunch. The smell of the food soon had my tummy rumbling and I immediately spotted the wine glasses on the table. I always reckon I drive better after a couple of glasses of red. But then some fancy boy in black pants and a white shirt came and took the glasses away. Gee whiz, the Bulldogs were at home and I could have been at the match sinking a couple of schooners.

But, the meal was great and I was feeling very satisfied and suggested that we adjourn to the Jamberoo pub to while away the afternoon. This remark was received as if I had suggested we fly to the moon and next thing we had another set of Watson's directions and we were off on the road again. There was one good thing – my mate was very pleased with himself as he reckoned we had been on the right road all morning but I must say it didn't look good from my point of view after all those U turns.

This time we went up and down the most amazing hills with views to the ocean. If I ever get meself another girlfriend I might bring her down here for a look. I've found that a bit of Mother Nature has a marvelous effect on certain members of the opposite sex.

Eventually we got back to Mittagong where my mate said he would drive us home and I could get a beer in the Club if I wished – well, is the Pope a Catholic? I was straight in and after an hour or so and several pleasant beverages I was poured into the passenger seat and off home we went.

Now, apparently, this rally was some kind of contest and we had done really well despite knocking the box over so we had to write a suitable magazine article. This is where my problem started as my mate was going overseas the next day and reckoned he could not write it so it was over to yours truly!

This is the best I could do and I hope it gives a clear picture of my day in the country.



ENTRY FORM - DRIVER TRAINING DAY



Oran Park Grand Prix Circuit Monday 3 August 2009

Driver Name:..... Cams Licence No:.....
Address:..... Home
..... Mobile :.....
Email:.....
Vehicle : Year..... Make Model.....

If sharing vehicle, name of other driver:..... Cams Licence No:.....

DISCLAIMER, EXCLUSION OF LIABILITY, RELEASE AND ASSUMPTION OF RISK FOR COMPETITORS AND/OR DRIVERS

For Competitors (Owners of vehicles)

I/We being the competitor/s of the vehicle described on this Entry Form wish to enter that vehicle for the above event.

For Competitors and Drivers

I/We being the competitors/s and/or driver, certify that the particulars on this form are true and correct in every particular, to the best of my/our knowledge and belief.

I/We declare that I/we have read and understood the Supplementary Regulations issued for the event, and agree to be bound by them and the provisions of the National Competition Rules of the Confederation of Australian Motor Sport Limited ("CAMS").

In exchange for being able to attend or participate in the event (including entering the event), I /we agree:

- to release CAMS and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively, the "Associated Entities") from all liability for my death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("harm") howsoever arising from my participation in or attendance at the event, except to the extent prohibited by law;
• that CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided

in connection with the services will be fit for the purpose for which they are supplied; and

- to attend or participate in the event at my own risk.

I/we acknowledge that:

- the risks associated with attending or participating in the event include the risk that I may suffer harm as a result of:
• motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;
• acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and
• the failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event.
• motor sport is dangerous and that accidents causing harm can and do happen and may happen to me.

I accept the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event services by CAMS and the Associated Entities.

I understand that this disclaimer is not intended to exclude any valid claim I may have under the CAMS Personal Insurance Scheme.

Competitor (Owner of vehicle): SignatureDate:

Driver (as shown above): Signature: Date:

For persons under the age of 18 years the following parent/guardian consent must be completed

PARENT/ GUARDIAN CONSENT – PERSONS UNDER 18 YEARS OLD

I.....of.....

..... am the parent/guardian* of the above-named ("the minor") who is under 18 years old. I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/ participating in* the event at his/her own risk.

Parent/Guardian* Signature:..... Name:.....

Date:.....

*delete whichever does not apply.

PAYMENT Enclosed cheque payable to Classic Rally Club Inc to cover \$150 per driver

Please send completed form with payment to

Sharyn McAlpine
20 Brothers Street Dundas NSW 2117

Enquiries to Sharyn Home : 9638 1133 Mob : 0407 330075 smcalpine@threethrees.com.au

Italian Connection Rally Goes to CRC Member

By Jeff Whitten

The name Panetta is a familiar one to most members of the Classic Rally Club, with Rob Panetta being one of its most competitive members in an assortment of Alfa Romeos. Rob and younger brother David, who has never competed in a motorsport event in his life, defied the odds to take out the victor's laurels in the recent Italian Connection touring assembly which ran from Sydney to Melbourne. For twenty intrepid crews in a variety of Italian cars, it was 1250 kilometres of fabulous driver's roads, a few questions thrown in to ensure that everyone followed the correct route, the whole lot spiced up with plenty of gourmet Italian food, wine and camaraderie. It was a recipe for three days of pure enjoyment that also provided opportunities to support some very worthwhile charities.

Organised by CRC member Jeff Whitten, last month's event looks set to become an annual event, a classy field of mainly Italian cars facing the starter for the second annual running of the event which was designed to link the Italian suburbs of Sydney and Melbourne, Leichardt and Carlton and celebrate their Italian festivals.

With the benefit of Sydney suburb, Leichardt supporting the event, the city's mayor flagged competitors away at 10am on a rainy Sydney Friday, escorted on their way south by a flotilla of Italian cars, Fiats and Ferraris, Alfas and Abarths. After crossing the Anzac bridge, the flotilla peeled off to allow competitors to make their way south and the start of the real rally. As the rain eased, crews found themselves leaving the Hume Freeway to pass through more interesting country around Moss Vale and Bundanoon in the NSW southern highlands. Joining the Freeway again at Marulan, the route then led to the lunch break at Goulburn underneath the towering Big Merino. Allowing hard-worked competitors to bed themselves in slowly, all 20 crews clean-sheeted the morning's run despite a misleading instruction that forced navigators to don their thinking caps.

With the end of day stop, Gundagai, firmly in their

minds, the rally crews continued to head south, again leaving the Freeway, this time at Parkesbourne, using some exciting drivers roads that led firstly over the infamous Cullerin Range which was once part of the Hume Highway before it was bypassed. Villages such as Gunning, Dalton, Jerriwa and Jugiong came and went as quickly as they could be pronounced, and the further south the competitors travelled, the more the weather improved. Long stretches of freeway roadworks put some reality back into everyday motoring as speed restrictions slowed everyone down.



Eventually the day's finish control at Gundagai was reached and weary crews who had been on the road for six hours were more than happy to stop for a breather. Cars were displayed on the lawns outside the Gundagai Shire offices, attracting a good deal of attention under the setting sun, until the entourage found their motels and unwound for the day.

Dinner that night was a totally new experience for everyone, served as it was in the quaint and historic Lanigan Abbey in the middle of Gundagai. The building once served as a Catholic nunnery but now houses hundreds of paintings and not a little memorabilia. Following a wine tasting of local produce, crews sat down to a splendid meal, washed down with more local wine. Entertainment, courtesy of the local choral group, brought much merriment as the choir regaled competitors with a range of Italian songs and humorous banter that was appreciated by everyone.

With breakfast served in the same iconic building the next morning, it seemed appropriate for the local Catholic priest to bless the cars and wish competitors God-speed for the remainder of their journey. It was a totally unexpected but nevertheless much appreciated gesture. After a 'farewell to Gundagai' lap around the town, the gathering of classic Italian machines began Day 2. The route headed

firstly west into the Riverina before crossing the mighty Murrumbidgee at Mundarlo, then turned east to cross Highway 31 at Tumblong. Like a multi-colored snake slithering its way through the picturesque countryside, the assembly of cars made its way into old goldmining territory at Adelong.



on time, but the crowd-pleasing pseudo-police car Alfa Romeo and the 1955 Fiat 1100 were some way back after experiencing some minor mechanical problems.

The Ovens Valley town of Myrtleford was in party mood for the arrival of the Italian Connection Rally and turned on

Before long the route opened up to encompass the magnificent plantation roads in Greenhills Forest, and there were grins a mile wide as the Italian machinery snarled along the switchback roads. Ending far too soon for most, Greenhills gave way to the run down into Victoria at Tintaldra where the prescribed route crossed the Murray River. Few navigators had difficulty as they passed Batlow, Tumbarumba and Towong however accurate spotting and recording was required if you were to remain penalty-free. Frequent police cars ensured that competitors abided by the speed limits but there were many opportunities where drivers could 'push on' without breaking the limit.

a 'getting to know you' welcome and wine tasting which went down well with everyone. Great driving roads and the fresh mountain air generated big appetites so it was no surprise that a gala dinner at the local Italian club was a real winner with everyone. Great food, more good wine amidst a backdrop of yet more Italian songs by the local music group, set the scene for a fabulous night.

After lunch at Corryong in the Upper Murray Valley, more great roads led on through Shelley plantation to Koetong and Bullioh. It was then that drivers were treated to 29 kilometres of pure driving heaven – the little-trafficed Yabba Road that wound its way along the lazy Mitta River, a section that had drivers begging for more. Beautiful autumn sunshine



enable crews to enjoy the vibrant colors on the run to Myrtleford. Detours off the main road led through Kiewa, Tangambalanga and Yackandandah which were, to drivers and navigators alike, little more than names on a map until now. It was now mid-afternoon as competitors reached Myrtleford and turned west to the finish control at Gapsted Winery where the cars were displayed on the magnificent lawns to the delight of hundreds of spectators. Most cars arrived

anxious to display their skills on a bright and sunny Sunday morning. Drivers were given three runs at the motorkhana slalom, each one trying to better their previous best time. In the end, to the accompaniment of the sound of tortured tyres, it was Peter Mandich who drove his Alfa Romeo 147 GTA to first place,

narrowly beating Rob Panetta (Alfa Romeo Zagato) across the line with the amazingly competitive Fiat 500 Cinquecento of Muzio Cantarelli equal to Panetta.

Rob's lurid handbrake turns around the cones really set the locals alight – you could see he was used to motorkhana action.

But Melbourne, and the finish in Lygon Street, Carlton beckoned, and crews reluctantly said goodbye to this enthusiastic town that has a long and strong Italian heritage. The road through the Ovens Valley into more wine country in the King Valley stretched out before the Italian Connection as one by one they stopped to collect clues as evidence of their passage along the correct roads. With eight crews still sporting clean sheets, most were being particularly careful to record the right answers. Yet another firm favourite,



the brilliant drive from Whitfield to Mansfield via Whitlands and Tolmie, was tackled next. Such was the drivers' delight, many wanted to turn around and drive it again.

But the clock was ticking relentlessly on, and the lunch stop at Mansfield beckoned. This bustling town at the foot of Mount Buller was starting to come alive for the snow season, but the rallyists had time only to grab some lunch and fill their cars with fuel. With just 200 kilometres of the 1250km route left to cover, crews were soon on their way south along the busy Midland Highway through Bonnie Doon to Yea. Leaving Strath Creek, the Clerk of Course led competitors down the winding valley road from Flowerdale to Kinglake West, an area terribly ravaged by Victoria's February bushfires. It put into perspective the devastation that many had suffered, with hundreds burnt to death and thousands of homes lost.

Soon the charred forests were left behind as the route descended into Whittlesea and the rapidly expanding suburbs of Melbourne. For the last time, the route joined the Hume Freeway at Donnybrook. It was an easy run into suburban Melbourne in busy Sunday afternoon traffic, but the finish line was beckoning and the chequered flag was unfurled. As each car arrived at the finish, there was a loud cheer from spectators who gathered to celebrate the end of this event. The 3-day drive had been a real achievement, but none more so than for Newcastle's John Dickson who single-handedly drove and navigated along the entire

route in his Lancia Fulvia.

As with all events, there can be just one winner and this year the honours went to brothers Rob and David Panetta, who brought their Alfa Romeo Zagato over the line ahead of Peter and Matthew Doig (Alfa Romeo 156GTA) in second place, and Ian Allison/Warren Smith, who were third, in a Fiat 20V Turbo.

This year's Italian Connection trophy was presented to a shocked Rob and an equally surprised David Panetta at the Victory Dinner celebrated at the Abruzzo Club in the heart of Melbourne's busy Lygon Street that night. It was a fitting end to a fabulous event that saw each and every competitor vowing to



return again next year. It was also an opportunity for the Panetta brothers to share some sibling bonding for the first time in their lives.

Jeff Whitten

RESULTS – 2009 ITALIAN CONNECTION TOURING ASSEMBLY

OUTRIGHT

1. Robert Panetta/David Panetta
Alfa Romeo
21.84
2. Peter Doig/Matthew Doig
Alfa Romeo
23.45
3. Ian Allison/Warren Smith
Fiat
24.83
4. John Dickson
Lancia
25.91



5. Joe Fiori/Branden Kisten
BMW
26.76
6. Joe Parisi/Charles Parisi
Alfa Romeo
27.91
7. John Carigliano/Sam Carigliano
Porsche
28.42
8. Enio Briglia/Enzo Salsano
Alfa Romeo
29.91
9. Grant Wilson/Anthony Renowden
Fiat
32.97
10. Charles Di Petta/Benny D'Angelo
Alfa Romeo
33.88
11. Robert Seritti/Frank Carigliano
Alfa Romeo
35.07
12. Luke Faccini/George Pandaleon
Alfa Romeo
37.27
13. Vaughan Stibbard/Dimity Carrick Clark
Mercedes



- 42.44
14. Lido Russo/Sylvia Russo
Ferarri
44.59
15. Ben Doig/Wayne Green
Alfa Romeo
48.40
16. Nick Scali/Mario Martino
Fiat
61.71
17. Muzio Cantarelli/Adel Mangaloni
Fiat
61.84
18. Frank Vasile/Joe Vescio
Alfa Romeo
93.70
19. Peter Parussolo/Mitch Butera
Fiat
107.30
20. Peter Mandich/Boris Mandich
Alfa Romeo
109.94

MOTORKHANA – FASTEST RUN (For information purposes only)

1. Peter Mandich/Boris
Mandich
Alfa Romeo
19.94
- =2 Robert Panetta/David Panetta
Alfa Romeo
21.84
- =2 Muzio Cantarelli/Adel Mangaloni
Fiat
21.84
- 4 Vaughan Stibbard/Dimity Carrick Clark
Mercedes
22.44
- 5 Grant Wilson/Anthony Renowden
Fiat
22.97
- 6 Peter Doig/Matthew Doig
Alfa Romeo
23.45
- 7 Frank Vasile/Joe Vescio
Alfa Romeo
23.70
- 8 Charles Di Petta/Benny D'Angelo
Alfa Romeo
23.88
- 9 Lido Russo/Sylvia Russo



- | | | | | | | | |
|----|---------------------------------|------------|-------|-------------------------------|--------------------------------|------------|-------|
| | Ferri | 24.59 | 14 | Luke Faccini/George Pandaleon | Alfa Romeo | 27.27 | |
| 10 | Ian Allison/Warren Smith | Fiat | 24.83 | 15 | Peter Parussolo/Mitch Butera | Fiat | 27.30 |
| 11 | Robert Seritti/Frank Carigliano | Alfa Romeo | 25.07 | 16 | Joe Parisi/Charles Parisi | Alfa Romeo | 27.91 |
| 12 | John Dickson | Lancia | 25.91 | 17 | Ben Doig/Wayne Green | Alfa Romeo | 28.40 |
| 13 | Joe Fiori/Branden Kisten | BMW | 26.76 | 18 | John Carigliano/Sam Carigliano | orsche | 28.42 |
| | | | 19 | Enio Briglia/Enzo Salsano | Alfa Romeo | 29.91 | |
| | | | 20 | Nick Scali/Mario Martino | Fiat | 31.71 | |



Love the Beast

By Ian Packard

New Purchase:

1970 Ford Capri 3 litre V6

Why I chose this beast:

I have been fascinated with Fords for a long time. I grew up watching Ian Geoghegan in his impressive white Mustang and GT-HO Falcon and Alan Moffat in that amazing Coca-Cola Mustang.

I had driven the Capri on the 2005 Alpine Classic and remembered really enjoying it. I have wanted to do super sprints, track days, etc, for some time so when it came up I purchased it.

The Driving Experience:

I haven't yet experienced the fun of it. I believe there is quite an amount of oversteer than can snap to understeer, so I need to do some motokhanas first to get used to it.

I'm looking forward to the CRC Track Day at Oran Park to try it out properly.

***NOMINATION FOR LOVE THE BEAST NEXT MONTH:
Brian Madigan with his VW Beetle***



Repco Re-Run

By Graham Wallis

Supp regs and entry forms for the Repco 30th Anniversary Rerun are now available on the HRA website www.hra.org.au A brief run down of the event is as follows: The start is at Melbourne Showgrounds on the 8th of August and the first destination as in 1979 is Tooborac, this time for a reunion lunch as the forest used then has been taken over by the Army. We are encouraging people who competed in or have an interest in the Repco to attend the lunch if they can't make the rest of the event. The event will traverse as many of the original stages as possible, some 12 of the 16 competitiveness which were run between the start in Melbourne and Kingoonya where the event swung west across the Nullabor. In line with the event being held as a TRE, these stages won't be timed but there will be manned controls at the majority of the original locations and missed controls or observations will result in penalties. The navigation will be mostly in the form of route charts, as far as possible we will use the original instructions as issued to competitors in 1979. At times there will be simple map reading required, mainly in towns and along highways and in the night time sub event on private property at Broken Hill, once again very simple. There is an optional untimed navigational event on day two, this is planned to be challenging, but it won't count towards the overall placings. There will be an award for the winning navigator. On top of the 1979 stages the event will offer a wide variety of special tests, these include some really great speed events at various autocross venues along the route, some khanacrosses and only one motorkhana, although this will be at a truly unique venue. There are also sub events near Burra, Broken Hill and at Kalabity Station, run to the TRE regulations for timed road sections. Although the morning starts at times will be early, each day's proceedings are planned to finish by nightfall leaving time for socialising and we have functions planned for most nights. Legendary competitors such as Bob Watson, Barry Ferguson, Dave Johnson and John Bryson have entered and will be among those relating their Repco experiences at the rally forum planned for the Mount Gambier stopover. Cars entered include the Bell/Ferguson/Boddy Commodore from 1979 and the Bond/Riley/Dawson-Damer Cortina TE. There are other original cars from 1979 including The Bega entered Commodore and an Austin 1800, plus the ex Tony Fall 1800 from the 1968 London Sydney. Others, such as the Graeme Alexander Escort and the Jim Reinders FJ Holden in original

livery are planned to make an appearance. The competitive event finishes with a presentation dinner at Parachilna on the 14th of August but there is a further 2 day tour, taking in the Muddy Detour Trial Stage from 1979, this ran from Marree to Coober Pedy, 422km in one hit with no road closures or officials apart from the start and finish controls! The final day takes in Kingoonya, where the original event turned right and headed off across the Nullabor and a run around the western side of Lake Gairdner through Mt Ive and Iron Knob to Port Augusta. Entry fee is \$1800 and this includes 4 meals per crew member including the presentation dinner at the iconic Prairie Hotel. For those short of time, a problem with so many other events being held around that time, we are offering a three day event taking in the route as far as Renmark. This will cost only \$600 and include two meals per crew member. The third day is possibly the most challenging of the event, running up the border from Mt Gambier and including some unique and spectacular scenery. Although the 1979 event was renowned as the toughest Round Australia Trial of them all the rerun is allowing considerably more time and the roads used for the rerun are in the main, excellent. We have deleted some stretches which proved to be unsuitable, in most cases due to no maintenance for many years or in the case of a portion of the border track, overuse by bikes and SUVs.

Please contact me or pay a visit to the HRA website if you wish to be a part of this great adventure.

Graham Wallis

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Tour d'Corse

By Geoffrey Bott

The phone rang imperiously. I picked it up.

"Greetings Bott!" It was Lord West. He continued, "I have selected you to chauffeur me around during the AROCA Tour d'Corse."

"Oh Sir, how grateful I am. What have I done to deserve such an honour?" I squeaked.

"Well boy, you are one of the few who have a suitably dignified conveyance to transport my princely, portly personage in the style that I deem suitable. I trust that your jalopy is in good order?"

"Yes, yes, it is Sir" I babbled.

"Excellent!" he barked. "I will be at your hovel the day before to set up. Make sure that you have the kettle on for my arrival."

And so the scene was set for the foray of the Jeff/ Geoff team in the event.

Leaping out of bed at 5.00 am on the Sunday we trundled down to the Mittagong RSL and joined the other misguided fools for an early start. Lord West was not altogether pleased as I had handicapped him by not having a reversible tripmeter in Felix, the Jaguar Cabriolet, only the standard electronic tripmeter, which was at least located in the centre of the dash. On setting off after the tourists and apprentices were released on the unsuspecting public, we managed to miss the second question after only 2 km and had to dafcut. This meant that the trip was already out by two km very early in the piece, resulting in some furious recalculating as we rejigged the numbers in our heads so as to get the questions up in some sort of order.

Lord West was somewhat discombobulated during the activities of the morning and we managed to do 26km more than what the organisers intended. We were particularly peeved when the dastardly Watson put an instruction that used the sample stretch of road that was incorporated in the legend, causing some considerable head scratching as we pored over the

map, looking for the rotten distance mentioned, that was nowhere to be seen anywhere else. However, it was obvious that there was a loop in the offing so we went off around it and everything panned out OK and the Great One made certain remarks about the parentage of rally directors that I felt were rather similar to the remarks made by other navigators in the past...

All of this meant that we were the last car in to the lunch break. This arrival was fraught with peril as it was at the bottom of a very long hill and I unwisely rode the brakes as we followed some tourist traffic down. With two tonnes held in check for about 5km and no chance to cool off, I discovered that we had almost total brake fade when we were to do a braking test that resulted in crushing the marker box instead of stopping close to it.

However, we were first car out in the Master's group and Lord West was now on top of his game, thinking that if he did not get it right he was going to be unceremoniously stuffed into the scenery if the brakes did not report for duty. Fortunately they did and we had a dream run for the afternoon as we proceeded to traverse the course in the manner intended by Dr. Watson. Most of the time we were stalked by two fat geezers in a black BMW. They had a rush of blood and blatted past us eventually and hurtled off up Scenic Drive. Bad luck guys, you should have gone a kilometre further and up Scenic Road.... This was the cause of much chortling from the Great One as he guided Felix the wonderful, wonderful cat, successfully to the finish at the RSL with a penalty free run.

Congratulations to Alan & Pam Watson plus the Wise for putting on a testing event. I have not spent so much time visiting Robertson since I was married to Bhajan there 26 years ago at Ranelagh House.

French Flair on the Tour d'Corse

By Ian Packard

The Tour d'Corse conjures up visions of competing in one of Europe's great rallies – competing alongside the likes of Paddy Hopkirk, Tony Fall, Roger Clark, etc., in some of the greatest rally country in Europe.

This year's equivalent may not be so exotic but sixty cars converged on the Southern Highlands town of Mittagong for the Alfa Romeo Owners Club Tour d'Corse. Neil Watt and I in the trusty Peugeot 504 chose to compete in the tour class. This was the biggest class with 39 cars entered. We were pitted against makes such as Porsche, Minis, and various Fords from the McAlpine's Mustang to Dave McCowatt's MkII Escort. The Clares brought along their Jaguar XK140, the VW Beetle of Brian Madigan was there, plus Datsuns and a large array of Alfa Romeos.

The Tour set off at 9.30am followed by Apprentices and Masters. The first obstacle was to negotiate the town of Mittagong and drive over Mt Gibraltar, skirt around Bowral and hit the open spaces of the Southern Highlands. As I missed the Riverina Run, it was great to be out on the open roads again. Section 1 continued to Moss Vale, Exeter and on to Fitzroy Falls. The director had us traveling roads such as Sheepwash Road and Bresnahans Lane... more than once. Just as we thought we were finished with them we ended up back there again, looking for more VRCs and questions. We also familiarized ourselves with Robertson. Every time the instruction said turn left into Tourist Road we knew we would have another guided tour of the town. The final part of Section 1 was the descent down Jamberoo Mountain Road to Jamberoo Mountain Lodge for lunch. We took a couple of attempts to enter the lodge. First time we followed Eric and Jenny Young in the Fiat 124 down a dirt road, both of us realizing we were wrong and had to back out of it and try again. Finally we made it to the end of Section 1. As the cars arrived at the lodge you could smell the brake pads. The descent is fairly steep and twisty so it is easy to be on the brakes fairly regularly. If you thought it was time for lunch you were mistaken as there was another task to be completed. Cars had to roll down the driveway and stop as close to a cardboard box as possible. This was for the tie break so a winner could be found if needed on the day. Cars were stopping all over the place from being fairly close to actually hitting the box which lost them big points. Lunch was a buffet and it recharged everyone ready for the afternoon section.

After lunch we turned left towards Kiama before turning right and following Fountaindale Road up to Saddleback Lookout. This country is stunning with green rolling hills looking out to sea over Kiama. After mentioning to Tim McGrath about the beauty he exclaimed by saying, "This is God's Country". He would... he lives just up the road near Wollongong – bias I suspect.

The director took us up to Saddleback Lookout to answer a question. There were some tourists up there taking in the scene and I hate to think what they thought when all these classic cars arrived on mass and then within ten minutes had all gone. We then descended Saddleback Mountain Road following the Clare's Jaguar – what a magnificent car – while behind were the Ford Mustang of the McAlpines and Len Zech's Porsche 928 both of which were handling these roads so well. The tour traveled along Princes Highway to Albion Park then left and up Macquarie Pass. We thought the Peugeot was doing well on the bends until a late model Alfa came up behind us and with no effort cruised past and left us for dead. Once up the pass it was time to turn right into our old favourite Tourist Road and the tour of Robertson. The rest of the afternoon again saw us negotiating the old favourite roads, Sheepwash Road, Bresnaham's Lane, and guess what, back to Tourist Road and Robertson! The route wound its way back to Mittagong RSL for the finish. The event was thoroughly enjoyable and the roads amazing. Thirteen crews actually clean sheeted the day, but in the end Neil and I won the Tour as we ended up winning the tie break.

Results:

- | | |
|-----------------|---|
| 1 st | Ian Packard & Neil Watt
CRC
Peugeot 504 |
| 2 nd | Michael Dunn & Dianne Dunn
AROCA
Alfa Romeo Guilia TI |
| 3 rd | Len Zech & Glen Evans
CRC
Porsche 928 |

	Driver	Navigator	Club	DIVISION 1					DIVISION 2					TOTAL					
				Q	VRC	PC	Oth	DIV1	Q	VRC	PC	Oth	DIV2	TOT	FC	TieB	Place		
MASTERS																			
M8	Bott	Geoff	West	Jeff	CRC	0	0	0	0	0	0	0	0	0	0	99	1		
M5	Young	John	Young	Helen	CRC	0	20	0	0	20	11	0	0	0	11	31	4	2	
M7	Ferguson	Barry	Johnson	David	CRC	0	0	0	0	0	0	40	0	0	40	40	1	16	3
M2	Wigley	David	Smith	Robert	MG CRC	0	20	0	0	20	0	20	0	0	20	40	2	17	4
M1	Gorrick	Matthew	Maclennan	Lui	CRC	0	60	0	0	60	11	0	0	0	11	71	32	5	
M6	Morey	Bob	Morey	Teresa	CRC	0	40	20	0	60	22	20	0	0	42	102	10	6	
M9	Olsson	Michael	Jordan	Harriet	CRC	11	80	0	0	91	11	20	30	0	61	152	12	7	
M3	Both	Gerry	Both	Carol	CRC	22	100	0	0	122	22	40	0	0	62	184	15	8	
M4	Maher	Gary	Maher	Wendy	CRC	0	40	0	0	40	77	100	30	0	207	247	99	9	
APPRENTICES																			
A22	Taylor	Garth	Kinslor	Adrian	CRC	0	0	0	0	0	11	20	0	0	31	31	41	1	
A15	Warner	Kim	Warner	Ross	CRC	0	20	20	0	40	22	0	0	0	22	62	99	2	
A16	Cox	Steve	Bratovic	Alex	CRC	0	0	0	65	65	11	20	0	0	31	96	99	3	
A18	Whealy	John	Norman	Tony	CRC	55	20	0	0	75	55	20	30	0	105	180	46	4	
A23	Bogunovic	Ray	Walker	Alan	AROCA	110	40	0	0	150	77	40	30	0	147	297	34	5	
A14	Collier	Andrew	Collier	Belinda	Renault	22	20	0	60	102	132	80	60	0	272	374	99	6	
A17	Harlor	Kay	Harlor	Vince	CRC	165	200	60	0	425	44	40	0	0	84	509	99	7	
A24	Freke	David	Ratcliff	Matthew	AROCA	DNF				500					500	1000			
A20	Brown	Joshua	O'Dowd	Patrick	AROCA	220	200	30	0	450	Tour							24	

	Driver	Navigator	Club	DIVISION 1					DIVISION 2					TOTAL					
				Q	VRC	PC	Oth	DIV1	Q	VRC	PC	Oth	DIV2	TOT	FC	TieB	Place		
TOUR																			
T49	Packard	Ian	Watt	Neil	CRC	0	0	0	0	0	0	0	0	0	0	3	1		
T63	Dunn	Michael	Dunn	Dianne	AROCA	0	0	0	0	0	0	0	0	0	0	6	2		
T28	Zech	Len	Evans	Glenn	CRC	0	0	0	0	0	0	0	0	0	0	9	3		
T51	Cherry	Alan	Cherry	Marie	CRC	0	0	0	0	0	0	0	0	0	0	9	3		
T17	McGrath	Tim	McGrath	Ngalie	CRC	0	0	0	0	0	0	0	0	0	0	15	5		
T57	Arthurs	Raymond	Arthurs	Kathleen	CRC	0	0	0	0	0	0	0	0	0	0	21	6		
T19	Shaw	David	Shaw	Kate	CRC	0	0	0	0	0	0	0	0	0	0	28	7		
T40	Madigan	Brian	Maher	Stephen	CRC	0	0	0	0	0	0	0	0	0	0	30	8		
T67	King	Adrian	King	Janet	AROCA	0	0	0	0	0	0	0	0	0	0	46	9		
T10	Smith	Bruce	Smith	Jennie	CRC	0	0	0	0	0	0	0	0	0	0	57	10		
T52	Clare	Robert	Clare	Sue	CRC	0	0	0	0	0	0	0	0	0	0	64	11		
T60	Friend	Stephen	Dunlop	Peter	CRC	0	0	0	0	0	0	0	0	0	0	66	12		
T29	Lawrence	Joyce	Genner	Sue	5th DMA	0	0	0	0	0	0	0	0	0	0	99	13		
T58	Owens	Geoff	Owens	Jennifer	5th SCC	0	0	0	0	0	11	0	0	0	11	11	1	3	14
T50	Navin	Shane	Navin	Jennifer	Porsche	0	0	0	0	0	11	0	0	0	11	11	1	15	15
T68	Young	Eric	Young	Jenny	CRC	0	0	0	0	0	11	0	0	0	11	11	1	20	16
T48	Bransgrove	Garth	Bransgrove	Adam	CRC	0	0	0	0	0	11	0	0	0	11	11	1	22	17
T13	Marshall	James	Marshall	Lucas	AROCA	11	0	0	0	11	0	0	0	0	11	2	17	18	
T12	McAlpine	Peter	McAlpine	Sharyn	CRC	11	0	0	0	11	0	0	0	0	11	2	19	19	
T55	Brain	Neil	McCowatt	David	CRC	11	0	0	0	11	0	0	0	0	11	2	22	20	
T14	Malgo	Michael	Malgo	Angie	JagDCA	0	0	0	0	0	22	0	0	0	22	22	1	16	21
T59	Gunter	Terry	Gunter	Lorraine	CRC	11	0	0	0	11	11	0	0	0	11	22	2	57	22
T44	Pentecost	Mark	Trist	Elizabeth	CRC	22	0	0	0	22	0	0	0	0	22	3	37	23	
T56	Coote	Matthew	Roper	Peter	AROCA	11	20	0	0	31	0	0	0	0	31	10	24		
T47	Rossi	Rodney	Rossi	Margaret	AROCA	11	20	0	0	31	11	0	0	0	11	42	99	25	
T16	Roberts	Kent	Roberts	Julie/Ryan	AROCA	22	0	0	0	22	22	0	0	0	22	44	17	26	
T46	McKee	Richard	McKee	Pauline	AROCA	11	40	0	0	51	0	0	0	0	51	4	27		
T43	Bransgrove	Arthur	Bransgrove	Judith	CRC	0	20	0	0	20	33	0	0	0	33	53	48	28	
T69	Maddox	Tim	Lenne	John		0	40	0	0	40	22	0	0	0	22	62	24	29	
T42	Shushitarlan	Ramin	Shushitarlan	Amir	CRC	11	0	0	0	11	33	20	0	0	53	64	12	30	
T54	Glover	Ken	Glover	Barbara	PlewnrNE	11	20	0	0	31	44	20	0	0	64	95	23	31	
T62	McCulloch	Wes	McCulloch	Patricia	AROCA	22	60	0	0	82	0	20	0	0	20	102	20	32	
T66	Tarakson	Chris	Knight	Helen		110	20	0	0	130	44	40	0	0	84	214	9	33	
T61	Falla	Frank	Falla	Eddy	AROCA	0	0	0	0	0	DNF				500	500	63		
T35	Cooper	John	Cooper	Wendy	CRC	11	0	0	0	11	DNF				500	511	7		
T65	Stillone	Michael	Stillone	Maria		22	40	0	0	62	DNF				500	562	14		
T64	Welsbead	Garry	Welsbead	Judy		33	60	0	0	93	DNF				500	593	20		
A20	Brown	Joshua	O'Dowd	Patrick	AROCA	Apprentices					22	0	0	0	22	22			
T30	Lee	Ken	Lee	Jillian	AROCA	DNF					500				500	1000			
T31	Evans	Peter	Eisler	Trevor	AROCA	DNF					500				500	1000			
T41	Muller	Urs	Wilson	Brad	AROCA	DNF					500				500	1000			
T45	Beard	Peter	Beard	Kathy	AROCA	DNF					500				500	1000			
T53	Delaney	Michael	Mackie	Lauren	AROCA	DNF					500				500	1000			

FC = Rethat Classnet

AROCA Tour d'Corse 2009

Images by John Southgate



1st Place Masters - Geoff Bott & Jeff West



1st Place Apprentices - Gart Taylor & Adrian Kinslor



1st Place Tour - Ian Packard & Neil Watt



2nd Place Masters - John Young & Helen Young



2nd Place Apprentices - Kim & Ross Warner



2nd Place Tour - Michael Dunn & Dianne Dunn



3rd Place Masters - Barry Ferguson & David Johnson



3rd Place Tour - Len Zech & Glenn Evans

AROCA Tour d'Corse 2009

Images by John Southgate



Hanging around at lunch



A close measure



Happy with the measure - Len Zech & Glenn Evans



Smiling Shushtarrians



Watchful steward - Margaret Brown with Joyce Inness



Gary Marher overheated



Nice car!



Where is that noticeboard?



Got it - let's go!



U-turn or oversteer?



One horsepower

All captions for images by Alan Watson

Italian Connection Rally Voted One of Australia's Great Events

By Jeff Whitten

Take twenty intrepid crews in a variety of Italian cars, add 1250 kilometres of fabulous driver's roads between Sydney and Melbourne, throw in a few questions to ensure that everyone follows the correct route, spice the whole lot up with plenty of gourmet Italian food, wine and camaraderie, then mix in a few surprises, and you have the recipe for three days of pure enjoyment that also provides opportunities to support some very worthwhile charities. Enter the Italian Connection Trophy touring assembly which was held on the weekend of 22 – 24 May and is now set to become an annual affair, such was the success of this year's event.

First conducted in 2008 with a small but enthusiastic entry list, the 2009 Italian Connection built on the previous year's success. So much so that many of the original competitors came back for more, bringing with them a host of new entries keen to experience what must rate as one of the most enjoyable low-key rallies on the calendar.

With the benefit of Sydney suburb, Leichhardt supporting the event, the city's mayor flagged competitors away at 10am on a rainy Sydney Friday, escorted on their way south by a flotilla of Italian cars, Fiats and Ferraris, Alfas and Abarths led by a Police escort and the Pace Car both brand new Fiat 500's.

Fiat Australia generously provided the Rally's Pace Car and a nice new Fiat Punto to carry the technical support team Vic and Matt.

After crossing the Anzac bridge, the flotilla peeled off to allow competitors to make their way south and the start of the real rally. As the rain eased, crews found themselves leaving the Hume Freeway to pass through more interesting country around Moss Vale and Bundanoon in the NSW southern highlands. Joining the Freeway again at Marulan, the route then led to the lunch break at Goulburn underneath the towering Big Merino. Allowing hard-worked competitors to bed themselves in slowly, all 20 crews clean-sheeted the morning's run despite a misleading instruction that forced navigators to don their thinking caps.

With the end of day stop, Gundagai, firmly in their minds, the rally crews continued to head south, again leaving the Freeway, this time at Parkesbourne, using some exciting drivers roads that led firstly over the infamous Cullerin Range which was once part of the Hume Highway before it was bypassed. Villages such as Gunning, Dalton, Jerriwa and Jugiong came and went as quickly as they could be pronounced, and the further south the competitors travelled, the more the weather improved. Long stretches of freeway

roadworks put some reality back into everyday motoring as speed restrictions slowed everyone down.

Eventually the day's finish control at Gundagai was reached and weary crews who had been on the road for six hours were more than happy to stop for a breather. Cars were displayed on the lawns outside the Gundagai Shire offices, attracting a good deal of attention under the setting sun, until the entourage found their motels and unwound for the day.

Dinner that night was a totally new experience for everyone, served as it was in the quaint and historic Lanigan Abbey in the middle of Gundagai. The building once served as a Catholic nunnery but now houses hundreds of paintings and not a little memorabilia. Following a wine tasting of local produce, crews sat down to a splendid meal, washed down with more local wine. Entertainment, courtesy of the local choral group, brought much merriment as the choir regaled competitors with a range of Italian songs and humorous banter that was appreciated by everyone.

With breakfast served in the same iconic building the next morning, it seemed appropriate for the local Catholic priest to bless the cars and wish competitors God-speed for the remainder of their journey. It was a totally unexpected but nevertheless much appreciated gesture. After a 'farewell to Gundagai' lap around the town, the gathering of classic Italian machines began Day 2. The route headed firstly west into the Riverina before crossing the mighty Murrumbidgee at Mundarlo, then turned east to cross Highway 31 at Tumblong. Like a multi-colored snake slithering its way through the picturesque countryside, the assembly of cars made its way into old gold mining territory at Adelong. Before long the route opened up to encompass the magnificent plantation roads in Greenhills Forest, and there were grins a mile wide as the Italian machinery snarled along the switchback roads. Ending far too soon for most, Greenhills gave way to the run down into Victoria at Tintaldra where the prescribed route crossed the Murray River. Few navigators had difficulty as they passed Batlow, Tumbarumba and Towong however accurate spotting and recording was required if you were to remain penalty-free. Frequent police cars ensured that competitors abided by the speed limits but there were many opportunities where drivers could 'push on' without breaking the limit.

After lunch at Corryong in the Upper Murray Valley,

more great roads led on through Shelley plantation to Koetong and Bullioh. It was then that drivers were treated to 29 kilometres of pure driving heaven – the little-trafficked Yabba Road that wound its way along the lazy Mitta River, a section that had drivers begging for more. Beautiful autumn sunshine enables crews to enjoy the vibrant colors on the run to Myrtleford. Detours off the main road led through Kiewa, Tangambalanga and Yackandandah which were, to drivers and navigators alike, little more than names on a map until now. It was now mid-afternoon as competitors reached Myrtleford and turned west to the finish control at Gapsted Winery where the cars were displayed on the magnificent lawns to the delight of hundreds of spectators. Most cars arrived on time, but the crowd-pleasing pseudo-police car Alfa Romeo and the 1955 Fiat 1100 were some way back after experiencing some minor mechanical problems.

The Ovens Valley town of Myrtleford was in party mood for the arrival of the Italian Connection Rally and turned on a 'getting to know you' welcome and wine tasting which went down well with everyone. Great driving roads and the fresh mountain air generated big appetites so it was no surprise that a gala dinner at the local Italian club was a real winner with everyone. Great food, more good wine amidst a backdrop of yet more Italian songs by the local music group, set the scene for a fabulous night.

But too much partying is no prerequisite for manouevering a rally car around a motorkhana course, so it was off to bed early in anticipation of some fierce competition on the final day. With a local street blocked off and hordes of anxious spectators gathering to see the action, competitors were anxious to display their skills on a bright and sunny Sunday morning. Drivers were given three runs at the motorkhana slalom, each one trying to better their previous best time. In the end, to the accompaniment of the sound of tortured tyres, it was Peter Mandich who drove his Alfa Romeo 147 GTA to first place, narrowly beating Rob Panetta (Alfa Romeo Zagato) across the line with the amazingly competitive Fiat 500 Sinquecento of Muzio Cantarelli equal to Panetta.

But Melbourne, and the finish in Lygon Street, Carlton beckoned, and crews reluctantly said goodbye to this enthusiastic town that has a long and strong Italian heritage. The road through the Ovens Valley into more wine country in the King Valley stretched out before the Italian Connection as one by one they stopped to collect clues as evidence of their passage along the correct roads. With eight crews still sporting clean sheets, most were being particularly careful to record the right answers. Yet another firm favourite, the brilliant drive from Whitfield to Mansfield via Whitlands and Tolmie, was tackled next. Such was the drivers' delight, many wanted to turn around and drive it again.

But the clock was ticking relentlessly on, and the lunch

stop at Mansfield beckoned. This bustling town at the foot of Mount Buller was starting to come alive for the snow season, but the rallyists had time only to grab some lunch and fill their cars with fuel. With just 200 kilometres of the 1250km route left to cover, crews were soon on their way south along the busy Midland Highway through Bonnie Doon to Yea. Leaving Strath Creek, the Clerk of Course led competitors down the winding valley road from Flowerdale to Kinglake West, an area terribly ravaged by Victoria's February bushfires. It put into perspective the devastation that many had suffered, with hundreds burnt to death and thousands of homes lost.

Soon the charred forests were left behind as the route descended into Whittlesea and the rapidly expanding suburbs of Melbourne. For the last time, the route joined the Hume Freeway at Donnybrook. It was an easy run into suburban Melbourne in busy Sunday afternoon traffic, but the finish line was beckoning and the chequered flag was unfurled. As each car arrived at the finish, there was a loud cheer from spectators who gathered to celebrate the end of this wonderful event. The 3-day drive had been a real achievement, but none more so than for Newcastle's John Dickson who single-handedly drove and navigated along the entire route in his Lancia Fulvia.

As with all events, there can be just one winner and this year the honours went to brothers Rob and David Panetta, who brought their Alfa Romeo Zagato over the line ahead of Peter and Matthew Doig (Alfa Romeo 156GTA) in second, and Ian Allison/Warren Smith, third, in a Fiat 20V Turbo.

This year's Italian Connection trophy was presented to the winners at the Victory Dinner celebrated at the Abruzzo Club in the heart of Melbourne's busy Lygon Street that night. It was a fitting end to a fabulous event that saw each and every competitor vowing to return again next year. The recipe for the event mentioned earlier obviously left a great taste in everyone's mouth, a taste that saw each and every competitor vowing to return again next year for more of the same. It was that sort of event.

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

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

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								
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								
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

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@optusnet.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@optusnet.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.</p>



Phone Scott on 0414447967 or email skindred@Evanspeck.com

26 Feb 2009 **Wanted for Datsun 1600:** driver's side (both) doors, bonnet, and front bumper bar. Contact Roger Gottlob 02 6274 6690 (bh) 02 6241 3169 (ah) 0418 962 312 (m) or rogerandgillian@Tactewaql.net.au

24 Nov 2008 **Refurbished Philtronics Rallytrip OR Halda Twinmaster**
 After last week's Classic Adelaide, I now have a redundant Philtronics Rallytrip, refurbished by Phil@philtronics, for sale.

 It failed during scrutineering, so I sent it to be refurbished. But as it did not arrive back in Adelaide in time, I purchased a new Monit and that is now installed in the car.

 As I cannot be bothered taking out the Monit to replace the Rallytrip, I'll sell the Rallytrip to the best offeror. It needs a probe/sensor, available from Philtronics for \$100.

 Alternatively, I also have a genuine Halda Twinmaster, metal casing, with plenty of gears and a T piece, in my 67 Alfa Duetto. I might sell that instead of the Rallytrip – and install the Rallytrip in the Alfa. But probably not, as it's nice to have a period Halda in the Alfa!

 The choice is yours. First in best dressed.

 Kingsley Wallman - 0421 685820

13 May 2008 **Car Storage**
 I'm moving houses in Sydney shortly and will then have more cars than spaces. I'm sure I won't be the only one in that boat. I'm thinking about buying a small factory unit in Gladesville or nearby, and wonder whether any CRCers have interest in co-investing or renting with or from me. I'm not looking to do anything more than break square on any sharing, so the price will be right! I haven't done the numbers yet, just wanted to see now if there's interest or not.
 Email or phone Tony South on tony.south@Tihg.com or (in Singapore) on 0011 65 9018 7054

Classic Rally Club Championship 2009										
Desktop Rallies										
	Mar	Apr	May	Jun	Aug	Sept	Oct	Nov		
Competitor	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
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

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 Entries due 26 Jun <i>The Mountain rally is now fully subscribed (75 entrants), but there could be cancellations. If you still wish to enter, your name will be put on the 'Reserves' List in order of receipt.</i>	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)	
24 Nov	CRC monthly meeting	
28-29 Nov	The Fat Quarter Trail	John and Wendy Cooper 0414 246 157
TBA	Club end-of-year/Christmas function	

[CC] = Club Championship event

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

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

This month's Mystery Member is Jenny Young.

