



Rally Directions

The official Organ of the Classic Rally Club Inc.
(Affiliated with CAMS)

February/ March 2017



What is Heather Brumby so pensive about? Read why, what and where in Steve Brumby's Report.

In this issue: The Wollondilly 260; Shit Box, NZ; The Historic Rally Club Rally.

Upcoming events:

- * April Fools run
- * Rally of the South
- * Tour d'Course

(Full details inside)

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Classic Rally Club Meetings are held on the 4th Tuesday of each month, January to November from 7.30pm at Denistone Sports Club, 59 Chatham Road, West Ryde

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

JOHN'S JABBER

Hi everyone!

Welcome back to another year of Classic Rallying. We have kick started the year off with a very well organised and conducted Wollondilly 270 Rally, run by Mike Batten and Peter Read. Great work to you both and all your helpers. Ross and I had a great drive around some never before used roads and thoroughly enjoyed ourselves. So far the best lunch stop at Thirlmere Public School, let's see who can top it, probably the Alpine will. A great roll up, number of cars and entrants, a very good start to the season! You should be able to read all about it from the Winner's Report elsewhere in this magazine. Don't forget - if you win, you write (should put that in the Supp Regs).

Ross and I were fortunate enough to compete in the inaugural Historic Rally Club event, The Southern Mountain Rally, the brain child of Dave Johnson who was ably assisted by Mal Sinfield, Rob Mifsud and a large amount of others including Classic Rally Club members as the vast amount of officials that were required to run such a long TRE, special closed road sections, and khana-cross events, mostly all on unsealed roads. Entry numbers were unfortunately a bit low but a lot that may have had suitable vehicles were running the show or officiating. Hopefully numbers will grow because it was a great couple of days re-living the past long distance type rallies.

Unfortunately I was restricted to using an automatic car, which I used one of my totally unsuitable utes but still managed 7th outright. Just had to take it easy on some of the rougher dirt roads and special stages, which created a few tyre puncture problems that were soon overcome. Looking forward to their next event. Congratulations for the win goes to CRC members Mike Batten and Peter Read in his rally prepared Datsun 1600.



Our next event should be the April Fools Rally, which no doubt Tony Norman will have all the details somewhere in his report. Great to see newer Event Directors come back for another go this year. Thanks Phil Steed and Rob Morey, your team and also Jonathon Mansell and Tina Porod having their first go for CRC. If the standard of the rally is as good as the flyer we will be in for a great event. Well done you guys for having a go and thank you.

There is a lot of diversity within our club, with some of our members travelling to New Zealand for the Shit Box Rally, maybe more on that later. Targa Tasmania is approaching in April and some members are into that, which we wish them well and safe travels.

A big shout out to any of our CRC family that may be recovering or going through treatment for any sort of health issues, all the very best to you from all of us.

Ross Warner is well into this year's Alpine Classic Rally in November 4th and 5th starting and finishing in Yass, coinciding with the Yass Classic Auto Festival and overnight in Tumut. Accommodation included in Tumut but if you are thinking of overnighing in Yass (at your expense) to be ready for the early start, then please book in now. Rally headquarters is at Thunderbird Motel & Restaurant (02) 6226 1158. Alternative accommodation options include Swaggers Motor Inn (02) 6226 9900; Colonial Lodge Motor Inn 1800 807 686 – don't leave it too late. It's going to be fun and we hope to continue the high standard of this Club's event.

Unfortunately the Alfa Club will not be in a position to host and conduct the AROCA Tour D'Course this year, but will be back booming next year. In its place on the scheduled date will be a lunch run to Gosford, followed by a visit to the Gosford Motor Museum. Tony Wise will be arranging this and will have more details later. Keep the date open for a great combined run with the CRC and Alfa Club.

Jen Navin our Magazine Editor is always looking for articles for our *Rally Directions*. Don't hold back! Write something about yourself, your car, your restoration, the rallies you do, funny stories or about someone else in the club, anything, put some photos with it and send it to Jen so she has some content to publish - not looking for any nude pictures (unless it's a car chassis).

That's all until next time. See you along the Rally Route, if we can find it.

John



2017 Wollondilly 260 – A View from the Dark Side

The third CRC Wollondilly rally was held on Sunday 19th February. Division 1 started at Penrith Panther's and led to the very popular lunch at Thirlmere Public School. Crews enjoyed the best driver's roads via Greendale and Werombi then via The Oaks and past Lakesland. Division 2 led crews past Hill Top, Aylmerton, Yerrinbool, Douglas Park, Razorback and some loops before the finish at the Picton Hotel.

Masters and Apprentices had the challenge of following the "Mapped Roads" using the old 1950/60 Army Survey maps. We tested the navigators using 11 "Z" Boards on the correct mapped route, not counting the 2 dummy ones.

Congratulations to the podium place getters, with navigator's names first, they did the most work:

Points

Masters: 1. Phill Stead and Graham Pettit 91

2. Ross Warner and John Cooper 100

3. Ian Reddoch and Gerald Lee 161

Apprentices 1. Mal and Jann Sinfield 77

2. Scott and Donna Wilkinson 140

3. Shane and Jennifer Navin 170

Tour: 1. John Powell and Alan Cummine 27

2. Lachlan and Jim Baird 28

3. James and Tim Mallyon 34

A big thank you to the officials: Ron Copper, Glen Innes, David Batten, Sue Reed, Gary and Wendy Maher, Joyce Innes, Tony Norman, Dave and Natalie Johnson, Starr and Rob Mifsud, Tony Dirickx, Catherine Batten and photographer Roz Batten.

The high quality and easy to read maps were provided by Dennis Reeve.

This year the event was set to be a little easier than in the past and Crews put in a very successful performance. All cars finished and all reported to the Major Controls before closing time.

The Tour had some real challenges. None answered all the Questions correctly in either Division. The best performance in Division 1 was Alan Ongley and Tony Quist in their Mitsubishi Galant down 3 points. Then in Division 2 we had the top three Crews down 14, 15 and 16. Best were Lachlan and Jim Baird in the Ford Falcon FTP. However you will see above the Powell/Cummine Peugeot 504 snatched first place by merely 1 point. Some tight route charting in Wilton had most Crews overcome the challenge and 9 out of the 11 cars lost no points with a dummy VRC.

Due to continuing suggestions (read "pressure") from club officials the Apprentices were given a lot less challenges than in previous events. We set the course with the intention that the winner would lose less than 100 points. Congratulations to the Sinfields for their first win in the Apprentice category and finishing down only 77 points. We are impressed and pleased that Mal commented at the finish the event was too easy.

THE 2017 WOLLONDILLY 260 WINNERS.

MASTERS CLASS: Graham Pettit and Phill Stead.



TOUR CLASS: Alan Cummine and John Powell



Where it all began, that Bloody Wollondilly thingy I'll never forget.

It was 2016 and seeing my regular driver Ross James was overseas I decided to take my wife in the 2016 event and try and show her how good I was (or was not) at this navigation CRC stuff. Sometime a few years ago I was at the Camden luncheon us Old Farts have every few months and John Cooper said to me that I should compete in their clubs events, well like Mike Batten I did compete in Navigation rallies back in the 70's and 80's and was pretty good back then, also like Mike I won a few NSW Championships but Marriage Mortgage and Family life took its toll and I retired, but let's get back to the story.

It was the 2016 event and at lunch at Thirlmere I did what I was good at and mingled and socialised with everyone there, we left our departure too late and had to drive like idiots just to get to the finish in time, yes we finished before the cut-off time but didn't do too well.

Roll on 2017 and my boss (Wife, Jann) said with the 2017 event we are not stopping for lunch and I said yes darling we have to, she said we will have lunch on the run, well we left the start and I was looking for a Z board even before we crossed the Nepean river cause the map was different to the actual route but as it was a route chart, went along River road, picked up the Z board at the Freeway and the re direction and onto Mulgoa and stage end up alongside the Golf course and all the way back to Wallacia. Did the Silverdale thing without a problem but missed the Z board at Theresa Park. Onto The Oaks saw the dummy board but then got confused, so followed the route to Oakdale and Lakesland and onto Thirlmere for lunch but missed the Z board at the park (Bugger).

Lunch was short lived (you do learn from your previous experiences). I got my instructions and started to plot Div 2 at lunch but that silent but deadly crew from Canberra, Moore & Moore and their eagle eyes were looking at my plotting so I closed off and said to Jann who had got lunch in a plastic box let's get out of here. Got the first question correct and had to have a few stabs at getting out of the place but all was good with P boards and Z ones too. We proceeded up West Pde. I saw the board and said 'Yahoo' but realised it was a dummy board cause the next map has us using an unmapped road. We turned around, went back and over the railway line at the stop sign, and did Buxton and Balmoral the correct way but Gerald Lee and Ian Reddoch seemed to pass us in the opposite direction quite a few times.

Through Hilltop and Colo Vale I was getting a stinking headache and said to Jann, "where are those Panadol?". Her reply was that I took them at Lunch. Great! Anyway missed the Z board at Church Ave, took Old South Road, also missing that Z too but got the shelter shed at Aylmerton along the Old Hume Hwy. I'm sure Mike and Peter will use this piece of road next year too; wink, wink, nudge, nudge, say no more. Got Wilton ok and St Marys Towers and the questions that were out of sequence too. Over Razorback, where Shane and Jenn passed us at warp speed only to have us pass them on Mt Hercules Road and they didn't follow us down Old Razorback Road. Went through Picton and Thirlmere ok and along Barkers Lodge Road without a hitch but I knew of the old alignment there saying to Jann that there are only houses on that road, continue on. Big, huge mistake! We missed another bloody Z board. Turn right at the George IV pub and up to Prince St and over Stonequarry Ck. Silly me went straight up the main drag and not Lumsdaine Street, the shorter route and back to the Picton Pub. Eh I will remember next year I promise you. Fantastic event. I feel it was too easy in Apprentice but eh, winners are grinners the rest of you can pleas yourselves.

Congrats to the Wilkinsons and the Navins. I'm sure the Old Fox Tony Norman will sort us all out on the April Fools' Day run. I will be on my game.

Regards, Mal n Jann Sienfield

APPRENTICE CLASS: Jann Sinfield and Mal Sinfield.



Note from the Editor:

As winner of the Wollondilly Tour category Alan Cummine, (driver of Peugeot 504TI and John Powell navigator), Alan has been trying to get to me an article. Unfortunately, despite many efforts we have not succeeded. Probably a glitch with my emails again! There are times when the computer just doesn't like me and this is on of them. So many apologies Alan, I will rectify the situation and perhaps we will have more success with the article you write when you and John podium for the April Fools Run!

Jen

2017 Wollondilly 260

Entry List & Final Results

19th February 2017

Masters							Div 1			Div 2			Total			
	Driver	Navigator	Car	Model	Colour	Year	Ctrls	Quest - ions	Radar	Total Div 1	Ctrls	Quest - ions	Radar	Total Div 2	Points	Place
11	Graham Pettit	Phil Stead	Volvo	240GL	Silver	1985	30	0	0	30	50	11	0	61	91	1
1	John Cooper	Ross Warner	Jaguar	EType	Blue	1971	50	0	0	50	75	0	0	75	125	2
4	Gerald Lee	Ian Reddoch	Peugeot	203	Cream	1955	25	0	0	25	125	11	0	136	161	3
2	Tony Wise	Lui MacLennan	Alfa Romeo	Alfetta	Red	1974	75	0	0	75	150	0	0	150	225	4
12	Dominic Votano	Michael Stephenson	Toyota	Cressida	Blue	1983	130	0	0	130	100	0	1	101	231	5
6	Bob Morey	Teresa Morey	Alfa Romeo	Alfetta	Red	1976	150	0	0	150	150	11	4	165	315	6
10	Paul O'Neill	Arthur Evans	Datsun	Stanza	Yellow	1971	175	22	0	197	105	22	3	130	327	7
9	Rob Panetta	Alan Walker	Alfa	GG Veloce	Red	1972	230	0	0	230	125	0	0	125	355	8
3	Peter Jakrot	Valerie Jakrot	Porsche	944	Beige	1986	235	0	0	235	175	0	0	175	410	9
7	Andrew Inglis	Martin Leaver	Ford	XRF	White	2016	200	0	0	200	235	0	0	235	435	10
13	David Shaw	Ray Arthurs	Ford	Mustang	Red	1965	285	0	6	291	150	0	0	150	441	11
5	Garth Taylor	Michael St John Cox	Jaguar	X-Type	Maroon	2002	225	0	0	225	230	0	2	232	457	12
8	Natalie Martin	Glenn Evans	Porsche	911	Silver	1977	390	22	0	412	250	22	7	279	691	13

Apprentices

	Driver	Navigator	Car	Model	Colour	Year	Ctrls	Quest - ions	Radar	Total Div 1	Ctrls	Quest - ions	Radar	Total Div 2	Points	Place
18	Jann Sinfield	Mal Sinfield	Nissan	300ZX	White	1976	38	0	0	38	28	11	0	39	77	1
21	Donna Wilkinson	Scott Wilkinson	Volvo	P1800	Red	1970	66	0	0	66	63	11	0	74	140	2
15	Jennifer Navin	Shane Navin	VW	Golf R	Blue	2015	94	0	0	94	65	11	0	76	170	3
17	Roger Moore	Bob Moore	Toyota	Celica	Red	1984	83	33	0	116	90	22	0	112	228	4
23	Kevin Payne	Tom Payne	Alfa	GT1600	Light Blue	1973	115	11	0	126	81	22	0	103	229	5
19	James Phillis	Cheryle Phillis	Porsche	911	Blue	1991	170	22	0	192	64	0	0	64	256	6
20	Peter Parry	Ian Gilhorne	Ford	Falcon	White	2001	89	33	0	122	89	55	0	144	266	7
22	Collin Segelov	Simon Robinson	Triumph	Stag	Green	1977	139	11	0	150	114	44	0	158	308	8
24	Murray Baker	Nikki Baker	BMW	1M	White	2012	314	33	3	350	60	22	24	106	456	9
16	Chris McDonald	Roger Wood	Alfa	Giulietta	Black	2015	0	0	0	0	0	0	0	0	DNS	

Tour

	Driver	Navigator	Car	Model	Colour	Year	Ctrls	Quest - ions	Radar	Total Div 1	Ctrls	Quest - ions	Radar	Total Div 2	Points	Place
31	Alan Cummine	John Powell	Peugeot	504Ti	White	1973	0	11	0	11	0	16	0	16	27	1
29	Jim Baird	Lachlan Baird	Ford	FTP	White	2012	0	14	0	14	0	14	0	14	28	2
36	Tim Mallyon	James Mallyon	Jaguar	Mk II	BRG	1964	0	8	3	11	0	23	0	23	34	3
27	Greg Yates	Karen Yates	Mercedes	290E 2.3-16	Black	1985	0	11	0	11	0	24	0	24	35	4
40	John Boss	Lynn Boss	Chrysler	Grand Cherokee	White	2015	0	1	9	10	5	24	0	29	39	5
28	Tony Quist	Alan Ongley	Mitsubishi	Galant	Red	1973	25	3	0	28	0	26	0	26	54	6
33	Neil Hood	Joy Hood	Mercedes	300CE 24	Blue	1990	0	38	0	38	0	25	0	25	63	7
26	Robert Clare	Sue Clare	Jaguar	Mk II	White	1960	25	22	0	47	5	15	0	20	67	8
34	Matthew Arthur	Tanya Arthur	VW	Polo	Blue	2006	25	11	0	36	0	36	0	36	72	9
32	Reece Robinson	Judi Femyo	Porsche	928	Champagne	1982	0	44	0	44	0	71	1	72	116	10
30	Chris Holland	Leeza Holland	Porsche	911	Blue	1978	80	58	0	138	0	45	0	45	183	12
35	Michael Malgo	Julie Malgo	Jaguar	E Type	Grey	1966	25	22	0	47	55	78	9	142	189	11

	Driver	Navigator	Car	Model	Colour	Year	Ctrls	Quest - ions	Radar	Total Div 1	Ctrls	Quest - ions	Radar	Total Div 2	Points	Place
43	Geoff Hemsall	Kathy Hemsall	Audi	TTS	Blue	2011	0	11	0	11	0	8	0	8	19	
38	Doug McMillan	Teri McMillan	Porsche	911	Blue	1998	0	11	0	11	5	20	0	25	36	
46	Tony Doherty	Graeme Coker	Datsun	240Z	Red	1973	50	24	0	74	25	28	0	53	127	
44	Paul Nelson	Jessica Nelson	Chrysler	300	Black	2012	25	19	0	44	30	60	0	90	134	
45	Sergio Cariolato	Irene Cariolato	Lexus	RCF	White	2015	75	135	0	210	80	70	5	155	365	
42	Jon Butler	Joseph Butler	Subaru	Liberty	Silver	2004	175	30	0	205	150	87	0	237	442	
39	Jim Barrett	Lachlan Watkins	Austin	Cooper	Red/white	1966	105	181	0	286	50	111	0	161	447	
41	Sam Butler	Peter Bardbrook	Mercedes	E220	Purple	1994	175	182	0	357	150	179	0	329	686	

Ctrls = Major and Passage Controls plus VRC and Z Boards

Our Southern Mountains Trial (revisited) experience

(A Barry Ferguson Classic on steroids)

I had been following the birth of the Historic Rally Club (NSW and ACT) on Facebook closely with a view of participating in their events, if possible, so it was excellent to see the details of the SMTR taking shape. Classic Rally Club people would be very well acquainted with the driving forces behind the club and the event and it was clearly focussed on returning to trial style events such as the Southern Cross and, indeed the Southern Mountains Trial.

So while following the build-up on the interweb and having confirmed my gravel rally chauffer would not be able to get time off work for the Friday-Saturday format, I decided that I needed to purchase a suitable car, having nothing 'classic' in the shed that would be up to the punishment Dave Johnson and Mal Sinfield would no doubt try to dish up. A potentially suitable 1978 TE Cortina rally car was located and purchased from Victoria and on advice from medical experts who advise that it will be good for my recovery I will digress slightly from the rally for a minute to tell you the story of that car.

I journeyed down to Victoria and recovered the car (which I have to say was in a pretty sad state and probably wasn't going to make the SMTR in any case) and arrival at home I unloaded it up near the shed, planning to turn my attention to it the following week. At the appointed time a week later I returned to the car with the intent of bringing it down to the house to start stripping it out and assessing what needed to be done to get it up to speed for rally rego. Under the watchful eye of my trusty German Shepheard, Jack the Cortina flat out refused to start. So on this hot day I walked back down to the house and fetched my jump battery to add some extra amps to the process. Did I mention it was bloody hot? Anyway, back up the hill, jump battery connected and crank, crank, crank. Nothing! "Well bugger it" I think. It is all downhill to the house; I'll just give it a bit of a shove and jump in, either jump start it or just handbrake it down the hill. There was a bit of a ten point turn to get it into the right position, back and forward, back and forward. Did I mention it was stinking hot and I was probably a bit delirious by this stage? In any case I'm sure Jack, who was sitting comfortably in the shade, was no doubt wondering what all this was about! Well we got to that point where it was time to give it that little shove and jump in when woosh! off it went and I just had no hope. I got to stand there in what can only be described as complete and utter shock and watch the car gather momentum as it rolled relentlessly down the hill. It is a big hill! And with nothing to stop it between me and the creek about 200 metres away. It seemed to take an eternity while I just stood there and helplessly watched. Needless to say stopping happened much quicker than starting as the car launched into the dry creek and speared into the far bank. The damage was extensive, to both the car and I and it has taken sometime to even speak of the incident. I imagine had it have been filmed I would by now be an internet star! Unlike me, Jack took it all in his stride.

So having confirmed the Cortina would not be ready thoughts turned to what vehicle we might use. At this point I have to thank club member Dom Votano who, when approached very quickly offered the loan of a suitable vehicle, and while I remained uneasy about the possible loan Mal Sinfield suggested I give Dave Johnson a call to discuss it. I did and Dave agreed that my Mercedes ML 320 would be admitted.

From Yass we zipped over to Gunderoo for two more driving tests, the second of which proved pretty confusing for poor old Heather, and much of the field resulting in a WD. From there it was a bolt across to Braidwood that was hindered by Friday night Canberrans heading for their coastal retreats. We watched helplessly as our final assembly time came and went, with the pressure of making it in under the 30min extra penalty becoming the focus.

After handing in our time card and resolving to refrain from early dithering on Day Two we headed off to our accommodation which turned out to be a very pleasant historic Bed and Breakfast located very centrally in town.

Day two dawned with our resolve steeled to get moving and keep moving to avoid the late penalty of the day before. And the morning saw a very long leg southward mostly on dirt roads that didn't turn north again till we hit Bega. Just some amazing roads through very small and mostly forgotten towns and localities, some of which were not very apparent even when you passed through them. I have to say the mighty ML Merc was in its element for this kind of driving. Very sure footed and comfortable. Throughout the section we managed to climb through the field and after a brief fuel stop in Narooma we hit the driving tests at Bodalla State Forest second on the road. Again familiar roads that I navigated, all as one big stage, on the Narooma Forest Rally last year which for this event were broken down into two closed road stages and two khanacrosses. It was helmets on with a tricky reverse loop in the second khanacross catching some out. Once completed we turned north again to head into the final control of the rally back at Braidwood, as we noted a niggling grinding noise coming from the right front corner of the car. It was decided to finish then investigate and finish we did traversing some very narrow goat tracks. Pleasingly Heather had managed to navigate us into equal first for the navigation stages on day two with a clean sheet and no time penalties and overall into 9th outright.

Saturday evening saw a very pleasant presentation dinner at Braidwood RSL and wound up with some great stories from Barry Ferguson and Dave Johnson which I could honestly listen to all day and night. Investigation of the right front noise identified the calliper had locked on, grinding the outer pad down to nothing. Some gentle driving would be needed to limp home.

Overall this was a fantastic event which had some awesome support from a large bunch of officials who were fantastic throughout the event (and most of whom should have been competing). It was an absolute privilege to compete in this clubs first event and even more so with Heather, who I can say is hanging out for her fourteenth birthday so she can get an S for speed in her CAMS licence. It was really wonderful to let her see how this type of event was conducted, hear the great stories from the past and participate in what I have no doubt will be the beginning of a resurgence.

While a full assessment of the Cortina has yet to be conducted hopefully next year we can get serious in that.

This meant it had to be prepared in line with the supp regs, so fire extinguishers, tow point stickers and a first aid kit pilfered from the race car were fitted. Pre event scrutineering was made interesting when I took the car along to local Bathurst racing legend Matt Windsor and had to convince him that, yes that was the car to scrutineer and no, I wasn't kidding. We were set.

At the insistence of my navigator, and in an effort for her to gain a little extra sleep the following morning I whisked down to the relatively local Lithgow on the Thursday evening to get documentation out of the way and briefly chatted with others before heading back home for the night. Heather was both keen and nervous, confident she would be ok with the style of navigation for the event but nervous about trusting Dad during the closed road sections. We arrived well in time for the start with the nervous navigator foregoing her traditional Macca's breaky and I would assume our allocated car number of 13 did nothing to alleviate her concern. She calmed somewhat after receiving the roadbook and seeing the first short section was a route chart to the Hills District Car Club's grounds at Hampton. This was the scene of our



first closed tests, three back to back khanacrosses. Donning our helmets the tight, twisty tracks presented some very challenging driving, which was great fun and set the scene for the rest of the rally. It became pretty apparent pretty quickly that the big cumbersome AWD Merc was never going to match some of the wonderful competition such as Gerry Crown and Geoff West in Gerry's very nimble Datsun Sunny, Mike Batten and Peter Reed in their Datsun 1600, and Adam Jackson and Nicole Scott in their beautifully prepared Peking to Paris Mercedes 450 SLC.

It was then another short hop to the familiar roads of All Flats, which I had last seen from the navigators seat during last year's Caves Classic Rally at a much faster and busier pace. These two short closed road stages were great fun in the Merc and Heather was starting to enjoy the ride. After all I didn't want to overcommit the daily drive. This then lead us into a very long navigational stage that took us north to Bathurst and then south to Yass on some great roads with us limping into Yass, fuel light ablaze and our clock telling us we were slipping behind time.

THE 2017 NEW ZEALAND SHIT BOX RALLY.

THE RALLY.

The rally is run to raise money for the Cancer Council, Australia and in this case, also for the Cancer Society, NZ. This rally is one of many in the series of Shit Box Rallies that are organised during the year. Every body has their own personal reasons for competing in the rally and many teams come back again and again. It is not a serious road rally, the basic premise of the rally is to have fun, have a laugh and a stack of good times. The rally is the reward for the hard work done by the teams in fundraising which can be hard and challenging work. Shane and I would again like to thank the CRC for their contribution at the 2016 Alpine Classic raffle. This year the Shitbox NZ, South island raised just under \$500,000 which was a great effort; \$110,000 up on last years inaugural Shitbox NZ, North island. Over a seven day period we rallied the most challenging roads of NZ, South island. It was not a sight seeing tour but a challenge of the cars versus the roads.

THE BUDDY GROUPS.

Buddy groups are essential when there are 70+ cars, each group consisting of 6 –8 cars. The Buddy Group is your family, friendships are made and wonderful camaraderie is experienced. Your buddies are your life savers working through the challenges that the days present from flat tyres to broken cars and sharing the ice for the beers. Shane and I were in Buddy Group 6 along with veterans, Dom and Tanya. There were six cars in our group. We were a mix of nationalities, ages and characters but we all worked together. We all made it to the end with only one team cooking their engine (they forgot the oil) resulting in a dead car on the second last day. The Dukes duly received their medals for killing their car and then they hitched a ride with team members Sweet As for the last day.

THE CARS.

Those shit boxes... We fronted up to a warehouse in Christchurch early on Friday morning for THE auction of sixty six beautiful shit boxes sourced from the North and South islands by Manheim Auctions. They were all resurrected from God knows where, coming complete with near bald tyres, dead batteries, cob webs, mud and dust, half eaten food and history. The oldest two cars were Toyotas 1992 vintage, the youngest, a Daihatsu 2007. But they were all shit boxes never the less. A maroon Nissan Prairie Joy CNA16 1995, not sold in Australia, caught my eye. On the dashboard was the Order of Service for the funeral of Dulcie May Lindsay 9th March 1914—27th March 2005. With it was a silk daffodil, the symbol of The Cancer Council. I turned the key and the engine started. The tyres looked Ok. We had to get this one. Shane had his eye on a couple of European cars, a VW Golf 1999 and a BMW 316 1994. We were out bided on those but we got Dulcie's car and it never missed a beat the entire rally. No flat tyres, the clearance was excellent, much needed on some of the rocky goat paths we had to travel on and through the river crossings we had to forge. (Shane's favs both broke down within days of each other, the VW eventually dying.)

Saturday morning and sixty six cars entered the start line. Sixty six cars all decked out in their various finery, each making a statement of grandiloquence and each vying for attention. The effort that some of the teams had put in was stupendous; total resprays, professional tagging and amazing stuff on their roofs. We kept our blow up boxing kangaroo on the backseat, belted in.

TEAM BRIGHT SPARK RACING :- THE NISSAN PRAIRIE 1995. 'DULCIE'S CAR'



SHITTY SHITTY BANG BANG

THE DYING SWANS

BRAKING BAD.

They were always breaking down!



After the briefing and the reiteration from James ,our Leader, that we were driving shit boxes, they would break down and we were to be respectful and mindful of the locals as we were merely visitors in shitty cars, we left Christchurch and headed for Momorangi 385 kilometres north. One car broke down two kilometres from the start. It was just replaced.

THE ROADS.

The roads circumnavigated the south island. A good 50% of these roads were dirt and gravel , deteriorating to mere goat tracks of rocky terrain. In the safety rules around driving on dirt and gravel, of dust filled holes , soft slopping edges and rocks.... There was always the chance that you could bottom out and hit something solid like a b***** big boulder and there goes your sump. James admitted that some of the tracks he had reconnoitred were all about the adventure of seeing how far one could drive the shit boxes, to see what was beyond the next bend, around the next corner and through that water courses. Great moments for the photographer, thrill seeking for the driver and totally nerve shattering for the navigator, with the clear view of the valley below that soft slopping dirt edge that the tyres were on the edge of. NZ doesn't believe in road barriers. After day six and a particularly gruelling 10 hour day that involved dirt and more dirt, I thanked Shane for his skilled driving to keep us on the track and not down the bottom of the cliff. 'We came and we saw but we didn't conquer Mt Alexander, Wedderburn.' There were a couple of mishaps on other roads where a team went over the edge but were very lucky, experiencing a soft landing from not such a huge height. No one was hurt; egos were a little bruised; the car was fixed by the mechanics that night and it was on the road the next day and finished the rally.

THE SUPPORT CREWS AND MECHANICS.

You cannot do a rally of this type without these incredible crews who are there on a purely volunteer basis to assist the teams at all times. They spend all night if needed, working on the cars so that they are back on the roads the next day. They source tyres and many other bits needed and assist with finding the resting spots for the dead cars. In the remoteness of the South island a new radiator was sourced and replaced! They keep the teams in check whilst still playing the game and ensuring that everyone gets to the next stop-over as soon as possible, safely and as intact as possible.

The Rally was fun. It was challenging. It was personal. It was emotional. It is now off the bucket list but very much on the list of 'must do again.' But why, again, put yourself through days of dirt, dust , fatigue and the pain, both physical and emotional? Because there is an integral thread running through this whole Shit Box concept that ties you to a commitment to raise money to fund cancer research in the hope that one day a cure for this insidious disease will be discovered.

You are driving cars that are shit boxes. They have little life left in them. You are challenging yourselves and the car to make a journey on difficult roads and tracks, in a most beautiful country. The rally will either make or break you and /or your car.

You are competing or life.

Human Batteries

from 'Lick My Battery' team





APRIL FOOLS FUN RUN - PART 2

GENERAL INFORMATION

- * The event will start and finish at the Mittagong RSL Club, which is located on the corner of OLD HUME HIGHWAY and BESSEMER ST, Mittagong
 - * The RSL Club will be open in the morning for entrants who might need some breakfast or a coffee fix.
 - * As advised in Clause 2.3 of the Supplementary Regulations, the cost of lunch for each crew is included in the Entry Fee.
-

EVENT TIMETABLE

- * On the day of the Event, Registration will open at 7.30 am and close promptly at 8.30 am. Please ensure that you have all relevant documents, as listed in the Supp. Regs, with you at registration. Your early attendance is requested.
 - * There will be a Crew Briefing at 8.35 and attendance by at least one member from each team in MANDATORY.
 - * Details of times for issue of instructions and the opening times for Major Controls will be included with documentation issued at Registration.
-

SOCIAL RUN ENTRANTS

- * Entrants in the Social Run category will not be required to hold CAMS Competition Licences. Cars used in this category will also not be required to be Scrutineered but Entrants are responsible for ensuring that the car is legally registered and insured for use on public roads.
 - * Any Crew Member who drives the car must have a current driving licence valid for the vehicle being used.
-

Rally of the South

A CAMS approved Touring Assembly which is a round of the Classic Rally Club Annual Championship



Sunday May 28th 2017

Organised by Phill Stead and Bob Morey this event will start at the Sutton Forest Service Centre Southbound, Hume Highway and finish at the Sutton Forest Inn, Illawarra Highway, Sutton Forest. The route will follow roads rarely used on CRC rallies.

The entry fee of \$110.00 for a crew of two will include all necessary maps etc. plus a country style lunch provided by a local community group.

The event will be run to the traditional CRC format; sealed roads with a small amount of dirt, Masters, Apprentice and Tour instructions for those wishing to compete in the club championship and a non competitive Social Run for those who prefer this type of event. A CAMS licence is required for all competitors except those on the Social Run.

Further details will be available in the Supp. Regs when these have been approved by CAMS.

Enquiries to Jane Morey at janemorey@ozemail.com.au or 0423 385 404



*Owners' Club
of Australia*
New South Wales

Tour d' Course

25th June 2017

Something Different this Year

Tour d' Course will be a Combined Social Tour, using excellent driving roads finishing with our usual great Lunch. Total distance is 100km from the Cattai Start.

We will organize North, South, East and West start locations for transit to [Riverside Oaks Golf Club, Cattai](#) for a combined start at 10am after Coffee on the terrace.

Lunch will be a 3 course Hot Buffet in a beautiful rural location at:

[Linton Gardens, Somersby](#) with plenty of parking.

After the relaxing lunch we have arranged an optional visit to the [Gosford Classic Car Museum](#). The Museum is 15 minutes from the Lunch venue

Only cost is \$35.00/head for Lunch plus the optional Museum visit entry.

CAMS Licenses and scrutineering are not required. Ideal opportunity to take that Historic registered special car for a Run

Entry Form with a pre pay facility for Lunch is essential for catering numbers and can be downloaded from calendar pages at:

www.alfaclubnsw.org.au

www.classicrallyclub.com.au

or Tony Wise 0417 211 848



2017 CRC Events Calendar.

27/01/2017

CRC meetings are held at the Carlingford Bowling Sports & Recreation Club and Denistone Bowling Club, 59 Chatham Rd, West Ryde. The meetings start at 8.00pm sharp. Members often arrive early & enjoy a meal and a chat.

Date	Event - CC indicates CRC championship event	Note	Contact
3/02/17	F.F.F.F.	Details T.B.A.	
19/02/17	Wollondilly 260 C.C.	1 day T.A. Starts at Penrith Panthers , finishes in Picton	Mike Batten – 02 46 809 269 or 0400 174 579 Peter Reed – 0418 802 972 email: crc@leyton.com.au
28/02/17	CRC Meeting		
3/03/17	F.F.F.F.	Details T.B.A.	
28/03/17	CRC Meeting		
1/04/17	April Fools Fun Run - Part 2 CC	1 day T.A. - Start and finish at Mittagong R.S.L. Club	Tony Norman on 0402 759 811
7/04/17	F.F.F.F.	Details T.B.A.	
24/04/17 or 26/4/17	CRC Meeting - April's meeting will not be on the 4th Tuesday as that is Anzac Day	Final date T.B.A.	
5/05/17	F.F.F.F.	Details T.B.A.	
24/05/17	CRC Meeting		
28/05/17	Rally of the South CC	1 day T.A. Start & finish at Sutton Forest	Jane Morey 0423 385 404 email: janemorey@ozemail.com.au
2/06/17	F.F.F.F.	Details T.B.A.	
25/06/17	A.R.O.C.A. Tour d' Course C.C.	1 Day T.A. details T.B.A.	T.B.A.
27/06/17	CRC Meeting		
7/07/17	F.F.F.F.	Details T.B.A.	
25/07/17	CRC Meeting		
4/08/17	F.F.F.F.	Details T.B.A.	
13/08/2017 T.B.C.	Sheep Station Rally CC	1 day T.A. Start & finish at Kiama	Jon Mansell 0467 632 755 email: sheepstation.rally@gmail.com
22/08/17	CRC Meeting		
1/09/17	F.F.F.F.	Details T.B.A.	
9/09/17 10/09/17	MG Spring Rally CC	2 Day T.A. in Hunter Valley T.B.C.	Jim Richardson/Doug Barbour
26/09/17	CRC Meeting		
6/10/17	F.F.F.F.	Details T.B.A.	
24/10/17	CRC Meeting		
3/11/17	F.F.F.F.	Details T.B.A.	
4/11/17 5/11/17	Alpine Classic C.C.	2 Day T.R.E. - region T.B.A.	John Cooper/Ross Warner
28/11/17	CRC Meeting - AGM		
mid December	Club Christmas Party	T.B.C.	

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

Contributors to this edition: Thank you all.