

Dates to remember

- When we can go rallying again
- Magazine deadline September 15

The official Organ of the Classic Rally Club Inc.
(Affiliated with C.A.M.S.)

SOCIAL DISTANCING

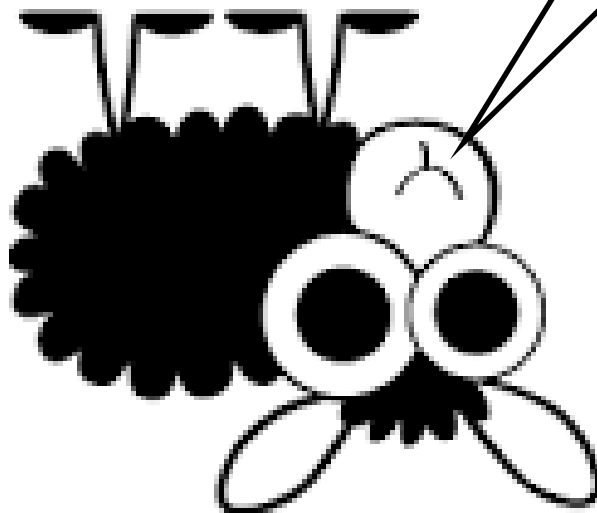
EDITION #5

STOP PRESS!!!

All events and meetings for 2020
have been cancelled.

Read more in John's Jabber

BaaaaGGER



Turn the page to read about;

- John's Jabber
- Vale Sue Clare
- Notice Board—Classifieds
- The resurrection of "Stimpy"—Paul Morton
- From the archives - Thompson's Tiger
- Tribute to the Bikkie Baron
- Batten's Bamman Memorial
- Cooper's Catalina Crown
- Heart of the Hunter Flyer

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JOHN'S AUGUST JABBER



Hi everyone, yes, it's me under all this Covid protection if you didn't recognise me in the photo. I've had time to think about this world wide pandemic. I believe all our troubles started straight after Bunnings banned

onions on the sausage sandwiches, they put the onions on the bottom and turned our world upside down, thanks Bunnings for screwing up 2020.

On a very serious note, your CRC Executive Committee has had to make some very serious and important decisions. We have decided that all our events for 2020 will be put on hold and rescheduled for another date, hopefully next year. Starting with the Sheep Station Rally, the September Shoalhaven Shuffle Rally and then the Alpine Classic, even the end of year Christmas Presentation luncheon. Our priority is the safety of all our members and their families. With restrictions changing daily it has made it impossible for our rally organisers to secure starting and finishing venues, meals and all the social interactions. All of which have impacted on obtaining approvals for our Sup. Regs. from Motorsport Australia. The goal posts keep changing, especially impacting on the social aspect of our rallies, for which they are known and these days is a large percentage of why we enter and compete. The no interaction rules and social distancing means you can't even get the control official to stamp your route card with a WD. They are not allowed to handle it, you have to write it in yourself - as if we would do that. Let alone the banning of lollies from Paul and Garth, they would have to sit there and eat them all themselves in front of us which would not help Paul's waist line or Garth's sugar levels.

Again, seriously if we can, the liability factor also raises its ugly head again. It plays a part in this with no insurance cover for a pandemic. We would also need a dedicated Covid Marshall, who could be in serious trouble if we were caught out not complying. Even worse, the possibility of one of us contracting Covid or if we unknowingly spread it to a

community we visited. We have already had one of the major towns that we intended stopping at tell our director that we were not welcome to bring that many people through there. Other issues would include: no breakfast at the starts, lunch in towns where you bring your own or directed to various takeaways around town, only eat in small groups, evening meals segregated in different restaurants and venues, (if they would have us) and no social gathering at the finish. All very different and challenging for the organisers. Our future rallies will no doubt have the demographics change to comply with any new rules imposed going forward. Hopefully, when a vaccine is available and the spread is under control or eliminated we will be back to having fun with our rallies. even with a newer style format and the possibility of changes to the way we have been used to conducting our events.

That brings us to General Meetings. The August meeting is cancelled, not that we would have much to discuss, but very disappointing anyway. We have issues with social distancing and regulations at Denistone Bowlo, they can only have 25 people there including bar and kitchen staff. We have had a suggestion by one of our members to relocate to a larger nearby Golf club, however at this stage we are not prepared to risk any chance of contracting Covid by being in a meeting situation, even with social distancing. At this stage I have not gone down the zoom zoom or live stream road. We will take each month as it comes along to evaluate the return of General Meetings, but unless the Covid situation improves considerably we may not be back together as a group in the near future. Tony Kanak is liaising with the Dept. of Fair Trading to see what can be done about an alternate AGM if it goes on for that long. Your committee still would like to again ensure you that we maintain our responsibility to you for all your wellbeing and safety. This is our priority for maintaining our health by reducing any possible chance of contracting this rotten invisible virus. We just have to be patient and wait this thing out.

What we can all do is look out for each other, make contact by phone to say g'day, maybe hook up for a drive somewhere, or just using our social media

(Continued on page 4)

network. Write something for Rally Directions, articles and sharing anything of interest amongst us. If we can't get together in person we should be at least be doing something in other ways through our networks. I sent off to Chris, our Editor, more old newspaper clipping and articles to help fill the magazine in lieu of no rally reports. I hope they make interesting reading for you. If you have anything you think maybe of interest send it off to Chris, his stash of back up material was running very low. As for our annual Christmas party Presentation Awards day and fun run, which was to be set down for the first weekend Sunday in December, Penrith Council have imposed restrictions on the Hall hire, which again makes social celebrations awkward. If things improve it is envisaged that for a Christmas replacement there will be a fun run drive to Jamberoo area for a BYO picnic in the open, which Tony Norman has commenced planning. Again if things improve in the coming months we may also be able to have some other drives in our cars to somewhere open and safe to socially get together, at a distance of course, and no, not to a Thai restaurant. We are open to suggestions.

For those concerned about your points and the presentation side of things we will be transferring championship points from the one and only 2020 event, The Buckett List Rally, over into the 2021 championship. Now if you are also wondering about your membership fees for this year being wasted, fear not. If you are a member and renew for 2021, it will only cost you a \$10 renewal fee and \$15 for a family. New members will still be at the current 2020 rates.

Some of our members were also looking forward to events outside our Club events and now find most of these are also on hold, postponed or cancelled for the year. The Classic Outback Trial which was scheduled for August got moved to November. Now with the organisers and a lot of the competitors coming from Victoria heading to Parkes, Orange and Bathurst it has been put off again until March 7-13 next year. The Rylstone Classic 10th anniversary rally for August has also been canned. 200 Mini's registered for the weekend run, nearly 380+ competitors. The organisers now say it does not pass the simple logic test to run it. As Victoria continues to battle their second wave and parts of Sydney and NSW now seeing outbreaks escalating in numbers the right thing to do was to cancel the event and focus on the individual

contributions towards keeping the community Covid safe. They look forward to having their 10th anniversary for the 21/22nd August 2021. Laurie Garth's Cobb and Co Rally is postponed till next year. Another one is the Sunraysia Safari Cross Country rally near the Victorian border down from Mildura. You may remember last year when Ross and I played in that giant sandpit with Rob and Starr Mifsud. They had also already postponed the date this year to October and were confident of running, however they too have had to pull the plug. From their Facebook notification they tell us with the increased restrictions in Victoria, coupled with the aggravation between States and the upgrading of border closures, it has developed to a point whereby it's not possible to run the event. Their sources with the Police and ADF personnel manning the NSW/VIC border say they are expecting to still be there until Christmas at least and with WA indicating their border will be closed for many months still. SA and QLD not allowing anyone in, and even NSW not allowing ACT residents to pass as well, it is all getting too much.

Cars and Coffee, Sunday morning breakfast runs, swap meets, some race meetings and Targa events are all impacted. A reminder that our regular CMC Shannons display day at Eastern Creek also for August is cancelled until next year. So many more of our things we used to enjoy are now gone. I have noted though that some other Car clubs like Thornleigh and The Hills are still running Kanacross, Motorkana and Lap dash events where you can comply with the Covid rules, maybe that's an outlet for the desperate. These events seem easier to comply with than our travelling rallies that are taken on the road into various communities. As these are usually multi club invitation events, maybe if you are in withdrawal to compete in your car then get in touch with them through their Facebook pages. AMSAG ran a dirt rally, The Bulahdelah, back in July and our Phil Stead and Graham Pettit dusted off their helmets and entered, just to relive some fun like the good old days. It's been 46 years since Phil has been in a dirt speed rally. They had a great and enjoyable drive through the forests and they had to abide by all the new regs. of Motorsport Australia including self scrutineering and all remote registration, (Ross has been trying to get you all to do this for years with his Alpines, now it is compulsory). If you lived in certain hot spot Sydney locations you were banned from attending effecting some big name people and service crews.

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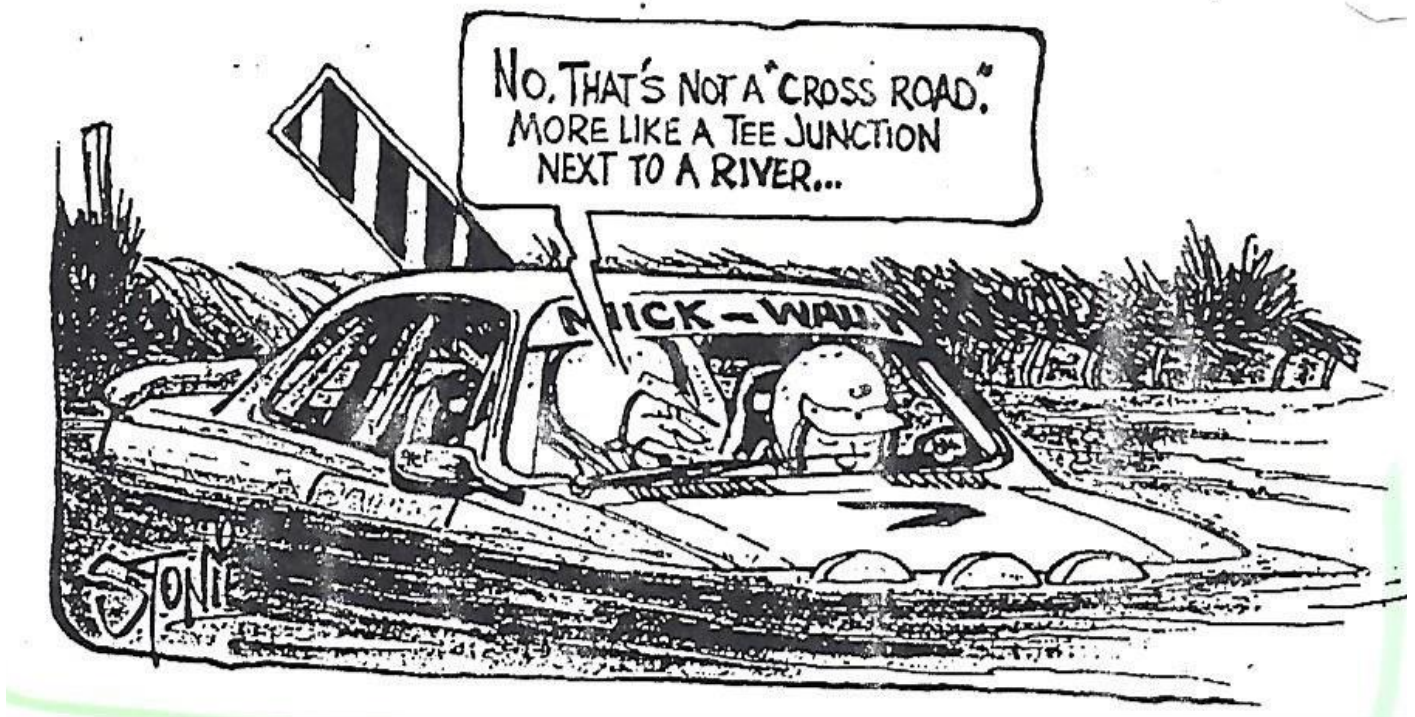
So I got an email from Heather Dux the other day letting us know that Don is home and doing fine. Heather tells us that Don AKA The Driver is making a good recovery. He will be allowed to use his open drivers licence after the 1st of September, which will be three months after his stroke. All the prayers, good vibes, petitions to the gods and much love from friends and family have caused, what the Doctors call a miracle. She says they are blessed while others are bowed with grief. They do not take their good fortune lightly and thanks to everyone for their caring thoughts.

Sorry for all the doom and gloom, our thoughts are with those of us with loved ones in aged care, please play it safe and look out for one another especially your family and friends. Spring is just around the corner and it's time to getting back to pruning the roses. The world isn't coming to an end, it's just a 12-month setback, let's wait it out and bring on 2021, might even go and put the Xmas tree up and wait around with my mask on.

BYE FOR NOW

JOHN.

President CRC



VALE: SUE CLARE

It is with much sadness that I need to write about another one of our treasured friends with the passing of Sue Clare. A dear friend of us all. Sue passed away on the 24th July at home surrounded by her family following a tenacious and courageous two-year battle with cancer. Our sincere condolences to her husband Rob, her children, grandchildren and family members. Sue is a very much loved, liked and respected lady. She will be sorely missed amongst us. Rob has been a courageous carer throughout Sue's fight, being by her side through it all, a great partnership.

Rob and Sue have been very active members of the Classic Rally Club for many many years, always with grace and goodwill, Sue, a quite achiever and the most lovely person. Their rally enthusiasm also extended to Groupe Auto Classche, Thoroughbred Sports Car Club and the Jaguar Car Club, in their extensive range of beautifully presented Jaguar Classics. They had a passion for travelling overseas and for their caravan trips throughout Australia.

Sue's Service of Thanksgiving was held at the St Andrews Anglian Church in Wahroonga, where she grew up and where she and Rob were married some 50 years ago. With number restrictions due to Covid, Wendy and I were privileged to be in attendance, with the service being live streamed to those that were unable to attend. I have been told by some of our members that tuned in, it was a very professional broadcast and very moving. It was requested that in lieu of flowers. Donations could be made to the SAN Foundation on www.bit.ly/inmemoryofsue to which the CRC have made a \$500 donation in Sue's honour. Rob and Sue have been long time advocates of the Cancer Ward at the SAN, and even now Sue is still giving.

Another beautiful human taken from us by this horrible disease of Cancer. Rest in Peace Sue Clare.



NOTICE BOARD



Volvo B20 engine and 140 series shed clearout:

1 X complete B20 B engine with factory alloy twin SU inlet manifold and extractors. Was running fine when removed from car. This is better for HP than the later 1 piece cast iron heated manifold set-up.

Will separate manifolds if desired, and sell engine bare of manifolds, or inlet manifold and extractors separately.

1 X clean and ready for usage, bare B20F cylinder head, no valves. Injection ports have been plugged with screw in plugs (reversible). This is one of the heads that takes the larger 1.72 " inlet valves, as used on the highest power Volvo B20 engines. A clean/good set of rockers and shaft also available.

4 X steel 164 model rims in good condition. Currently fitted with rally tyres. These wheels are 5.5 inches wide, so are wider than 142 or 144 stock wheels but are of the same general appearance and bolt straight on. These are hard to find now.

Other stuff- front guards from 144 model, front grille, ignition distributors, near new ignition leads, ignition coils.

Best offers, any offers? Parts are in Sydney, 5 minutes from CRC meetings.

Tony Kanak 0419 233494



Cob and Co Explorer Road Rally

Postponed to a tentative date in 2121 of JUNE 19-20



Below is the link to the **AUGUST 2020 PRESERVE** on the CMC Website.

<https://www.councilofmotorclubs.org.au/images/preserve/August-2020.pdf>

Please ensure that this email is circulated to all your Club Members – it's important that they are all kept up to date with the happenings in the CMC world.

THE RESURRECTION OF "STIMPY" by PAUL MORTON

In December 2019 I finally made a start on my 1957 Series 1 109. It had been in my possession for 2 years. The Landy had been given to me by a mate who had it under his house for 20 years. He was a Land Rover tragic and had picked it up to rebuild. He had removed the panels, thrown the rear handbuilt stuff away (a tray was in its future) then hooked up with a new girlfriend. Marriage, kids..... Thus 20 years.



Stimpy 1999

"Stimpy" remained on the car trailer for 12 months with the bolts soaking in WD40 under a tarp. I had nowhere else to store it.



Stimpy Pickup

First Job was to get an original tub and cabin rear for it as it was now basically a cab/chassis. I managed this when I met Harry and Carolyn from Classic Landy Rescue at the last Expo. Result, I now had the big bits. The yellow paint was peeling all over the car and there was a lot of red underneath. This was a bit odd as red was not a standard colour for this model. More research required. A plate was found on the radiator

shroud which seemingly identified the car as coming from "Annand & Thompson" at Newstead in Queensland. I am told that chassis number 123700801 showed that it wasn't a NSW car. I am also told that the radiator panel is off of a 107, not my 109. The plot thickens. I started work on the radiator panel, experimenting on aluminium panels being part of my learning curve. I also stripped the paint off the door panels - very carefully in case there was the remains of a door logo under the gold paint. No such luck. It had been well scuffed up before the repaint.

I have come to the conclusion that the Landys 1st owner was PMG or more likely, Forestry due to the red which is definitely the original colour and was available for large company orders. The panelvan bodywork that had been built for it was probably due to it being sold as a cab/chassis with the tray transferred to another vehicle by the original owners. That's my theory at any rate.... As to the cars name "Stimpy" it is red and the mate I got it from..... his nickname is Ren.



Grille



Door

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Next step - get a diesel motor that hasn't run for 20 years running. Sounds easy doesn't it. I soon

any grommets. What a disaster! On top of this I discovered that the ignition switch turned but the contacts do not touch. It took a few days but the final result was a motor starting first turn. Bingo!!!

The next jobs - 1. removal of wiring which I had already tagged - easy.

2. Removal of the steering wheel. According to the manual, a spline that is held inside the wheel by a cross bolt through a slot. Mine doesn't have nor is designed to have that bolt. The steering wheel had been installed with a hammer. I ended up removing it with a very large hammer over a long period of time. The spline fought to the last millimeter and the word "Pommy" became the swear word of choice.



Wiring

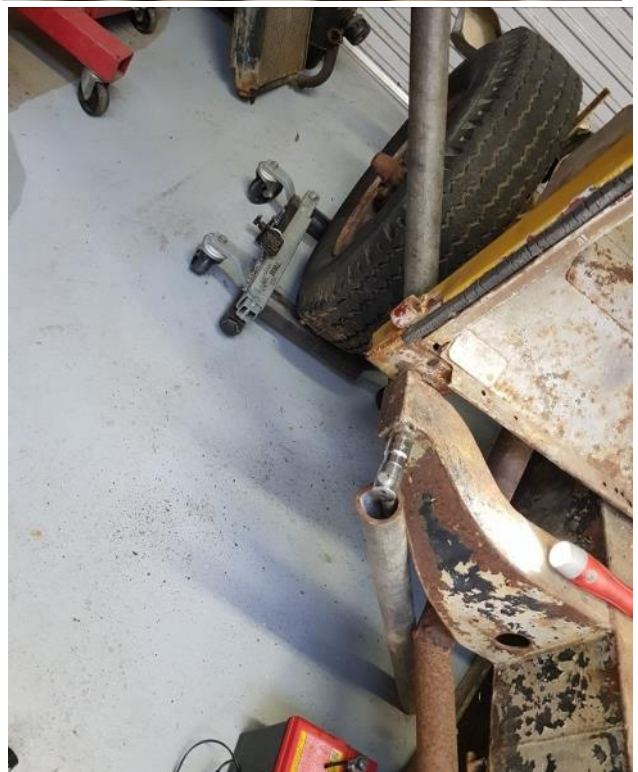
discovered that NOTHING worked. The rats nest wiring had melted in places which was probably what grounded the car in the first place. The entire car had been rewired at some stage (probably when they put in the 2 litre diesel) and the person responsible had 2 rolls of wire. 1 x Yellow and 1 x Blue and did not use



Wheel



Motor #1



Pipes

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3. Next came the bulkhead. All went pretty well with this, the bottom attaching bolts requiring lengths of pipe on the spanners. There is a bit of rust in this, but I think it is repairable. The channel on the top for the rubber seal will be the hard bit.



Bulkhead

4. Motor/box/transfer removed. Pretty straightforward with only 1 x mounting bolt needing cutting.

In among this stripping of the chassis I also made trolleys to hold the bulkhead and motor/box so that they could be moved without the crane. You may also notice that the chassis is up on wheel dollies. Life is so much easier if you can push heavy items to one side to



Motor #2

give you room to move.

The next punish was one of the bolts on the brake master. They must have used a very thin tube spanner to install it because NOTHING I had would go onto it. The first time I have had to resort to the oxy. I have now modified it so that you can use a socket.



Electolysis



Mount

From this point it became a gradual strip down of the chassis until all that remained is the suspension. I also experimented with electrolysis using it to clean up the handbrake mechanism and other stuff. Works rather well.

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Spit #1



Spit #2



Bolt

Before removing the suspension I had to build a "spit" for the chassis. For this I utilised 2 x heavy duty engine stands. A very basic idea, but complicated in execution. I removed the suspension as the chassis was lifted into position for the spit. Some of the spring bolts were more than a little worn! I also had to cut some of these suspension bolts off as they were seized

in the bushes. After the chassis was swung on its ends, the final reinforcing was built into the spit. The chassis is one heavy lump of iron!



Spit #3

It had been almost 3 months since it went into the shed. Then came the steering relay. If I had learned to swear about Pommy Engineering before, it was NOTHING to what was to come! The arms came off easily. The bolts came out easily. I then did as suggested by the manual. It didn't move. I tried shocking it (read hammer). It didn't move. None of my gear pullers would fit, so I decided to make one.



Steering #1

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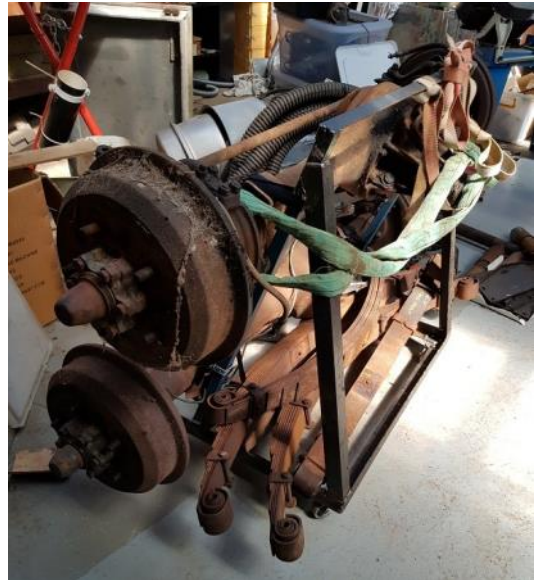
Steering #2

A trip to Bunnings and I was armed with the makings. I used 4 x 16mm threaded rods, welded steel across the top (a flat bottomed 'U' shape) to sit on the cross member and used a piece of roadside salvage (an upright for a guardrail) as the base. I set it up and put it to work. It began to bend the guardrail...shit. I reinforced the base with some 1/2" steel plate and set it up again and pressurised it, added more WD40 and left it. That night I spoke to Sash at the Landrover club meeting. His advice was to rebuild it "in situ". Good advice. Next morning I found a broken casting. The constant pressure had cracked the cast iron. The relay now HAD to come out - no other option. I took to the relay with the oxy without success. The press began to bend the cross member. Queen Lizzy's ears should have been starting to burn at this stage.

Next step, I cut the casting into two bits vertically. Should have fallen out. Buckingham Palace was beginning to cook. I added the press again. Pressurised it. It still didn't move. Grenadiers busbys were starting to smoke. With nothing to lose now I started with the lump hammer. It finally moved. My micrometer measured the movement. For the next hour I added pressure to the press. Ever so slowly the relay lifted. 25mm from the end it finally let go. By this stage I am sure that Europe was complaining about the smoke issuing from the other side of the English Channel. The next day I scraped the sides of the cylinder and couldn't believe what was in the tiny gap.



Steering #3



Axle Rack

Next job was to burn and cut the suspension bushes from the chassis and make a rack for the axles. They were in my way in the shed. Then came putting up the tent.

I had purchased a plastic garage a few years back knowing this job was coming. I set it up inside my shed over the chassis. The reason for it, I was going to sandblast the chassis and didn't want muck everywhere (a smart move as it turns out).

Sandblasting: Noisy, Dirty, Messy, Slow and is like painting a house with a ball point pen. Fortunately I was in lockdown for Corona so had time to burn. Sandblasting is tedious to say the least. It does however expose a lot! Rust and previous repairs. Some of the shittiest welds I have seen for a long time. I

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Sandblast #1



Dirt

Whilst using the air blower about 3/4 of the way through the chassis blasting I noticed a puff of red dust come from one of the bolt holes. Having shoved the water pressure cleaner into every hole I could get at when I picked the car up, I was pretty sure that it was clean inside. Guess how wrong I was! The yellow dotted line in the photo shows the level of solid dirt inside the chassis. One day of work with bent wire and I was the proud owner of a 10kg bucket of red dirt. It was like siltstone and had to be slowly chipped out. This was assisted by cutting a number of holes in the chassis for access. The good news - it added to the cars history (the Landy had spent its early life in the outback so PMG has hit the front over Forestry) and it will be at least 20kg lighter for the little diesel. Bad news - I have only done one chassis rail - 1/2 a job.



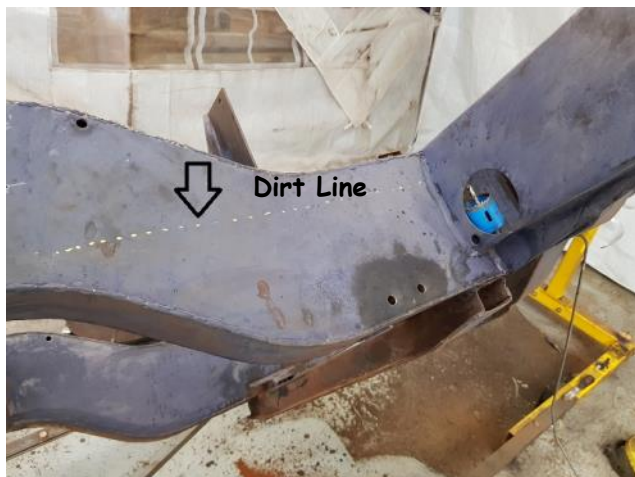
Tent

continued with both the sand blasting and using a large grinder fitted with a wire brush and doing only 2 hours work each day. I imposed the time limit because my neighbours are stuck at home with the coronavirus scare as well. The last thing they need is to listen to machinery running nonstop all day.



Chassis Prepped

Three weeks on and I have a chassis that is stripped back to bare metal and painted with rust converter. I also have between 20 and 25kg of red dirt that came from the inside of the chassis. Rust is minimal for a Series One Chassis. The base of the rear crossmember is rotten. The front bracing plates on this crossmember



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are smashed up and rusty and will be replaced completely.



Dirt Removal Holes #1



Crossmember #1



Dirt in Crossmember



Crossmember #2

I had to cut the bottom from the main gearbox crossmember to remove dirt that had built up inside. It had also received bad impact damage which I have straightened along with the rear gearbox crossmember. Of course there was rust in the crossmember that also needed repair.

The front panel of the main rails were rotted due to the crush plates for the front bumper. I replaced these plates with crush tubes and repaired the rest.

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Rail Repair #1



Dirt Removal Holes #2



Rail Repair #2



Rear Crossmember #1

There are also several minor repairs jobs not the least the dirt removal holes I had drilled, before the chassis gets painted. I am currently working on the rear crossmember. Work has slowed right down due to the weather in Katoomba. It is very hard to get enthusiastic about working in a shed that measures two degrees inside.

To Be Continued When I continue.....

From the Archives

Thompson's Tiger

I was reminded last week that I had owned my Tiger 30 years this year - boy does time and distance fly when you are having fun with a Sunbeam.

I used to drive a Series 3 Alpine - "silver of course", 7" wheels, big motor and a great car. One day I pulled into Frank Match's BP garage and he asked me if it was a Tiger. I had never heard of a Tiger so I did some reading and thought this is the car for me. I put an ad in the Sydney, Melbourne and Brisbane papers and got 2 replies. One was from Blair Shepherd Motors in Windsor Queensland and the other from Pittstop Motors in Victoria. I drove the 3 down to Melbourne and was given a test drive. It was the LeMans car with a price of \$3700 but the roof did not come off and it had a Perspex front window and I did not think I could register it in NSW and the main reason - I did not know how much I would want that car in the years to come. I flew up to Brisbane and looked at the car up there for \$2700 and decided to buy it but when I came home my father talked me into buying a new house and land package in Richmond for \$16,500.

One year later I was thinking of buying a GTHO Falcon new for \$4500 when I went on a drive to Adelaide and saw Andy Ford's just arrived Tiger - I rang Blair

Shepherd Motors and they still had the car.

My girlfriend at the time "who had a series 2 Alpine" and myself drove straight through to Brisbane.' The Alpine had gone so well that I changed my mind again on the Tiger but that night in the motel room Elizabeth said she had not spent 2 days with a lunatic who had driven with no regard for safety or speed limits to Brisbane only to get there and change his mind.

The next day we drove the red Tiger home with a tear in my eye at having to leave the Alpine up there. The price I paid for the car was \$2400 with \$1200 for the Alpine.

For the next few years it was my everyday driver then it was relegated to a fun car with a Hillman Imp then a Series V Minx, then a Rapier becoming the driver.

I have campaigned the car in hillclimbs at Silverdale and Amaroo Park and done a few years at CCA road events but for the last 13 years Historic Rallies have been the way I spend my weekends. The car has been quite successful with many trophies for the special stages in Rallies and, with David Booth in the important left hand seat, we have been at the pointy end of most Rallies that we have entered

I still get a buzz out of driving the car and am quite proud of the high mileage of the car. The two of us have been to all but the first National Rallies but I must say that the most important thing the car has done for me is the many good friends worldwide that I have because of the common thread of owning and driving a Sunbeam.

PT



Profile Barry Ferguson

Tribute to the Bikkie Baron by John Bryson

RS Magazine February 2005



After the 1964 Ampol Trial I was working for the Volkswagen people in NSW, moving cars from storage at Lidcombe to the sales outlet at Fivedock. I soon realised that any VW Beetle that could race from Lidcombe to Fivedock in under seven minutes was "a good one" – not that we delivery drivers EVER told new owners how good their purchase was!

Consequently in 1966, when asked to navigate for Barry Ferguson, I "knew nothing Beetles" – or so I thought. All through the 1960s the King of New South Wales rallying was Barry Ferguson, and Beetles with BJF-555 registration were the cars to try and catch.

This was the period when rally cars were basically standard and events were generally 480 or 800 kilometres long with the majority of each event being competitive. Timing then was to the forward minute and stars like Barry Ferguson could often be up to ten minutes ahead of the second placed car.

So, it was quite an honour when I was asked to take the left hand seat and embark on my first event with BJF. There was no fuss, he idled the car up to the start

of the competitive and waited. I was given the control card while watching the second hand sweep up to "GO".

One split second after wave-off I knew that I didn't know anything about VWs at all. The speedo swept up to 120 clicks - and stayed there. The motor was at a constant full noise while Barry waved the gearstick in the direction of whatever gear was needed. Regrettably on that occasion I made the odd navigating error - mainly because I couldn't accept the fact that Ferguson was so quick.

Ferguson can drive, and navigate anything, anywhere. He is also quite a racing driver.

Armstrong's 500 mile race at Bathurst in 1963 for stock standard cars (the forerunner of the Bathurst 1000) had an unforgettable class battle, the dice for the class lead lasting the whole race. Barry and ARDC President Bill Ford fought the Don Holland/Lindsay Little Mini right to the wire and Barry won with a last corner pass that brought the nation to its feet in

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admiration.

The Mini was quicker down Conrod Straight so Barry had to make sure he slip streamed every lap. Amazingly, the Beetle could out corner and out brake the Mini so he had to wait for the last lap to come out of the 'tow' and use this ability.

Public feedback on this VW - Mini dice was so great that it helped Channel Seven [the telecasters on the day] decide to cover the event the following year and from then on.

Actually the most incredible statistic of a career which commenced in 1956, and is still going, is that Barry Ferguson has only retired on five occasions - three times because of mechanical failure and two because of driver over-exuberance. Like most of the rally world in the sixties, he prepared his own vehicles until becoming a "works" driver.



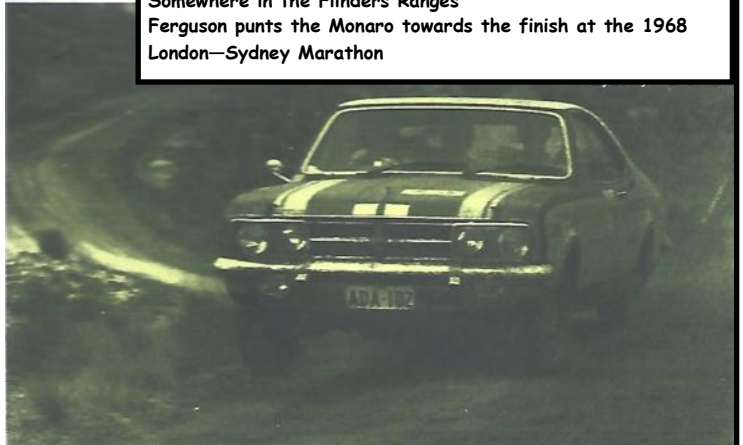
Ferguson and navigator Dave Johnson avenged their 1966 defeat (when they hit a tree on the last night) by winning the Southern Cross Rally in a VW in 1967

Barry John Ferguson was born in Goulburn NSW on August 7, 1938. His father ran the local swimming pool and young Ferguson was educated at Goulburn High School where he did well and went on to become an industrial chemist with Australian Iron and Steel in Wollongong.

The best part of this job at Wollongong was the drive home from work. He would hit the start of Macquarie Pass about midnight and press on as hard as hit Fiat 1100 would go, with the driver's window open.

It had to be open to hear the glorious sound of the Fiat

motor as he wrung the living daylight's out of the machine up the mountain and through the many cuttings and hairpins. He has always loved motoring and exploring any machine's limits.



Somewhere in the Flinders Ranges Ferguson punts the Monaro towards the finish at the 1968 London-Sydney Marathon

Being and enthusiast it was logical for him to join the Goulburn Automobile Club in 1954 where he started to learn the craft of driving in trials and rallies and of long distance driving on outback tracks. In those days rally cars were standard, roads primitive and target times ALMOST impossible to make.

Along the way were many gates as public roads threaded through private property and Barry's early events saw him as the gate opener in a crew which consisted of three.

This was not an un-important job as critical seconds could be gained by an active and clever gate opener and closer. Ferguson went along with Bruce Parlett who owned a Citroen Light 15 which gave the future champion his first competitive run and respect for the Marque.

After becoming a legendary gate-opener, Barry move into Stan Orton's Peugeot 203 as navigator and then teamed with Bob Murray (VW) and John Sendall (Peugeot 403). Like most new to motor sport, Ferguson drove in club events and learnt the lore of rallying from the left hand seat, but it was not to be long before he realised that he could hunt a VW1200 along a quickly, or better, than most of his peers.

Opportunity knocked in 1962 when he became an Arnotts Biscuits country representative, based in Goulburn, and was responsible for most of the

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southern mountains and western slopes areas. What a job – station wagon supplies, fuel paid for and many interesting back roads to learn!

Another Southern Cross win occurred in 1970, this time Ferguson was at the wheel of a GTR Torana



Winter was the best time for practising when snow or ice would close the roads to most motorists. But Barry was the exception. The station wagon stayed home, out came his trusty personal VW and he did his regular calls because it was important that country people got their Arnotts biscuits! To this day Barry relishes the skills he learned to move swiftly on greasy, icy roads and with the satisfaction of being completely in control of a car at the limit.

At this time the Goulburn Automobile Club was a tower of motoring strength and the club had all the southern mountains as their playground. It should be remembered that shire roads were used for trials and rallies and after dark it was rare to see another motorist.

During the early sixties, rally organisers, such as the Australian Sporting Car Club's Evan Green and Bob Selby-Wood, realised the purpose of rallying was to



● In good company: Ferguson competed in the 1968 London-Sydney Marathon with (L to R) Dave Liddle, Doug Chivas, David McKay, George Reynolds and Doug Whiteford.

reward the driver while testing the performance and reliability of the car. Barry was a strong supporter of this theory.

His efforts with a stock standard VW were rewarded by assistance from the Australian VW importers, LMC (Larke, Neave and Carter) through the company's executive Bruce Fraser. Germany didn't seem interested in vehicle modification so Fraser and Ferguson cobbled up a Beetle with a 1500cc VW industrial motor that was used in compressors, fire-fighting pumps and Pioneer concrete mixers.

Many events were dominated by this standard-looking Beetle for the next couple of years. The car's legendary traction and the ability for torsion bars to soak up punishment were now joined with startling performance – for the time.



● Ever-adaptable, size was no problem to Ferguson. Here his Monaro heads to fourth place (with Roger Bonhomme) in the 1969 'Cross.

Development of the Beetle continued, including conversion from 6 volt electrics to 12 volt by Newcastle friend and auto electrician, Ron Thompson.

Ron also introduced him to air-craft landing lights which became the auxiliary driving light benchmark of the era.

As elementary as it may seem now, relative to the day, Barry introduced bigger engines, 12 volt electrics and disc brakes to VW in Australia even before the factory did. He lifted the standards for rally car lighting and worked with event directors to develop "driver's" events and tighten competition.

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1969 saw Ferguson marry Newcastle school teacher Mary Pollard and subsequently three sons were born – two of whom are into cars (“spending money”), the other into landscaping (“making money”) as he puts it.

By the time Barry moved onto the Holden Dealer Team under Harry Firth in 1969, the Volkswagen was on steroids, featuring Maico disc brakes, a limited slip differential and an awesome 1600cc power plant developed by VW dealers, Worralls of Toorak, Victoria. This car continued the VW domination and went on to win the 1967 Southern Cross Rally against a full works Cooper “S” team from BMC in England.

It would take too long to summarise the long list of titles and event wins that Barry and his navigators (Tony Denham, Dave Johnson, John Hall, Lindsay Adcock, Garry Connelly and, on one occasion, a young Colin Bond] have achieved, but over a dozen years he won every major event in NSW except the two excellent rallies run from Quirindi. He was third in the first, and then second in the second one and was out for a win in the next one, but it did not eventuate.

After running the Holden Dealer Team's formidable 350 Monaro, and then a Torana XU1 with which he achieved a 71 'Cross win, an offer came to try the Southern Cross Rally in a Galant, which led to his career with Mitsubishi.

Ferguson had always had the respect of Doug Stewart (CAMS NSW president for ten years and CAMS

National President for three years). Ferguson repaid Stewart's faith in him with a third outright in the Southern Cross Rally which followed on from the secure second placings in 1973, '75 and '76.

With second place in sight in 1974, a computer chip failed with just 20 kilometres to go.

As a personal aside, one of my most memorable moments was driving into Port Macquarie and the last control of 1973 "Cross" with our four Mitsubishi Lancers in line abreast, Andrew Cowan. Barry Ferguson, Doug Chivas and Joginder Singh the drivers.

Barry was on my left and he said, waving across to the eight men in four cars, "What a team". Indeed, it was.

In those days team tactics were never discussed but it was always obvious that the lead driver would "go for the doctor" and the back up drivers would press on 'safely fast' so there would be a competitive car available if the star team got into trouble. It was bad luck for Barry that Andrew Cowan and I were the "star" team and we didn't get into trouble!

There were a number of factory drivers that Barry rallied against (and beat) including Rauno Aalton, Shekar Mehta, Roger Clark, Joginder Singh, Harry Kallstrom, Paddy Hopkirk, Timo Makinen, Hannu Mikkola and so on, and so any Australian driver who finished in the top ten against these drivers was a world-class rally ace.

Passion and the sheer love of motor sport is the



Recent events have included the 2003 Round Australia re-run in which he drove another VW. Here Ferguson poses with (L to R) John Bryson, George Reynolds, Gerry Crown and Bob Watson.

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driving force behind Barry Ferguson.

"It's no good if you don't enjoy the competition," he told me. "You have to do your best, enjoy the event and if someone is better, then good luck to him." Team work has always been important to him, from his job as navigator in the early years to the driver of today, and Barry is a real team player.

In the 1968 London to Sydney Marathon, Barry crewed a Monaro with Dave Johnson and Doug Chivas but the brakes weren't up to Barry's speed and they finished 11h. The Citroen he shared with Doug Stewart and Jim Reddiex in the 1977 Marathon did a little better with ninth placing.

I have known Barry from the early years. Seeing his performances, he seems to have enjoyed every event he ever went in, regardless of type. Trials, rallies, races, Australia Safaris, London to Sydney Marathons and Rallycross have all been Barry's forte.

I asked him about his most enjoyable or memorable events and the list was incredible. Highlights that stand out were the life-long friends he has made in the sport, winning eight State Championships, taking two Southern Cross rally wins (in '67, and '79) and, the two Marathons, plus being second in two Round Australias – in '64 and '79 and, most recently, the re-run of the

1953 Redex Trial.

Yes, motor sport is a continuing factor in Barry Ferguson's life and he competes for the sheer pleasure of doing so. He likes historic type rallies where the machinery is more realistic for the average driver to own and prepare. Car preparation still takes up a lot of his time as his two sons, Peter and Stuart, are currently driving rally cars in NSW.

Events such as Graham Wallis' Peugeot Redex Re-Run have maintained his interest in long distance events, and let him keep his hand in while providing ample partying time and moments for wine appreciation.

We all know that rallying has a unique character in that people from any walk of life can compete fiercely against each other, yet, at the drop of a hat, help each other. Rallying is a sport, and the aim of the game is to win, if you can. And, if you can't, then the aim is to still have a damn good time. "I hope to be having this sort of a good time for many years to come," Barry adds.



George Sheppard

Colin Bond

Max Stahl

Dave Johnson

Harry Firth

Barry Ferguson

Peter Brock

BATTEN'S "BAMMAN MEMORIAL" Story by MAL SINFIELD

Racing Car News July 1980

DRIVING their Donnelly Datsun 1600, Sydney crew Mike Batten-Steve Owers on May 31 took out this year's "Peter Bamman Memorial" rally {Round 3 of the NSW Championship} by a mere 75 seconds from locals Peter Clarke-Mick Harker in the Everlast Batteries Galant.

Conducted by the Brindabella Motor Sports Club Pedders Suspension Award for fastest grade 3 in this (Canberra) and directed by Chris Heaney, the event stage was on 4.47. was sponsored by the "Esso Giralang Service Station".

With an over-subscribed field having entered 83 cars, competitive through Priors (Marshall and Marks) Road only 70 could start this 300km event — this being a and Bullock Paddock was deleted due to a clock error. a mandatory thing in State Championship rounds.

The event being held in the nation's capital has many leading on special stage points but back to mid field competitive roads only a few kilometres from the for his 42 minute gearbox change. heart of the city.

Timing in this event was to the second, the first 3 Fallen Timber of 18.15km had its start control at Warks Road and finished in the Blundells area. stages being in Kowen Forest.

Section 2 of 8.5km saw the Fcrd Escort RS1800 of Colin on 1.49, Clark 2.57, Steve Blair-Ray Stubbies (Stanza) 3 Bond-Fred Gocentas quickest on 1.54, Chris Gabriel- -53, Chris Berry-John Robinson in the T.A. Taylor Yvette Polony, Galant 2.26, the Kippax Garden Centre Datsun 1600 on 3.59 and Grade 4 crew in their first RS2000 of John Sproule-Peter Lambie, followed on ever rally John Lane-Peter Douglas Datsun 1600 down 2.40 and the Road and Rally centre Datsun of Niel 4 minutes. Weston-Peter Berriman dropped 2.49.

An 8.3km stage, "Murrays" was a '79 Castrol revised (may be looking for Ari). on 6.31, Clark 7.50, Peter section, though it was Bond, still car 1 on the road on Johnson-Geoff Jones in a new car — a 2-litre Escort 1.42, Gabriel 1.53, Sproule 2.01, The Marantz- (the ex-David Hughes machine) on 9.45 and Arthur Penmouse Escort of Ed Mulligan-Peter Pattenden 2.10 Jackson-Peter Godden in Trevor Fear's 1600 on 9.20.

with a surprise from the Grade 4 Holden crew, car 68 Special Stage 15 — Sherwoods Initiation of 15.28km of Joan Beath-Max O'Kane. was a totally new stage, never been rallied on before.

The 28.5km Phillip Exhaust Centre Special followed. Bond, still trying hard was the best on 1.47, Gabriel Gabriel was best on 3-08, Clark followed on 4.41 with 2.08, Lindsay Duthic-Paul Hogie in the HELP Galant the Citizen Watches Datsun of Peter Nelson-Graham dropped 3.07 and the Burn Brothers Datsun 1600 Mouleon4.54. 3.19.

A transport-service saw Bond replacing his gearbox Back to Brindabella Road for another service before after a malfunction then it was into Greenhills. the last and longest stage of the event.

Director Chris Headney used many new roads in this This, the "Adelaide Brush Fencing" special used the event (some even caught out Fred) starting with stage 7. first 9km of Warks Road then totally new roads and some old ones in the Pierces Creek area for 42.13kms.

Bond, complete with a new box dropped 3.32, Gabriel 4.26 and Sproule who took out the Phillip Car Clinic-

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Bond brainsnapped or Fred took over, dropping only 2.44, Clark, who is proving to be just as quick or if not quicker than Wayne Bell in his Galant days was next on 6.06. Batten followed on 6.18 and old AJ — 6.34.

A transport back to the ACT Motor Sports Club finally saw the result of Batten winning, but had not Bond had his trouble, he would have won by 9 minutes — the old "if" story again. Surprisingly, of the 44 finishers, four of them, all grade 4 novices finished in the top 15 places.

PROVISIONAL RESULTS

1. M. Batten-S. Owers . (Datsun 1600) 34.56
2. P. Clark-M. Harker (Galant) 36.11
3. E. Mulligan-P. Pattenden (Escort) 41.13
4. S. Blair R. Stubbies (Stanza) 46.18
5. J. Beath-M. O'Kane (Holden) 46.38
6. J. Lane-P. Douglas (Datsun 1600) 47.29
7. C. Berry-J. Robinson (Datsun 1600) 47.30
8. C. Parsons-W. Brocklebank 48.14
9. D. Loader-L. Green (lancer) 49.11
10. D. Robinson-D. Hawsworth (Datsun 1600) 49.39

CSHIP POINTSCORE DRIVERS:

M. Batten 28.5; P. Clarke 23; E- Mulligan 22.5; P. Johnstone 17; D. Loader 11.

NAVIGATORS:

S. Owers 28.5; M. Harker 22; G. Jones 16.5; Mrs. L. Green 13.5; R. Stubbies 13.



Mike and Paul Batten in the 2007 NEC Alpine Rally

Photo — www.hubblephotografix.com

Cooper's Catalina Crown

IN A fitting climax to an exciting day's Rallycross, Barry Cooper, driving his FC Holden 'Taxi', took out the Division One final for the Carrington Cup at Catalina Park on December 2.

Cooper had suffered a blow-out in the semi-final event and finished just ahead of Rick Lea in the Mini. The resulting times put Cooper and Lea at the rear of the grid for the final, behind Gordon Leven (Datsun), Rob Worboys (ex Colin Bond Repco Cortina), Dave Martin (turbocharged Cortina) and Gerry Crown (supercharged Escort).

At the drop of the flag there was the usual first corner flurry, and with a little gentle nudging Cooper charged through the field to take the lead. Despite blinding dust Leven clung to Cooper's tail, the cars actually touching for much of the next four laps.

Leven made his move on the fifth and last lap, the cars rocketing off the Torana jump side by side. Unfortunately for Leven, his Datsun's suspension was damaged when the cars touched just after landing and Cooper went on to win.

Leven battled on to take second, with Worboys third and Crown fourth, while Lea and Martin fell victim to the circuit. Cooper's win, his fourth this season, was completed in a time of 6 min 28.78 sees.

A feature of the day was the appearance of Channel 10 personality, John Cootes, making his Rallycross debut in Gordon Leven's Datsun. Cootes finished third in the Division Two final after squeezing past George Cunningham's V8 Imp on the last lap.

The winner was Mike Kerr, making his first appearance in a P510 Datsun, while second was taken by John Carpenter in the Escort usually driven by Rob Worboys.

The finals were a fitting climax to a day filled with close racing and spectacular action. This last Rallycross event for the season attracted a number of new drivers and cars, promising to provide even more closely competition in 1980.



Ken Lane leads "The Taxi" in one of the prelim events. JEAN-PIERREZAJAC



The Winner - Barry Cooper.



Gordon Leven leads the bunch in his Datsun. JEAN-PIERRE ZAJAC

Heart of the Hunter

Register Run

Saturday 22nd of August

Australian Historic Rally Group

Simple Route Chart Navigation

Mileages listed in Klm's & Miles

A "Must Do" event for ALL car enthusiasts.

ALL Tar Sealed Roads

Come and enjoy some of the best roads the Hunter Valley has to offer.

Start: Southern end Freemans Water Hole Shell Service Station.

From 8am till 9,30am

Finish: Potters Brewery, Wine Country drive Nulkaba.

ENTRY FEE: FREE

A Register Run to clean out the cobwebs from car, driver & navigator. No Route checks or controls or questions.

IMPORTANT : Due to Covid 19 restrictions, cars will start event when they arrive at start location. No scrutineering, No socialising.

Please bring your lunch, shop located at Patterson if interested.

Finish at Potters Brewery, normal Covid hotel restrictions will apply.

Further information; Geoff Thomas BH 49 570999.

ALL C.A.M.S affiliated clubs invited

Unregistered vehicle permits WILL BE accepted.

Historic Registered vehicles encouraged to compete.

VERY IMPORTANT: Please contact club via e-mail address with notification to drive in Register Run. Drivers license only requirement. NO entries from Sydney Covid Hot Spots please.

secretary.ahrg@gmail.com

18/08/20

2020 CRC Events Calendar.

CRC meetings are usually held at the Denistone Sports Club, 59 Chatham Rd, West Ryde at 8.00pm sharp.

Date	Event - CC indicates CRC championship event	Note	Contact
21-6-20	AROCA Tour D'Course CC	Cancelled due to COVID - 19	Alan Walker – 0432 511 709
23-6-20	C.R.C. Meeting	Cancelled due to COVID - 19	
3-7-20	F.F.F.F.	Cancelled due to COVID - 19	
28-7-20	C.R.C. Meeting	Cancelled due to COVID - 19	
7-8-20	F.F.F.F.	Cancelled due to COVID - 19	
25-8-20	C.R.C. Meeting	Cancelled due to COVID - 19	
30-8-20	Sheep Station Rally	Cancelled due to COVID - 19	Jon Mansell – 0467 632 735
4-9-20	F.F.F.F.	Cancelled due to COVID - 19	
22-9-20	C.R.C. Meeting	Cancelled due to COVID - 19	
26-9-20	The Shoalhaven Shuffle	Cancelled due to COVID - 19	Tony Norman – 0402 759 811
2-10-20	F.F.F.F.	Cancelled due to COVID - 19	
9-10-20	Free drinks at John's place.	Not really...	
17-10-20	18-10-20 Alpine Classic CC	Cancelled due to COVID - 19	Phillip Stead – 0412 805 122 Graham Pettit – 0403 308 752
27-10-20	C.R.C. Meeting	Cancelled due to COVID - 19	
6-11-20	F.F.F.F.	Cancelled due to COVID - 19	
24-11-20	CRC Annual General Meeting	Cancelled due to COVID - 19	
T.B.C.	CRC Annual Presentation and Christmas Party.	Cancelled due to COVID - 19	

Thanks to John Cooper, Paul Morton