



Rally Directions

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

September 2020

Issue 09

Dates to remember

- When we can go rallying again
- Magazine deadline October 20

STOP PRESS

BREAKING NEWS

CRC GENERAL MEETING BACK ON !

SEPTEMBER MEETING

22nd SEPT 2020

NEW VENUE

STRATHFIELD GOLF CLUB

52 Weeroona Road, Strathfield.

Large new modern Covid compliant venue

Two levels of undercover basement secure parking/ lifts to foyer to sign in.

Bistro open from 5.30, reserved only for CRC people,

\$20 per head set menu, choice of meals/free tea and coffee with meal.

Full Bar Service

Turn the page to read about;

- John's Jabber
- First rally report in Rally Directions
- John Bryson— A Rally Living Legend
by Jeff Whitten
- 1996 Even Green Memorial Rally
- 1967 Launch of Morris 1100S by Des White
- Notice Board
- **Sheep Wash Social Picnic Run**

Classic Rally Club Officers and Contacts 2020

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John's Jabber

Hi Everyone, it's that time again where I sit down at the computer and say Hi to you all and spread the happenings and news of the Classic Rally Club in Rally Directions, the magazine that now doesn't bring any rally reports. Why? because there are no rallies, that's why. So,

sit back and enjoy your read of the magazine with everything old and a little bit of new news. Stop looking for your Championship point score because they won't be back out until next year when we can hopefully kick off with some sort of normality (whatever that will be) and hit the road together to enjoy our sport of Classic Rallying. We have been working on a full calendar for 2021, so let's hope things have improved enough to start up your engines, dust of the highlighters, find the roamer that's fallen under the seat and then go for it. Sounds good doesn't it?

Not a lot to report this month, not like last month where I had to break the news and bite the bullet to cancel everything for 2020. If you didn't catch my Jabber in the August edition of Rally Directions I suggest you go back and read it to get all the Covid-19 news, where the club is heading this year and why we are sitting the year out. Everything you need to know about the Covid-19 situation regarding the CRC was hopefully explained in some sort of understandable detail. I do hope you are all keeping safe and healthy and making the most of these unprecedented times we are living through. Due to the Covid-19 Sweet Caroline is also cancelled - there will be no touching hands, reaching out, touching me, touching you.

Jonathon and Tina Mansell have requested if we could have a social organised drive to get us out in our cars and have a social distancing picnic. I have agreed to them going ahead to arrange a BYO picnic day and the details should be elsewhere in this mag, would be great to catch up for a drive and picnic lunch. Don't forget Chris our Editor is always looking for material and photos for the magazine, we say this every month, how about contributing?

Congratulations to Brian Foster who, as Navigator for Tony Quinn, has just recently won the Targa Great Barrier Reef Rally up in Cairns QLD in the "Local Legends" Nissan Skyline GTR, well done Brian.

Well as you can read I am struggling to fill up much

space with my Jabber, so hopefully will see you all real soon, stay safe and be kind to each other, (I think that's an old John Laws saying) and after my recent rehab for addiction to the Hokey Pokey I've now turned myself around.

Bye for now

JOHN COOPER

President

PS

The CRC Committee are pleased to announce our new meeting venue, which we have inspected and was made most welcome by the Strathfield Golf Club management and catering. We are invited to make full use of their new \$25million renovated club facilities. The club is fully up to speed with all the Covid regulations and large enough to house our numbers and are still able to maintain our regular fourth Tuesday of the month time slot. The MG Car Club and Jaguar Drivers Club have already taken advantage of Strathfield Golf Club holding their meetings here, as has the Council of Motor Clubs commencing this month with their meeting. We were very impressed with our meeting and tour of all the club's facilities which are all offered to us including storage area, a microphone that works, all the mod cons for screening photos or videos, the return of the FFFF, a suitable venue for the First Friday Free Fling with an area set aside for us and full restaurant menu, rally car display areas, weekend BBQ's breakfasts, social drive day / rally start and finishes. It has easy access at the traffic lights into Weeroona Road off Centenary Drive at the eastern end entrance to Rookwood Cemetery. The Bistro is closed to the public on Tuesday nights and will be open just for our CRC people. There is a set menu at \$20 per head and choice of set meals, changing each month, free tea and coffee with the bistro open from 5.30pm giving plenty of time for catch up natter. The new meeting time will be 7.45, giving you more time to grab a drink or coffee before we leave. Social membership is offered very cheaply and is suggested to support the club and you can get a discount on your beverages. These modern club facilities are very partner/ spouse suitable. So, let's get your clad rags on, polish your shoes, straighten your tie and make the effort to get along this coming Tuesday the 22nd to have a meeting get together/ catch up, and I will see you all there. Can you all respond to the club's email you will receive to register numbers (not compulsory but desirable) only joking about the tie.

NOTICE BOARD



The Motorsport Australia Board has unanimously elected Andrew Fraser as President from 1 January 2021, following the impending retirement of current President Andrew Papadopoulos.

[Papadopoulos announced his retirement yesterday](#), to take effect on 31 December 2020. In accordance with Motorsport Australia's Constitution, the Board fills the casual vacancy before the next scheduled election is held in October 2021.

A lifelong motorsport fan whose family has been in the motor vehicle industry for generations, Fraser has significant sports governance experience, including as a former Commissioner of the Australian Sports Commission. Previously he has served in executive and governance roles in rugby league in Australia and New Zealand. A former Deputy Premier and Treasurer of Queensland, he is also currently the Chair of Sunsuper and Orange Sky Australia.

He was appointed to the Motorsport Australia Board in 2019.

"I'm honoured to have the unanimous support of Motorsport Australia to serve as President and Chair," Fraser said.

"Firstly, I want to acknowledge Andrew Papadopoulos' extraordinary contribution to motorsport and I look forward to working with him during the transition period as I complete his term.

"I want to thank him for facilitating the succession in the best interests of Motorsport Australia, an organisation I know he loves and will continue to support upon his retirement from the Board.

"Like many organisations, and many sporting bodies, Motorsport Australia is facing a range of challenges as we deal with the consequences of the ongoing pandemic. What won't change however, is our focus on growing our sport and focusing on safety for all our participants, officials and fans.

"I am committed to growing our grassroots events. Now is the time to focus on our own backyard to ensure we have the fundamentals in place for the future."

Following Fraser's appointment as President, the Board will appoint a replacement Director to fill Fraser's existing director role in the coming months, when that position becomes vacant on 1 January 2021.



Dear Classic Rally Club Team!

I hope this email finds you all safe and well during these strange times! J

I'm Lauren from the Amber Lounge Group, based here in Monaco who specialise in producing unforgettable and unique VIP experiences in every location of Motorsports. It is lovely to e-meet you!

I hope you don't mind me reaching out to you, I was curious to see if you may have any Classic Rally Club members that are enthusiasts about classic cars and would be interested to attend the Monaco Historique Grand Prix in 2021. It will take place over the weekend of 24th and 25th of April 2021 in Monte Carlo, Monaco.

I would love to share some more information on what we can offer your members so if you are interested to know more about our services, please do let me know and I will happily send across our e-brochure.

I hope you have a fantastic day and I am looking forward to hearing from you soon,

Best Wishes

Lauren

Lauren Green

Lifestyle & Travel Manager

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For a video of this years Heart of the Hunter go to www.yellowduckmotorsport.com click on rallies, drop down menu, click on 2020.

Jim Pope

Sheep-Wash Social Picnic Run



- Tired of Lockdown?
- Tired of mowing the lawn twice every weekend?
- Tired of being told to go out in the back yard and play?
- Tired of cleaning the stove just to break the boredom?



Just when you thought 2020 couldn't get any worse, along comes the Sheep-Wash Social Picnic Run. Yes, this social outing brought to you by the same people that gave you:

- Sheep on a rope
- Sheep & Chong – Up in Wool
And who could forget
- Tie a Yellow Sheep around the Old Oak Tree

Yes polish up the classic or your pride and joy for the third time this week because you're finally allowed to go out for a drive in the country side.

When? Date: 25th October (Sunday)

- First car on the road at 9am.... ish

Starting in Tropical Picton, you will be travelling through the Wollondilly and Wingecarribee Shires to an undisclosed place for a leisurely lunch with like-minded individuals and Classic Rally Club members then continuing on to an end of day point for afternoon tea.

Lunch: Please bring picnic and/or BBQ food, refreshments etc.

Afternoon Tea: Please bring what you require.

Tea, coffee & bottled water supplied by Sheep-Wash Team throughout the day

Route Instructions and Questions supplied for each car.

Please be Covid aware and practice social distancing
Please supply your own masks, hand sanitizer and wipes as you require.

Please contact Jon & Tina via email for more information:

- rally@drivetekmotorsport.com
- message us via Facebook



Clipping from Rally Directions January 1995

A report on the first rally organised by the Club in 1995

VIGIL Classic RALLY CAR DAY is a HUGE SUCCESS.

The Classic Rally Clubs' first outdoor event on Sunday 15th January, was extremely well attended with 50 cars participating. all the right answers they copped maximum mileage penalties.

With sponsorship from VGL Insurance Brokers, all cars boasted numbers and prize winners were presented with certificates of achievement. Invitations were sent to a number of clubs to share the run and the most enthusiastic response came from the Sprite Club. Also invited were past entrants and officials of the Repco Mountain Rally.

WIMPS & MASOCHISTS

The navigation section was split into two sections. The Experts (Motoring Masochists) and the Novices (Wimpy Woosers) covered mostly the same route but the degree of difficulty meant that the Novices all arrived before the first of the Experts. The Novices were asked a total of 10 questions along a route which took them to Megalong Valley Farm via Penrith, Castlereigh, Agnes Banks, Springwood, Cliff Drive at Katoomba and Blackheath.

The results were based on loss of points with the distance travelled being used to settle ties in all cases.

With 6 crews able to get all questions, distance travelled sorted out the places with shortest distance winning. First was the Triumph 2000 crewed by Gwyn Mullholland and Helen Mullholland with a distance of 88 km.

Next up: the Ford Escort Twin Cam crewed by James Turner & Mathew Chisholm with 90.3 km, the MGB of Julian & Dianne Beville Anderson on 109 km, the Holden Rodeo of Geoff & Trisha Mills on 134 km. Bad luck for Adrian Walmsley and Daniel Schofield, whose odometers were not working. As they could not prove they travelled by the shortest route although having

AMAZING DISTANCES

Some people covered some amazing distances but we won't mention Christines' name.... The Experts had quite a few cars on the ideal distance with 8 cars within 5km of the ideal 170 km for the longer route as above but via Luddenham.

However the winning crew of Ian & Wendy Gibbs in their Sprite scored 28 out of a possible 32 points. This was composed of 20 questions and 3 controls @ 4 points each. The Gibbs were the only ones to score 28 and covered 208 km overall.

There were 3 other crews on 27 points, namely: the MGB of Brian Cooper with 169.6 km, the Morris Major of John & son Joel Cooper on 170.06 km, the Morgan 4/4 of Mark Alchin, Peter Bedwell & Brooke Alchin on 170.20 I guess it is fair to say that they were all equal second in reality as they undoubtedly covered the same route but the distance was the only way of separating them!

Four other crews were on 26 points, Tony Kanak & Kathleen Plimsoll (Jensen Interceptor), Terry Thompson & John Pearson, (Nissan Sktline - Boo Hiss), Michael Gunnell & Scott Austin (MGA 1600), Richard & Leone Johnston (Holden Bloodyfastmobile).

On 25 points by themselves was Doug & Marilyn Henderson in the Escort Mexico that Doug is taking on the Mobil 1 Round Australia Rally in May.

As Director, I was rather glad that I had a clear winner but was slightly surprised that we did not have any entrant get all of the questions. Most crews were

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under 200 km so generally they were pretty close to the mark with a high standard of map reading.

NAVIGATION PROBLEMS

Quite a few did not get the double entry into the second control as they had to enter the intersection at Castlereagh "to the North" and "from the North" which means of course that you must enter from the South and the North. The second entry is made by going around the block to get there by the shortest mapped route! You may not of course cross over the rally route or go against the traffic but joining the route is quite permissible in the same direction so loops are OK. This was not realised by some crews although the rules were written on the instruction sheet.

Several other crews got the booby prize as they did not look at the other side of the sheet, it having route instructions on one side and questions on the other. Well I suppose you live and learn and they will not do that again!

Several Navigators were gnashing their teeth (yes you John!) when they lost a point for answering "Residential Land" to what is sold here as simply "Land" or "Building blocks" may have been an educated guess.

AMUSING ANSWERS

Some amusing answers were received for "What drives poor Pussy away?" Big Dogs and Bridgestones were NOT the correct answer, a bloody great big sign that said "Pussy Repellant" was the correct answer but no one wrote it down although at least one crew said they saw it but did not think to write it down.

The purpose of the event was to make crews think and not get too lost. I think that it achieved this and gave them a bit of an insight into what goes into making up a simple event that will produce a clear winner.

PICNIC DISPLAY

The Picnic Display at the Megalong Valley Farm

seemed to go down well. I was too busy scoring to take much notice. However we awarded certificates to Mike Gunnell (MGA), William Whight (Reliant Scimitar) and Jim Madden (Lancia Aurelia) for having the best presented Rally Cars.

MOTORKHANA

The more enthusiastic then turned their attention to the Motorkhana which took place at the Horse Gymkhana ground about 1 km down the road. Peter Edwards (Laser TX-3 4WD) narrowly beat Jim Pope (Mini) and third was Ian Gibbs (Sprite) who, with Wendy, won the Experts Navigation. Given the placings achieved, the Gibbs were the true Champions of the VIGIL Classic Rally Car Day. They have won a \$50 voucher, redeemable at the Wheels Bookshop, courtesy of VGL Insurance Brokers.

All place getters named in the article who did not receive their prize certificate on the day will be able to claim them at the meeting below.

MAGAZINES

No full magazine this month as we have had a Christmas break with very little happening apart from the Rally Car Day. The editor looks forward to receiving your article for the next magazine!

NEXT MEETING of the Classic Rally Club

Probably tomorrow if you get this on Monday. It will be at 8.00 pm. Tuesday 24th January 1995. At the Crows Nest Club, Hayberry St, Crows Nest.

BE THERE!

All guests welcome!

Meetings are usually short with plenty of car chat and usually a video of a great past rally.

Reprinted Courtesy Jeff Whitten— RallySport Magazine

Written by Jeff Whitten on June 1, 2011

John Bryson: a rallying living legend

The term "Living Legend" tends to be a little overdone these days but somebody would have great difficulty in convincing me that the term was misplaced when talking of legendary rally competitor, John Bryson. Mention Bryson's name these days and those 'in the know' will immediately associate him with many other great names in rallying - Andrew Cowan, Roger Clark, Evan Green, Ken Tubman, Barry Ferguson, Doug Stewart and so on.

Jeff Whitten takes up the story.

In his heyday one of Australia's most capable and experienced competitors on both sides of the car, John Bryson has probably had more successes in his 44-year competition history in a wide variety of events than almost any other rally competitor.

Need proof? His record of outright wins and significant placings in the Southern Cross Rally (three wins), the 1968 and 1977 London-Sydney Marathons, the London - Brighton Veteran Car Run, the Mallee Desert Rally, the Papua-New Guinea Safari, 1979 Repco Round Australia Trial, Total Economy Run, the BP Rally, the ARC, the New Caledonia Safari, the Peking to Paris, the London-Sahara-Munich World Cup Rally and the Trial to the Nile, stand as testament not only to his love of the sport but to his amazing ability. His epic journey in a Leyland P76 through the Sahara Desert with the late Evan Green must also go down as one of the rides of his life. Rapidly approaching retirement, Bryson may have slowed down a little but the rallying fire in his belly is still very much a-flame.

Although most of the events that he has contested in his long career are memorable, the young Bryson first came to real prominence in 1972 when he was chosen by the crack Mitsubishi rally team in Japan to guide Scotsman, Andrew Cowan, in the Southern Cross Rally which was based in Port Macquarie at a time when

there was increasing interest in Australian endurance rallies. Chosen for his record of being a top-class navigator and a great tactician, Bryson teamed up with Cowan as senior navigator for its team to record Mitsubishi's first Australian rally win, leading a classy field of works, semi-works and privateer cars home in their Colt Galant.

Working perfectly as a team, the pair went on to repeat their victory in both the 1972 and 1973 'Crosses, driving a Lancer with full factory support from Japan. Despite concerted efforts from other factory teams, particularly Datsun and Holden, the wily Scot and the laconic Aussie recorded decisive victories and were widely recognised as being an unbeatable combination. That they established star status both here and in Japan is not surprising.

Mitsubishi's participation in motorsport and in particular, rallying, can be indirectly attributed to John Bryson. It was a result of Doug Stewart's fourth outright in the 1964 Ampol Trial that caused Mitsubishi to think about entering one of their Colt 1000's, a small family car with transverse leaf front suspension and column gearshift, in an Australian endurance event for evaluation. Stewart teamed with Bryson to enter the Colt in the 12/12 Mountain Rally, an event which they won outright by more than seven minutes. Their win was the first for Mitsubishi outside Japan, the factory so pleased with the result that Stewart was asked to evaluate the next model Colt, the 1100. Two cars were tested over an 8,000 mile course and stood up to the conditions so well that they were handed over to be used as rally cars. One was used in competition by Doug Stewart who had as navigators Barry Lloyd and Bryson at different times, the other by Colin Bond and Brian Hope. With testing proving successful, factory-prepared Colts were

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entered for the 1968 Southern Cross Rally, marking Mitsubishi's first step into international rallying. When Andrew Cowan and Bryson won the 'Cross in 1972 in a Galant, Mitsubishi's rallying career really began in earnest. Although he's probably not so bold as to take credit for it, it was partly as a result of Bryson's expertise that the Japanese manufacturer, from that moment on, became such a dominant force in rallying worldwide.

Much of Bryson's reputation can be attributed to his navigational skills, map reading ability and "office management", but he was equally proficient on both sides of the car. No doubt when Mitsubishi were looking for an accomplished all-rounder to accompany Cowan, Bryson would have been on top of their list. As well as having amassed around 180 trophies for his navigating abilities, the Bryson trophy cabinet has even more trophies for driving - 188! If that's not enough, the list of cars that he's competed in, either as a driver or a navigator is like a "Who's Who" of makes. That's not surprising considering Bryson often contested 50 events or more each year, such was his fascination with rallying and motorsport.

Always a little unconventional, perhaps a touch eccentric, Bryson really had the media working overtime during the 1979 Repco Round Australia Trial when he decided to marry his long-time navigator, Sonia Kable-Cumming, at Broken Hill during the event. It was hardly the best time to get married (they weren't to experience their wedding night until they arrived in Perth 48 hours later) but it was an opportunity that guaranteed them media coverage. Competitors had just two hours to service their cars and grab a bit of rest before they were on the road again, but Bryson's date with his bride was made even more perilous when their turbocharged Mk.2 Escort in which they were competing, broke an accelerator cable and speared off into the scrub on the first stage out of Melbourne. The car nevertheless made it to Broken Hill, with its occupants, in time for the ceremony. As long-time friend and rally companion, the late Evan Green, once said: "Bryson is to navigating what 'Gelignite' Jack Murray was to driving - he does outlandish things, sometimes purely for

effect, but usually for a more serious purpose'.

The young John Bryson grew up in far north western Queensland on a sheep and cattle station, an upbringing that obviously whet his appetite for 'the great outdoors'. He was educated at Brisbane Boys College and went on to become a Civil Engineer, seeing service in the Australian Regular Army when just 18, and spending four years in Japan and one in Korea. Early in his life he became interested in car rallies and trials and took leave from his civil engineering career to work as a journalist for the Sydney Sun newspaper so he could participate in long-distance car rallies. His army experience taught him all about map reading and, more importantly, survival in harsh conditions. The stint at the Sun was followed by a spell at the Daily Telegraph and Modern Motor, his first assignment for Modern Motor was his report on the 1964 Ampol Trial. His time with these organisations was a very rewarding one and he met a number of rally competitors with whom he was later to forge a strong friendship. He credits his introduction to motorsport to Evan Goodwin, who was not only an excellent driver but imparted much of his navigational knowledge on Bryson. "He was the epitome of the average club member who passed the love of rallying on to me," Bryson said. "Then Max Winkless and Jack Forrest re-inforced on me that rallying is a sport, even when sponsorship is involved. I still believe that today although many people tend to forget that fact. The aim of the game is always sport and enjoyment."

One of these friends was Evan Green, a journalist, motor racing commentator, rally driver, car preparer and long-distance rally fanatic. Green and Bryson teamed up to compete in a number of events both here and overseas, including the Australian Rally Championship, the Rally of New Zealand, the New Caledonia Safari and the 1977 London to Sydney Marathon in which they finished 10th outright and won their class in a Range Rover. However their biggest single effort was taking a Leyland P76 V8 on the London - Sahara - Munich World Cup Rally in 1973, the dramatic story of which has been told in that fabulous book "A Bootful of Right Arms." At the time

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Bryson was running a motorsport equipment outlet at Roseville, a Sydney suburb, and had a number of contacts in the sport who he was able to call on to assist with the building of the P76 and the financing of the project.

When Bryson and Green teamed to enter this event, they had only been together as a team for one season, but Green was impressed enough with Bryson's ability to know there was no-one better to share this epic with. Bryson's never-say-die attitude and his unorthodox but successful methods of achieving success at all costs, were one trait Green admired in his navigator. "An example of his unorthodoxy occurred in a NSW rally when John was riding with another driver when a stone broke their windscreen," Green tells in "A Bootful of Right Arms".

"They were driving without a windscreen when, on a tight section, a farmer in a truck pulled out of a paddock and drove down the road in front of them. The road was narrow and the farmer, being a typical bush motorist, was reluctant to glance in his rear view mirror, so he blocked the road and prevented the rally car from passing. Dust and stones were pelting into the cabin, horn blowing and light flashing had no effect. At a slow pace, the farmer continued to block the road, unaware of the car behind." Instructing his driver to pull up as close as he could to the back of the truck, Bryson climbed through the windscreen and onto the car's bonnet then leaped onto the back of the truck and poked his head through the driver's window. "Excuse me," he said, "but would you mind pulling over?" The startled driver did, as Bryson jumped back into the car and took off.

Bryson's career is best remembered for his navigating and co-driving abilities but despite his expertise in those areas, he is a driver of some repute as well. His mounts have included the mundane and the exotic - from an FB Holden through to a 1934 Wolseley Hornet and a Rover 90. Other mounts have included an Alfetta GT, Aston Martin DB6, Morris Cooper'S', Ford Escort BDA, Mazdas, Peugeots, Falcons, Cortinas, Volkswagens, Volvos and a Subaru FF1100 which he describes as 'better than a Cooper'S'.

Having ridden with so many drivers in his long career,

Bryson has no hesitation in naming Andrew Cowan as the best driver he has been with, an opinion gained no doubt from partnering the Scotsman to three Southern Cross Rally wins. "Cowan is closely followed by Doug Stewart, Gerry Crown, Roger Clark, Barry Ferguson, Evan Green and Brian Hilton," he says. "Roger Clark was certainly the fastest driver I'd been with but I felt safer with Green, Stewart and Crown."

His opinion of the cars he has co-driven vary enormously, as you might expect, dependent on the types of events the cars were being used in. "For long distance events, the Leyland P76 we used in the London-Sahara-Munich World Cup Rally was without doubt the best car for that event; for twisty stuff I'd go for the Lancia Stratos (he navigated for former waterski star, Ron Marks, in a Stratos some years ago). I love the LA Lancer for club events but it needs a good driver to get good results. I think a big horsepower, rally prepared Escort is the way to go."

Having competed in so many car trials and rallies over the years, you'd get the impression that John Bryson would have little time for anything else, but that's far from the case. His personal high points include being President of the North Shore Sporting Car Club, an honorary member of the Thornleigh Car Club in Sydney, and President of the NSW-based Society of Advanced Motorists for a 10 year period. His rallying career has also seen him, often with wife Sonja, who he credits as being the best navigator ever to share a car with him, officialing, directing and administering hundreds of car club events throughout Australia. He and Sonja were the inaugural road directors and route selectors for the highly-successful "Camp Quality Capers" which not only raised considerable sums of money for children with cancer, but introduced many people to rallying at a higher level.

Retirement? That's not on Bryson's mind just yet - there is still plenty of unfinished business to attend to before then. Although John and Sonja, with sons Matthew and Graham, are wrapt in their huge self-built sandstone home they have built in the hills north of Sydney, the call of the bush will see them back on a rural property when it is time for him to retire from his

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job as construction engineer with Hornsby Shire Council.

As far as motorsport events are concerned, there's no retirement on the horizon just yet. He and Gerry Crown (of Crown and Andrews board game fame) plan on entering the 'Camera Mediterrana' from San — Tropez to Tunis in April 2005, driving Crown's EH Repco Holden that they used in the Peking to Paris. Then, of course, Bryson is preparing to run a four-state event in 2006 at the request of a number of European competitors to bring them "Down Under" and give them a three week tour of significant parts of Australia with some serious regularity-style rallying as well. This event will be run through the Classic Rally Club because John sees classic rallying as the only way for most enthusiasts to enjoy affordable rallying.

One gets the impression that there will always be events for Bryson to enter in years to come. And if those events look like drying up, then he'll most likely create his own events for others to enjoy. John Bryson is one of Australia's rallying legends yet he doesn't wear this badge on his sleeve, preferring to let others think of him as one of rallying's most successful pioneers. There is so much more to the John Bryson story that this article has not even touched on - it would take many thousands more words to do that - so perhaps the book that he is writing might somehow fill that void.

Though a large majority of Australia's current rally competitors may have never heard his name, his achievements stand in the record books for all to see. Not too many of those competitors will ever achieve the dizzy heights of success that he can lay claim to. People like him are undoubtedly one of a kind.

Bryson's major events:

- Rally New Zealand
- Australian Rally Championship rounds
- Grand Prix Rally
- Criterium d' Antibes
- Esso 500 (Winner)
- 1970 Ampol Trial

- Mountain Rally (Winner)
- Mini Monte (2nd.)
- NSW Clubman Series (second twice)
- New Caledonian Safari
- London to Brighton Run
- Total Economy Run (Class win)
- 1979 Repco Round Australia Trial
- Jaamtlands Rally, Sweden.
- Southern Cross Rally (3 wins)
- Peking to Paris
- Trial to the Nile
- Redex Re-run
- 1964 Ampol Trial
- 1968 London - Sydney Marathon
- Round Australia in under 6 days.
- S.A. ARC round
- Papua-New Guinea Safari (Winner)
- World Cup Rally
- Mallee Desert Rally
- 1977 London - Sydney Marathon (10th.)
- BP Rally

In addition to the above major events, John Bryson has competed in hundreds of other rallies, trials, hillclimbs, club events, motorkhanas etc. since 1961.

FOOTNOTE:

The Brysons are avid collectors of classic rally cars that they will ultimately get around to restoring. The list includes a rather special Mk.1 Cortina for stage-type events, a couple of Mercedes Fintails (a 220 and a 300) and Sonja's 3.5 Rover-engined Triumph Stag. In addition there's a collection of "gunner" cars "that we're gunner get around to restoring one day" - the World Cup Leyland P76, two Cortina GT500s, a Galant two-door, a Morris 1100'S' and a 998cc Mini Cooper "which is why I need to quickly retire to a country property and start restoration", Bryson adds.

NO RAIN ON THIS PARADE

Story: CHARNIE NINNESS

GREY skies and rain did nothing to dampen the spirits of drivers taking part in yesterday's Evan Green Memorial Rally which finished in Maitland around 5pm.

The rally was in memory of the journalist, author and motoring guru who began his career at The Maitland Mercury in 1954 and died in March after a long battle with cancer.

"The rain and a bit of mud thrown in is exactly what he would have ordered," said rally director Hal Moloney.

"The weather really worked in our favour — there was no dust problem and the wet day kept the tourists off the road."

Mr Green's widow, Yolanta, played a role in the rally which Mr Moloney said may become an annual event.

"It's highly likely that may be the case with the history of the place and the Ken Tubman "(references)," he

said.

About 40 cars took part in the event, which departed Wisemans Ferry at 10.30am, and the front-runners arrived in Maitland shortly after 3 pm.

The cars assembled in Maitland Park for the afternoon and browsers could look over MGs, Renaults, Leyland P76s, BMWs, Morris Majors and other entries.

Drivers from Newcastle, Sydney and the Blue Mountains entered their vehicles in the event, in which the winning entry was decided by the closest to average time.

"The real objective is to get the cars out there to have a run," Mr Moloney said.

"We go to out-of-the-way places and the drivers must keep to the speed limit.

"They play ducks and drakes a bit to try and affect the medium time and we all quite enjoyed it."



■ Brian Cooper (driver) and John Cooper (navigator), of Penrith, in Maitland yesterday for the finish of the Evan Green Memorial Rally.

Clipping from

RACING CAR NEWS, October, 1967

Dear Mr. Abbott,

Please forgive me for troubling you at this time, as I know you and your workers at Zetland are busy on lots of new models for our market, but I feel I just have to tell you what some of your workers got up to while you were in England.

I don't know if they told you, but it seems your entire staff moved to Surfers Paradise, and what's more they took most of the pre-release stock of new 1100 'S' cars and damned well all the prototype automatic Minis with them. Somehow they managed to entice the bulk of our motoring press to this resort too. Perhaps THEY came for the sunshine, perhaps they had heard about a recent press conference there when some of THEIR fellows got into trouble. Not at Surfers, mind you, but when they got home!

I must put you right on this matter first. No one, absolutely no-one, was led astray. Some may have stumbled, but of course, they would have anyway regardless of the precautions. It was a real pity you missed the conference, you always manage to stir the journos into comment. Everyone sort of went to sleep without you. If the conference was dull, then the hangover wasn't. That trials driver fellow who seems to work for you managed to con everyone into a test of the new cars.

This trial run turned out to be just that, a bloody trial. I happened to climb into an 1100 'S' with Mr. Stahl, and I had been giddy in the head since long before breakfast. Hell, Mr. Abbott, a bloke would have to be real gone in the top to indulge in this sort of thing so early on a Saturday morning. Everything was going OK 'til we got into a real horror bit down behind Terranora. We were supposed to average under 40 m.p.h. over this old cattle track and we were thirteenth car away.

Mr. Stahl did his best with your 1100 'S' and somehow we were fifth car into the next control, only five minutes early. I believe only one other car was on

time, and one was 27 minutes late. You can tell which car Mr. Stahl drove, as the rear hub caps were all knocked in, 'cause mostly when he drives on dirt, the back wheels spend most of their time looking at the front wheels instead of following them!

This pace was really exciting, and your fellows were right when they said the run was for fun. I was laughing so much that I got sick. The first time was terrible 'cause I didn't have time to undo the seat-belt first. When I climbed back in through the window Mr. Stahl said my hair looked funny. I couldn't see out of my left eye, either, as I had forgotten to close it before the big moment.

I only got sick once more, but nobody saw me, and we were able to get some water to wash the car too. However, when we got to the lunch stop, everyone knew about it, but only "Romsey Quints" was really sympathetic, 'cause he knows that, no matter what you eat, "it always comes up like diced carrots and tomato peel." He must get sick too.

We didn't win the trial because Mr. Stahl lost points for being early. We only came second, but it certainly did show us what we can expect from your 1100 'S'. I always did like it before, but now it certainly has a lot more punch and seems to be by far the best little sedan around.

Really, I hope it sells well for years and years, and I hope you don't have to change anything for a long while. If you do change anything, couldn't you just tell us all by letter or something. And please, if you have to go to England again, please take some of your fellows with you, or at least see that they stay in Sydney and let us find our own trouble.

Like I said earlier, I hate to trouble you, but I thought I'd best tell you the real facts of THAT week-end. Hope I feel better soon.

Regards,

Des White

15/09/20

2020 CRC Events Calendar.

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

NOTE: Venue may change due to COVID-19 restrictions

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	New Venue	See front cover
26-9-20	The Shoalhaven Shuffle	Cancelled due to COVID - 19	Tony Norman – 0402 759 811
2-10-20	F.F.F.F.	TBA	
9-10-20	Free drinks at John's place.	Not really....	
25-10-20	Sheep Wash Social	Social Run	Jon Mansell rally@drivetekmotorsport.com
27-10-20	C.R.C. Meeting	TBA	
6-11-20	F.F.F.F.	TBA	
24-11-20	CRC Annual General Meeting	TBA	
T.B.C.	CRC Annual Presentation and Christmas Party.	TBA	

Thanks to John Cooper, Jon Mansell