



# Rally Directions

December 2020

Issue #12

Dates to remember

- Unofficial meeting January 26
- Magazine deadline February 16

*The official Organ of the Classic Rally Club Inc.  
(Affiliated with Motorsport Australia)*



## MERRY CHRISTMAS

## HAPPY NEW YEAR 2021



**Turn the page to read about:**

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## Classic Rally Club Officers and Contacts 2021

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Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
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Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774



## John's December Jabber

Ho Ho Ho, Merry Christmas. Here is the December Rally Directions just to finish off what would have to be the most unusual year we have ever encountered. Only one club rally for the year and one social picnic run, with over half our general meetings cancelled as well. The biggest and best news to come out of 2020 was the unexpected change of our meeting venue, from Denistone to Strathfield, which has proved very welcoming and pleasing to our members, with great meals, great facilities, and plenty of room to accommodate us all. By the way there is no December meeting, but we are back there in January to kick off the new year and hopefully put Corona, Covid-19 well and truly behind us. Remember when we were kids and rolled tyres down hills for fun, they were Good years.

The November meeting went well and was well attended, with the Annual General Meeting included in the agenda, with all the 2020 committee and representatives being re-elected and re-appointed to carry on for 2021. All their reports are in last month's magazine if you missed them. Again, I would like to thank all of those who that kept the Club's wheels turning, if not somewhat slowly, but still running a very successful and people friendly rally organisation. Thank you to all the members that re-appointed me as President for another year to lead us into 2021. We are always looking for ideas for improvement, suggestions, or new events from members to enhance or cater for your expectations with the Classic rally Club, either with our rallies, our magazine, our meetings, or our social activities, not to mention suggestions for interesting guest speakers at our club meetings. Let me know your thoughts.

Friday Night Flings have returned (FFFF), with the third one at Strathfield this month. We had another good roll up of around 20, socialising. But with Covid restrictions being relaxed and Christmas parties being had, the Golf Club was quite busy with many guests. The lounge and bistro areas were fully booked but we were able to gather in the sportsman lounge area, a little spread out but musical tables and chairs helped us all catch up for a chat and a feed, not to mention a

Christmas drink. There is no January FFFF but our unofficial General Meeting returns in January on Tuesday the 26<sup>th</sup>. Then get ready to start your engines again for our first 2021 rally with the HRC Dave Johnson Historic Rally on the 21<sup>st</sup> February. We will be looking for magazine articles to kick off the new year, send your stories, photos off to Chris over Christmas, tell us what Santa brought you, if we don't receive any stories then we can all assume you weren't behaving well for Santa. For those of you that are good with words, here's a fun fact, nothing starts with N and ends with G.

We have set our Club Membership fees for 2021 to reflect the no club activity during 2020 due to the pandemic virus. Returning current financial members, singles fee \$10, Family \$15 with new memberships remaining as pre pre-Covid at \$45 single and \$65 Family. Membership fees are now due, so get online and renew with Glen ASAP to help make his job run smoothly.

I have started an alternate event calendar for all car related events other than our CRC events, (well ones I know about at this time). They may be of some interest to you and our wide membership base that are involved with other car clubs or organisations that may attract your attention or interest to get along to or follow. If you would like to add to this list send a note off to Chris our Editor for inclusion, may also include your local cars and coffee turnouts that may be able to get more CRC people there.

Well, goodbye and good riddance to 2020, and let's say hello 2021 with high expectations, it has to be better than this year. So ends another year without me becoming unexpectedly rich. May you and your families and friends all have a Merry Christmas, please stay safe and healthy, and I'm sure it will be a Happier New Year.

Christmas Cheers from  
John and Wendy  
President and First Lady



Starting and finishing from the Mittagong RSL Club, the Dave Johnson Historic Navigation Assembly will be run over 300kms and is open to:

- Masters and Apprentice crews who will have OLD maps to comply with and about 15kms of gravel.
- Tour and Social crews who will enjoy a fully route charted drive over sealed roads.
- The entry fee is \$100.00 which does NOT include lunches, but will include tea or coffee, cold drinks & water at lunch venue
- Competitors to supply own lunch & snacks.
- There will be NO Registration at the start venue, all registration will be online.
- First car starts at 8.30am with an expected finish of 4:30pm approx
- The Mittagong RSL Club will be open for breakfast from 6.00am (pending Covid restrictions)

The Historic Rally Club of NSW and ACT would like to extend a warm invitation to ALL Car Clubs to join us.

Dave Johnson, our former Club President, has been an inspiration to many over the years, and along with fellow club member Barry Ferguson, they are rallying's royals. We are honoured Dave is allowing the club to name this event after him.

The Supp Regs and Entry Form will be listed on the Historic Rally Club and Classic Rally Club Websites and Facebook pages.

<http://hrcnsw.org.au/>

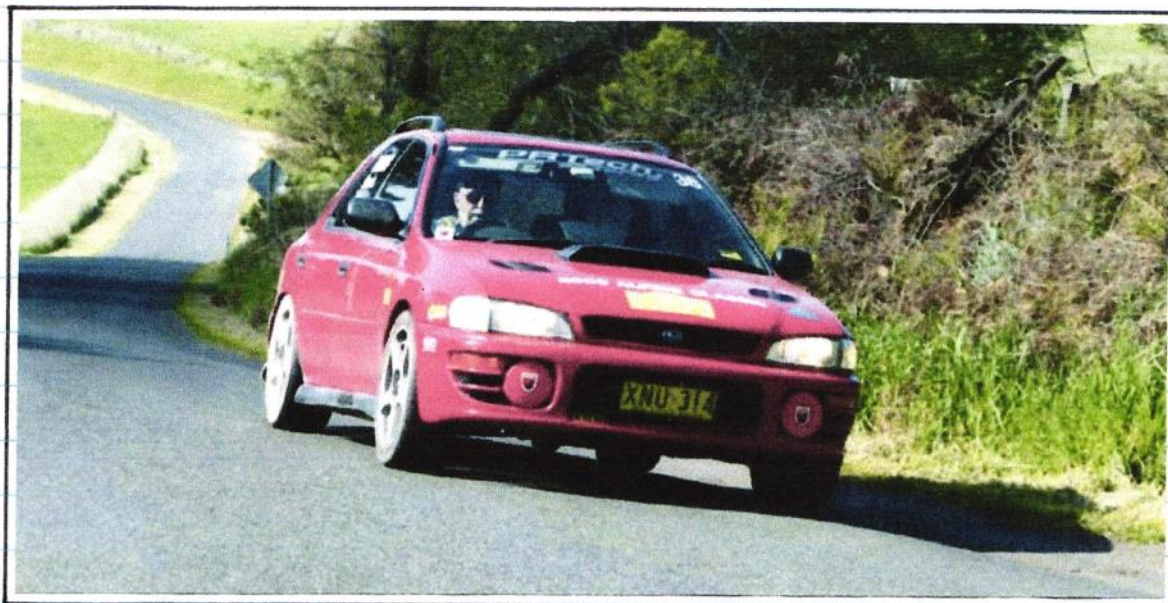
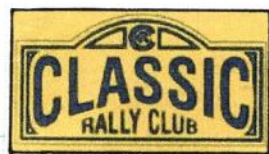
<https://www.classicrallyclub.com.au>

Mal Sinfield and Arthur Evans .....

For more information email [hrc@leyton.com.au](mailto:hrc@leyton.com.au)







## THE SHOALHAVEN SHUFFLE - SATURDAY 27th MARCH.

- THE EVENT WILL START AT THE HUNGRY JACKS OUTLET LOCATED AT HAYWARDS BAY. IT IS ACCESSED OFF THE PRINCES HIGHWAY APPROX. 90 MINS SOUTH OF SYDNEY. THE FINISH WILL BE AT GREYS BEACH RESERVE, NORTH NOWRA.
- IT IS ANTICIPATED THAT THE SUPPLEMENTARY REGULATIONS AND ENTRY FORM WILL BE AVAILABLE ON THE CRC WEBSITE BY MID-FEBRUARY.
- UPON RECEIPT OF YOUR ENTRY FORM AND EVENT FEE PAYMENT YOU WILL BE SENT THE FOLLOWING DOCUMENTS BY POST TO THE COMPETITORS ADDRESS AS LISTED ON THE ENTRY FORM - PLEASE PROVIDE YOUR BEST MAILING ADDRESS.
  1. ENTRY CONFIRMATION IDENTIFYING YOUR CHOSEN CATEGORY AND CAR NO. DETAILS OF REGISTRATION TIMES WILL BE PROVIDED TOGETHER WITH ANY COVID-19 REQUIREMENTS AS DETERMINED BY MOTORSPORT AUSTRALIA AND THE NSW STATE GOVERNMENT CURRENT AT THE TIME OF ISSUE.
  2. SCRUTINEERING FORM - FOR MASTERS, APPRENTICE AND TOUR ENTRIES. REFER TO CLAUSE 3.2 IN THE SUPP. REGS. FOR FURTHER DETAILS.
- WITH THE FLUID NATURE OF COVID-19 REGULATIONS THERE MAY BE NEW OR AMENDED REQUIREMENTS AS AT THE EVENT DATE. IF POSSIBLE THESE WILL BE CONFIRMED DURING THE WEEK PRIOR TO THE EVENT DATE. A VIRTUAL CREW BRIEFING MAY ALSO BE ISSUED AT THIS TIME.

**TONY NORMAN - EVENT DIRECTOR 0402 759 811 or 4293 1574**

# NOTICE BOARD



## Donation Thankyou

The following is a response to the CRC donation we made on behalf of the Dux's from proceeds from her last raffle at the Alpine Classic.

I am writing to you to let you know that because of your wonderful donation you gave the Stanthorpe Rural Fire Brigade Group we have been able to fit out every truck in the group with a mobile Phone Extender . Because Stanthorpe phone reception is very bad we sometimes find ourselves in situations where we cannot make contact with the outside world . Radios don't always work satisfactorily and there are occasions when we need to talk to some in the Incident Control which is not something that can be broadcasted .

As we have 14 trucks in the Group and each truck fit out was \$1400 average you can see your donation was of great significance .

We wish you and your family a very Happy & Safe Christmas ,and Hopefully 2021 will be a wonderful year for us and the rest of the World .James(( Mass )

J.T.Massey OAM

Deputy Group Officer,

Treasurer ,

Stanthorpe RFB

[Group.stanthorperfbgroup@gmail.com](mailto:Group.stanthorperfbgroup@gmail.com)

Ph. 0427159957



# KEN TAYLOR'S SERVICE STATION STRATHFIELD

MIKE BATTEN/STEVE OWERS

*Congratulates*



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Prices subject to alteration when current stocks depleted

**'PHONE — MIKE BATTEN — KEN TAYLOR — PAUL NUDD**  
 YEARS in Rallying                      8                      12                      5

9 ALBERT RD., STRATHFIELD NSW 2135 — (02) 76-8136 OPEN 7 DAYS 6 am - Midnight



# The Great Tarmac Rally 2020. Marysville, Victoria.

Marysville, a small town in the Yarra Valley, in Victoria, is the gateway to the Lake Mountain Alpine Resort and the starting point for the Great Tarmac Rally 2020. The history of the town goes back to the 1800's as a stopping point on the Yarra Track on route to the Upper Goulburn Goldfields; with the February 2009 Black Saturday bushfires bringing the town to its unfortunate historical prominence and the town's almost total destruction, with 90% of the towns buildings destroyed.

Today the reconstruction of the town continues with the new buildings created in sympathy with the area and the town's past history. The people continue to return with the population slowly increasing. Tourism remains the towns prime industry with the winter snow sports of cross- country skiing and snow play giving a huge income boost to the township and this weekend we have The Great Tarmac Rally 2020. The first tarmac rally for the year that has been easily accessible to all rallying enthusiasts during this pandemic year of 2020. Translated that means the state borders are opened.

YEAH!



Ready to rally. Check out the mask

Day one: Thursday 03.12.2020

Our last leg into Marysville for the Great Tarmac Rally, Victoria having opened up its borders just in time for the Navin/ Evans Team to have a go so, at 05.00 am

we set off for Victoria. Our last leg into Marysville and so far, all had been good with the tow car and the trailer, the red Mazda RX 7 looking very comfortable strapped onto the metal bed of the trailer. We were making good time having stopped at the boy's favourite breakfast place in Yass. The playlist was on and Shane and Glenn were ticking off the artists who were now dead. Well, you had to do something whilst driving to Marysville!

Then, ahead was a big rig stopped in the middle of the road with all its lights on. There had just been an accident with two cars not looking too good but every one appeared safe, thankfully. We drove on and had just commenced the windy, mountain accent up the Euroa Merton road when there was trouble...a flat trailer tyre. It was shredded. How? Did we pick up some rubbish from the accident site? Who knows? Anybody's guess. But what ever it was, it had shredded through the tyre wall.

Bugger!



Fixing the flat

Shane managed to pull over safely and check it out. Out came the safety triangles, the safety jackets, the jack and the spare to get the job done. The wheel was replaced within the hour whilst the kookaburras in the old gum trees laughed the entire time. We were then on our way to Marysville with a detour to Alexandra to get a new spare tyre. When we pulled up at the

(Continued on page 9)



Alexandra Tyrepower the guys came out very interested in the Mazda and stories of a collection of VW Beetles; I was allowed to by one now I have a collection sixteen.

Day two: Friday 04.12.2020. Recce.

Australian Tarmac Rallies use a closed, long section of the public road, driving it multiple times with different stop and start points. Targas tend to start at point A driving to point B using different roads with the stages being quite spread out, with long and extended legs. The commonality with both rallies in the competition classes, is that the crews need to be experienced in both driving and navigation as the roads demand that level of respect and attention. All roads are closed off to the public. To assist the crews, it is advisable that the crews do a recce of the course. In the Great Tarmac Rally 2020 at Marysville, Victoria there were 41 entrants in the Competition Class and 23 entrants in the Tour Division, 64 cars all up. A big boost for the tourism of this area and a great entry list for The Australian Tarmac Rally company, running the event, now under new management.

On Friday morning Shane and Glenn with me driving shotgun drove the route for day one using the reconnaissance notes provided. A total of 146 kilometres of tarmac roads covered a route from Marysville to Lake Mountain turn off, Cumberland Junction then to Reefton and the Reefton Spur, the end of Stage 3. We stopped at the iconic Reefton Hotel hopeful of a coffee. The hotel had just changed hands and they were not doing hot drinks.

‘The pub with no coffee’.

We moved onto stage 4 the Reefton stage reversed. Reefton to Cumberland Junction and Cumberland Junction to Marysville. Marysville to Reefton, Stage 6 combined the morning stages making this the iconic stage of the event with Stage 7, Reefton to Marysville the final stage of mixed conditions and terrain. The roads and terrains were described in the notes as flowing sections of road with ever tightening corner after corner and forests and greenery all requiring full concentration with the mindfulness of fatigue required. Reads a bit like the label on a bottle of wine!

*A friendly medium-bodied Shiraz displaying generosity of fruit and a rich balance of flavours, vibrant with a lingering finish.*

Day 2 of the Rally was out to the Eildon area, an area familiar to Shane and Glenn as it is a section used in the Targa High Country run by the other mob, Targa Australia. We had run out of time anyway to recce that section, so having that pre learned knowledge was a plus. The afternoon was spent doing registration, safety checks, getting the rally safe fitted, stickers on the car, the briefing and the dinner all at Rally HQ, the Marysville Golf Club.

Day 3. Saturday 05.12.2020. First day of the Rally.

Whilst Team Navin/ Evans went rallying the roads around Marysville, I drove to Healesville specifically to visit the Healesville Sanctuary, an internationally renowned centre for Australian wildlife. Having lived in Victoria as a child and then again as a mother with two children, at the time, it holds special memories for me. It is a zoo that specialises and breeds Australian native animals and is a haven for sick or injured animals. It was opened in 1934 and although some of the original structures remain, it is now a modern centre attracting loads of visitors per day. I wandered around seeing the animals but was greatly interested in the hospital which was open. The only patient at the time was this huge Monitor lizard. I drove back to Marysville via the Maroondah Dam Gardens another favourite old haunt, still beautiful with the big old English trees.

How did the boys pull up? They finished...not sure where in their class. They were plagued with little dramas of the car but nothing that couldn't be rectified, sort of. Shane wasn't happy with the new electrical steering that was put in. He couldn't work out what was happening. It worked fine in the morning session but in the afternoon the steering was on and off, on and off, resulting in quite a dangerous situation turning into a corner, as Shane had no confidence in it.

Day 4. Sunday 06.12.2020. Second and final day of the rally out to Eildon.

*(Continued on page 10)*

104 kilometres of tarmac roads of varying conditions including blind crests, tight corners, long stages, virtual chicanes and potential road deterioration with possible debris, made the stages challenging, again with the warnings of fatigue and weather changes. The boys drove Mallets Track to Torbrek Station, Torbrek Station to Big River, Gilletts Track to Torbek Station, 15 Mile Track to Mallets Track, Mallets Track to Big River and Gilletts Track back to Eildon.

*Varying road conditions, low tyre temperatures, consistently twisty stages with tight corners, all contributing to fatigue and the need for high concentration.*

Another bottle of wine!

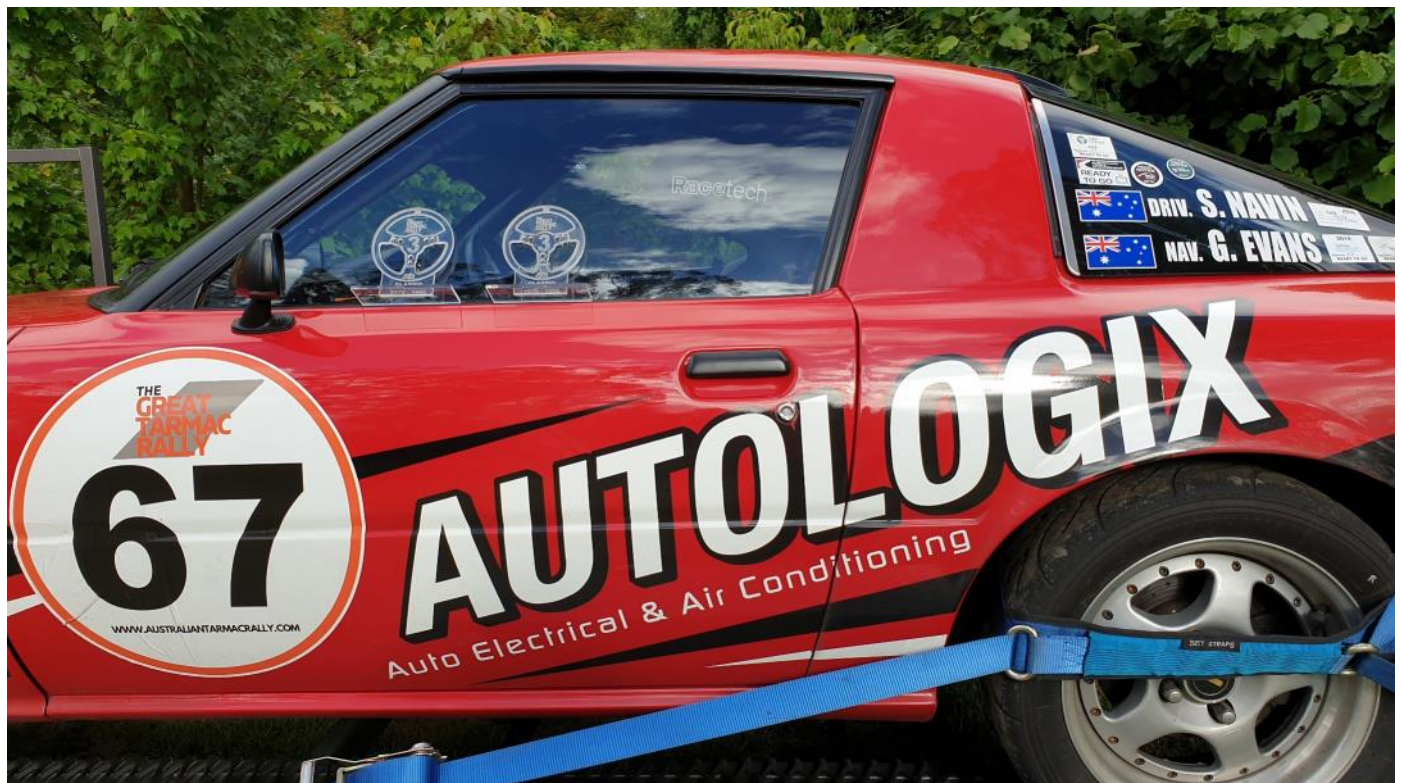
It was 4 o'clock and the competitors had just arrived back to Rally HQ for the award presentations. Shane was very happy, much happier with the car and the drive. Over a drink he explained why. As it had rained on Saturday afternoon and then on part of Sunday, Shane worked out that every time he used the wipers the steering went off. Apparently when the power

steering was installed it was tapped into the power circuit of the wipers. The two couldn't be used at the same time when the wipers were set to intermittent! Go figure! Shane did. He just put the wipers on occasionally in the straight and let the wind and speed deflect the rain on the bends. Simple and it worked.

The Navin/ Evans team came 3<sup>rd</sup> in their class!

Well done team.

**Jen Navin**







# OF CARS AND MEN

THAT SHUFFLING, PRE-NEANDERTHAL, post-prandial retarded refugee from Weight Watchers Anonymous, Steve Cropley, otherwise known laughingly as the Editor of this misbegotten excuse for a magazine, has gone all octagon on us with this issue. For two million, seven hundred thousand and eighty-six pages he has prattled on about the Glorious MG and Days Of Yore. Days Of Yawn, more likely. Cropley, though bearded with something resembling the intestines of a long-dead mattress recently uncovered at Tempe Tip, is actually a beardless youth.

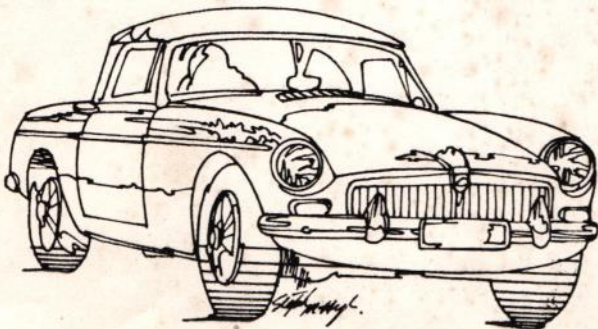
You see, Croppers, oulde tarte, nobody ever told you that when people were actually buying and driving MGs — TCs, Tin Dishes, and Tom Fooleries — I was ecktuallly alive and well, unlike you. So I Can Remember What It Was Like.

Back In Those Days, dummy, MG drivers were regarded as Pooftahs and Dunces.

The men among us drove other things — Rileys (of course . . . genuflect . . . touch forelock), Ford Cussos (roughly equivalent to the GTHO in those days except that attempting to stop it from its top speed was rather like trying to board an EI AI flight with a plastic machine gun under your arm), Bristols (Omigod, there was a car), Armstrong Siddeley Sapphires (or better still, Star Sapphires) or Lancia Aurelia GTs. Things like that.

To me, MGs — yes, I have driven several, Myrtle, tho' never owned one, thank God — are small, toy-like, flimsy devices built for boulevard posers and limp-wristed interior decorators. We had (have) the utmost contempt for them.

Oh, well, TCs *were* admitted to the circle, because with 19in. wheels they took a certain amount of muscle to drive. Mike Kable has owned a superb red one for some years now and when I last drove it it loosened two fillings in my teeth and gave me a hernia of the lower fibula. But it was fun enough.



Like driving a Morgan, it's akin to banging your head against a brick wall — you feel good when you stop.

But TDs? Built for the Septic Tank market, the TD deserved BMC and BMC deserved it. It didn't have enough torque to pull an old lady off a pisspot and used to keep getting blown into the weeds by 2.5 litre Rileys (mainly mine, for I had a vendetta against them) or well-driven Austin A90 Atlantics or Vauxhall Vagabonds (if you don't know what they were, ask your auntie, my little children; she will probably blush and simper and then look far away into the middle distance, As Of Reminiscing About A Moment Of Purple Passion).

And the MGTF? Gawdelpus. It was (and is) prissy, undistinguished of style, and about as quick as a politician asked to take a pay cut. Sure, it had all the changes, like the new Mickey Mouse dash and better seats and wider rims and a bigger mill, but it was pretending to be a square rigger sports car when all the square rigger sports cars (except that bloody Morgan) had long gone. The MGA was far more honest, and to me it is still the best postwar MG, particularly that cranky, nasty, ill-bred bastard of a thing called a Twin-Cam, which nevertheless went like shit off a shiny shovel, and then some. At least the MGA was what it was: An attempt to build a mass-produced, volume sports car cheaply that would appeal to the UK and American markets alike (forget those stupid colonials — they'll buy anything).

About the MGB, the less said the better. It gives me a pain Right Here to see the prices being charged in Sydney's Parramatta Road for these dreadful excuses for badly-made sedans with the roofs removed. Somebody implied to me the other day that they had become a modern classic; if he'd been a member of my club I would have sued him.

You see, we all tend to forget the facts and believe the tinted memories doled out by the editorial writers. The name of MG became synonymous with sports car, and at least it gave us a cheap (and often nasty) sports car. But the Healey 100/4 and the 2.5 Riley and the Lancia Aurelia and the Alfa Giulias and the 401 Bristols and the Swallow Doretts were far, far better cars, and not much dearer on the '50s-style black market.

If I could give you today's equivalent, it would be to compare a Leyland Spridget to an Alfetta — but with far less price difference.

Never mind, my children. Disregard a silly old man who keeps telling you that they don't buildem like they useta. It all started this morning when I looked up the price of a new BMW . . . □



## A Night at the Creek

The chance to see the P2P P76 in action on home soil is rare so when Matt Bryson rang me to invite me out to Western Sydney International Dragway to watch him and his legendary father John compete in the Whiteline Rallysprint series. This was an opportunity not to be missed. The course that comprises the rallysprint circuit incorporates part of the Dragway carpark, access roads and the actual dragstrip. The variety of cars competing is astounding. From full on tarmac rally cars to drift cars, dirt rally cars to pretty stock road cars and amazingly an LS1 powered 80 series Toyota Land Cruiser. Well over a hundred entries in all. The P76 was basically the same as it returned from last year's Peking to Paris Motor Challenge. All Matt did was give it a service and put some old semi slick tyres on. Matt did the driving while John called the corners. Whilst the car was never going to set the world on fire, Matt, John and the P76 acquitted themselves very well finishing mid field in a large field of cars. Unfortunately some drizzle came towards the end of the night running

which while making things interesting, seriously favoured the AWD tarmac rally cars. Despite all this it was great to see Matt, John and the P2P P76 in action. One thing was for certain it surprised quite a few people how quick the big beast goes.

Thanks for the invite Matt and I hope we get to see all 3 of you in action again





# “GO SEE AUSTRALIA”

## COME ON A SAFARI WITH ME

By JOHN COOPER

Just ten years on from when the Beach Boys released the song “Surfin Safari” singing “come on a safari with me” the 1972 Caravan Safari was under way in Australia. With the 2020 Coronavirus, Covid-19 restrictions of travel, lockdowns, border closures and cancellation of our normal rallies here is a rally with a difference from 1972, it might be of interest to a lot of our members and friends of the Classic Rally Club. Those of you that are caravaners, have caravans and can't get away, mobile home owners, campers with tents, etc. I believe

there are quite a few of you amongst us in our ranks, who enjoy getting away for some relaxing enjoyable touring, doing the grey nomad thing with afternoon happy hours. But how many of you would like to combine your caravanning and classic rallying like the 1972 Sun Herald Esso CARAVAN SAFARI? Ron Cooper, our Club's Historic Plate Registrar was there in the thick of it and became the travelling Clerk of Course / Dogs Body for this event.

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Darwin - Tennant Creek - Mount Isa -  
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Surfers Paradise - Grafton - Armidale -  
Newcastle.

Make your own before-and-after assessment. Inspect them before they leave - then see them on their return at The Sun-Herald Caravan and Outdoor Living Show, Sydney Showground, May 31-June 4.

**Sun-Herald Esso**  
**CARAVAN  
SAFARI**

In association with the Australian National Travel Association  
and Associated Securities Limited.

Progress reports in The Sydney Morning Herald, The Sun and The Sun-Herald and on ATN-7's  
"Today" Show.

SMH Sun, April 30, 1972

It all started with Evan Green, well known rally competitor and journalist, who was also a well known public relations expert previously with BMC/British Leyland and connected with Channel 7 with motor sport commentary. He was working at the time as motoring editor for the Sun Herald newspaper, who each year organized and were the main sponsors of the Sydney Caravan and Outdoor Living Show. Being the great ideas man that he was, and his vast travels and knowledge of the Australian outback in long distance rallies and other adventures, he came up with the idea to promote the show and stage a caravan safari, basically a month long around Australia trip to finish at the Sydney showground for display at the start of the caravan show. The ulterior motive also being that he could get sponsors to fund the event and pay Roadsafe International to put the safari on. Roadsafe was a rally based motorsport company set up and operated once British Leyland closed it's competition section. Roadsafe's owners Andrew Cowan, who was home in Scotland, left Evan Green and Gus Staunton to organise and stage the Safari rally, in turn also creating publicity for Roadsafe and more importantly help with some much needed funding to help boost Roadsafe's income.

Being a busy reporter, he enlisted the services of his Roadsafe International partner Gus Staunton as co-Director, the ex British Leyland Competition Manager and well known successful organiser of any type of event going. Gus was handed the brief to put the Safari together just six weeks before they were to start at the opening of the caravan show. He was responsible to set a course, produce the regulations and the road books

(Continued on page 14)

while Evan did the sponsorship deals, arranged for the competitors and entrants and provided the publicity. Evan also enlisted the services of his good friend and regular travelling buddy, Gelignite Jack Murray, who was always up for a drive in the outback. Evan knew that any publicity with Gelignite Jack and the mention of round Australia rallying would get the people's attention, reading all about it in the newspaper and supporting the Caravan show.

Ron Cooper was working for Gus at the time managing the Roadsafe operations out of their Taren Point motorsport factory and was conscripted to help out with putting the road books together, working from Gus's office in Marrickville, Sydney. Ron had only just been married to his first wife Sandy at the end of February and not long back at work after his honeymoon holiday. Christine Cole, a very good rally driver and navigator who was driving the Roadsafe Mini in Rallycross at the time, was sent off south, travelling the Snowy Mountains, Melbourne, Adelaide loop to recce and formulate road book notes and distances and relay them back to the office. Upon her return Gus had to take off to do the centre, northern and eastern sections, driving a Holden utility with a Pickaback Caravan unit attached that Evan had supplied through his connections.

Remember some of Gus Staunton's past experience was that he was the foundation President of the Morris 850 Car Club, ( now known as The Mini Car Club of NSW ). He had masterminded three previous Mini Monte Rallies and recce'd, organised, and coordinated all the service notes, personal and spares for the Australian leg of the 1968 London to Sydney marathon for the BMC Austin 1800 teams. He ran the Catalina Rallycross for Channel 7 TV coverage and coordinated the British Leyland rally teams and the Young Lions racing car programme. Gus was very familiar with areas and roads around Ayers Rock, Alice Springs, Central Queensland, and the NSW north coast.

Back at the office Ron and Christine transcribed Chris's notes into the finished road book. As time was against them they would do Gus's notes that were partly phoned in along his way. With Gus's meticulous intent for detail, and writing up a lot of his own notes at night along the way the road books were finalised soon after his return, without much fuss and were laid out similar to his London to Sydney notes. An awful lot of planning, organising and recce miles were put into the month of March and early April, with the first public publicity newspaper article going to press on the 16th of April, two weeks before the schedule start. Evan wrote the following in the Sun Herald, "know your way around Australia, our aim of the Safari is to prove that some of Australia's more remote but spectacular areas are readily accessible to tourists".

The headlines in Evan Green's "Motor World " column read, "Record Caravan Safari, over 7000 miles," and continued with "The World's longest competitive caravan rally will start in two weeks. It will cover New South Wales, Australian Capital Territory, Victoria, South Australia, the Northern Territory and Queensland. The Safari will start at Bondi Beach Esplanade, scene of the start of many around Australia car rallies on April 30th. It will finish 30 days later at the Sydney Showground, to coincide with the opening of The Sun Herald Caravan and Outdoor Living Show. More than 20 caravans and mobile homes are expected to take part. They will be towed or driven by members of the Caravan Trades and Industries Association. Most people who buy a caravan or mobile home have an ambition to travel around Australia and see their own country, Association members therefore are out to prove a point in this safari. That is their product, made in Australia for the local conditions can tackle a demanding, if scenic, route under competitive conditions. All units will be on display at the Show at the end of the run." It was promoted with the slogan " Go see Australia " theme in a most practical way.

It was believed and stated at the time, that interest in caravanning was growing so much that the Association members believed that 200 to 300 campervans could compete in future events. Once entries closed for 1972

*(Continued on page 15)*



only 17 competitors were entered, mainly all associated with the caravan industry or trade, far short of the predicted 20 plus and a long way short of the future envisaged entries of 200/300. The 1972 event never ran again, it was a one off. Esso gave substantial support to the Safari, a 7,000 gallon Esso fuel tanker accompanied the fleet through the more remote regions of the outback to ensure that no competitor was

# The big van safari line-up

**COMPETITORS in "The Sun-Herald" Esso Caravan Safari, starting at Bondi Beach at 11.30 am today, are:**

- No. 1:** Millard Caravan Sales, Arthur and Gwen Lester, Holden Monaro and Millard 15ft single axle van.
- No. 2:** Tynan's Mobile World, Peter Cray, Michael Tynan and George Cray, Mazda 1800 and Millard 16ft single axle van.
- No. 3:** Pathfinder Pty Ltd, Dick, Norma and Susan Pym, Ford Fairlane and Pathfinder 19ft tandem axle van.
- No. 4:** Coronet Caravans, Ted and Jean Ardini, Ford Falcon and Coronet Princess single axle van.
- No. 5:** Tynan's Mobile World, David and Rita Jackson, Mazda B1600 with Millard Camper Van, competing as a motorised van.
- No. 6:** Volkswagen Australia, Robert and Niree Creed, VW Campmobile motorised van.
- No. 7:** Freeway Camper Co., Edmund Melford and Margot Heald, Toyota Landcruiser with Freeway Camper (slide-in pick up camper) competing as motorised van.
- No. 8:** Cargills Ltd, Miss Diane Gillkam and Mrs Espline, Toyota Corona and Cargills Caravanette single axle tent camper.
- No. 9:** Kara-Kar Trailer, Frank, Diana, Jennifer and Hugh Williams, Morris Marina with Sunwagon tent camper.
- No. 10:** Freeway Camper Co., "Gelignite" Jack Murray and Gordon Abbey, Holden Kingswood 253 V8 utility with Freeway utility camper, competing as motorised van.
- No. 11:** Freeway Camper Co., Steven, Joanne, Lisa and David Mason, Holden one-tonner with Freeway Camper competing as motorised van.
- No. 12:** Millard Caravan Sales, Edward and Gladys Armour, Austin Kimberley with Millard 15ft single axle van.
- No. 13:** Tynan Bros Caravans, John Tynan, Peter Binney, Peter Tynan, Jim Rae, Mazda Capella with Franklin Hunter 15ft single axle van.
- No. 14:** Millard Caravan Sales, Gordon and Hazel Goodwin, Austin Tasman with Millard single axle van.
- No. 15:** Newlands Caravans, Maggie Mackay and Michelle Grogan, Morris Marina with Newlands Campmaster 9ft 6in single axle van.
- No. 16:** Camperman (Vic. start), Leon van Es and Leslie Haglar, Cortina 2-litre with 10ft Micro Van DFG single axle van.
- No. 17:** Cargills Ltd (Vic. start), Tom and Michael O'Brien, Holden HQ with Warley camping trailer single axle tent camper.

stranded without petrol. Esso supplied tyres for the vans and an assortment of Esso products. The company also was there to make a film documentary in colour of the Safari. Will Hagon from British Leyland was also approached by Evan to help with the supply of some vehicles for some of the entrants and provided two Morris Marinas, an Austin Kimberly and an Austin Tasman, fitting them up with tow bars for the safari.

Four categories of caravans would take part, motor homes, collapsible caravans, single axle caravans and tandem axle caravans. Competitors would be set times for each stage of the journey and would lose points on lateness. On special stages they were required to maintain set average speeds and lose points for drifting from the average at timed check points. Other sections included fuel economy stages with results judged on a ton-mile-per-gallon basis. Some driving and maneuvering tests were also included. They would be judged on appearance and condition at the start and finish. The 7,000 mile ( 11,265 km ) route averaged 450 km per day with rest stops at Ayers Rock, Alice Springs, Darwin, Townsville and Surfers Paradise. It would comprise of some bitumen and a variety of road surfaces and conditions, virtually everything a caravaner is likely to encounter in travelling around Australia. Conditions varied from Alpine passes near Mt Kosciusko to sandhills and salt flat country near Lake Eyre, to corrugated rough bull dust in the centre.

Major overnight stops along the route were, Goulburn, Wodonga, Melbourne, Mount Gambier, Adelaide, Wilpena Pound ( Flinders Ranges) Marree, Oodnadatta, Kubjera, Ayers Rock, Alice Springs, Devils Marbles, Mataranka and Darwin. Then onto Katherine River Gorge, Tennant Creek, Mount Isa, Hughenden, Townsville, Mackay, Rockhampton, Maryborough, Surfers Paradise, Armidale and Newcastle. Most stops were at recognised caravan parks, but some like the Devils Marbles north of Alice Springs were roadside stops where the caravaners had to be entirely self-sufficient.





### Bondi Beach Start

**Tynan's Mobile World entrant Peter Cray, Michael Tynan and George Cray. Mazda 1800 and Millard 16ft single axle van.**

**Ron Cooper start control official with dark sports coat. New wife Sandy directly behind him, sunglasses, hand to her face.**

On Sunday the 30th April at 11.30am the first car and van crossed the start line at Bondi Beach, with a massive crowd of onlookers and much fanfare for publicity, heading off to Goulburn for their first stop over. With Gus's involvement with the Morris 850 ( Mini ) Club, he was able to use some of their Club members to do controls around Sydney. CRC members Alan and Pam Watson, then members of the Mini Club, manned a passage control near the railway crossing at Thirlmere. Evan Green being the figurehead of the rally advised Gus a week out from the rally start that they would require an extra travelling official on the run, other than himself, as he would be tied up with numerous publicity matters. Ron Cooper, just recently married, was accosted to the role, and was given Gus's XY Ford Falcon Fairmont station wagon to drive, he was to be in front , behind, or man average speed controls wherever he was required, becoming the travelling Road Manager. With some convincing to his new bride that this was part of his job description working for Gus she agreed to accompany him on the adventure. But, unaccustomed to long distance driving, unforgiving and rough outback conditions she flew home once they made Alice Springs, leaving Ron to carry on on his own. Ron would continue on until Townsville where, under pressure from the home front, flew back to Sydney. Stan Moran flew up to exchange places, leading the safari on the home stretch down the east coast.

*(Continued on page 17)*

Evan was loaned a new HQ Holden Kingswood to use for the safari trip. This would receive good publicity for its performance in his newspaper Motor World column outlining the great power of its V8 308 cubic inch, 5 litre motor. Starting with headlines like, "The Tearaway King of Kingswoods. There is no substitute for cubic inches." He outlined the excellent features of the Kingswood, its reliability and economic features, with a cost of \$3901, including 4 speed gearbox, LSD diff, power assisted front disc brakes, GTS style instrument panel with rev counter, reclining front bucket seats, wider alloy wheels with high performance Dunlop SP sport radials, also the cost included a laminated windscreen and radio. He says in his newspaper article that the 308 Kingswood had been ideal for his 'Wagonmaster' role on the Safari. "I've had to do a lot of shuffling through the field along with Roadsafe's Ron Cooper driving co-director Gus Staunton's Fairmont," he said. Ewan's job had often meant giving the field up to two hours start, making frequent stops for photography, manning intermediate route checkpoints and being first into the night time control points. Such demands require a car with performance and utter reliability. Evan was accompanied on the trip by his two children, Gavin and Lisa, both at the time too young for a drivers licence, but old enough to have a turn behind the wheel in very remote areas, under Evan's experienced watch full tuition.

Gelignite Jack Murray and co-driver Gordon Abbey had a Holden Kingswood 253 V8 utility with a Freeway utility camper attached to it, supplied by Freeway Camper Co, competing in the motorised van class. All along the way Evan and Jack would do local radio broadcasts, mostly being requested to recall his well known antics of blowing up the dunnies on the Around Australia rallies. Excitedly, Jack would tell what he did and then Evan would calmly, in his gentleman's voice, give the reporters the follow up information to Jack's antics. Recalling the event, where it happened and when it was, then he would give the updates on the Safari results, promoting the benefits of caravanning around Australia. Most nights Evan would have to find a telephone to ring into Channel 7, giving just a whole lot of answers. The Morning Show host Patrica Firman and the producers would make up the questions to the prerecorded answers then go to air in her morning segment of the safari report. She asked live questions with Evans dubbed answers as if it was all live. Pat Firman was a well-known model, actress and longtime panelist on Beauty and the Beast and also hosted her own late night Penthouse Show.

Competitors said the roads in the NT around Ayers Rock were a disgrace. Covered in bulldust and shaken by the journey to and from the Rock, they had just completed the most testing run so far on the 7,000 mile journey. The Rock is magnificent but the roads to and from it are in appalling condition they said. The 17 caravans, campers and mobile units had given a graphic demonstration of their strength and durability by traversing it. The local road was in terrible condition, corrugations and pot holes were linked by long patches of deep sand. The Safari encountered the Territory road at the worst time after dry weather and heavy traffic had crumbled graded surfaces. Repair gangs were on the job but they had hundreds of miles to cover. On the road out of Ayers Rock on the way to Alice, with all the potholes, the XY Falcon Ron and Sandy were travelling in suddenly found the complete front dashboard vibrate loose and fall off into their laps. It was quoted by saying "make no mistake, this has been a hard run.

Competitors who eventually reach Sydney on May 31 and put their vehicles on display will have been through a demanding event.

Due to the late call up notice to join the travelling Safari Ron and Sandy's accommodation wasn't well organised or pre planned. Bunking down in whatever was available when they got to the overnight stops from motels, hotels, pubs and even sleeping under the stars, like in Oodnadatta where the open verandah of

*(Continued on page 18)*



the pub was the only thing available. The run from Oodnadatta to the Rock and on to Alice Springs added much drama to the Safari. The caravan being towed by Michelle Grogan and Maggie Mackey rolled in loose sand just north of Oodnadatta. It began to chatter on big corrugations, swayed into deep sand at the end of the road and pitched right over coming to rest on its roof. Miraculously the Morris Marina towing the caravan stayed on its wheels. The girls were unhurt. Just as miraculously the Newland Campmaster caravan was only slightly damaged. Some windows and roof were damaged and dented but otherwise remained structurally sound. The Ford Cortina towing the Camperman entry, a 10 foot single axle Micro van of Leslie Haglon and Leon van Esland, slid into a steel grid post at speed and bent the front wing, also giving the van a good shake up.

The Esso service crew following helped them straighten the car and they were able to continue. These two had been sleeping in their van up until the accident, now damaged they opted to find more comfortable nightly accommodation in more suitable establishments from then on. With an empty van available for these outback nights, lodging was quickly established with Ron and Sandy taking over the sleeping facilities in the vacant van.



**Bondi Beach Start**

**Millard Caravan Sales entrant Arthur and Gwen Lester, Holden Monaro and Millard 15ft single axle van. Even Green on stage with long sleeve shirt. Gus Staunton standing bottom LH corner, short sleeve shirt and large sideburns.**

**Ron Cooper's back, dark suit coat bottom RH corner**

*(Continued on page 19)*

The Holden Monaro of Arthur and Gwen Lester was only reported in the press as a loss of automatic transmission fluid east of Ayers Rock, they didn't want to declare that the Holden's automatic gearbox had ceased to work. It was said they rested for a day waiting for new transmission fluid to arrive (ie. new gearbox.) in their Millard caravan waiting for the oil to be brought to them. The huge 7,000 gallon Esso petrol tanker, reported to be surely the first such vehicle ever to have circled Ayers Rock, damaged its suspension and became stranded for nearly a day just south of Alice Springs, requiring the trailer air bags to be replaced. It had found the horror stretch to the Rock particularly severe. Drivers Joe Kilham and Bill Kemp, two heroes of the event, took five hours to cover 50 miles to Curtin Springs having to refuel the cars. They then had to turn around and drive back over the same roads again.

Most competitors, however, had reached Alice Springs without major troubles. One who had relished the rough roads had been Gelignite Jack Murray in the Holden ute with the Freeway camper on the back. They were the first into Alice more than two hours ahead of schedule. Most of their points lost to date had been due to incorrect answers to most route questions, but what could you expect from the man who filled in his Safari entry form writing "ill health" when asked to nominate his state. Tynan Bros Motors of Sylvania were Caravan dealers and had just recently got into the car dealership with Mazda cars. They thought this would be a good way to promote both their vans and Mazda cars. John Tynan in the Franklin "Hunter" caravan and the Mazda Capella said that they were setting out to prove that a trip like this could be undertaken by the average family car and does not need a large six cylinder or V8 powered car. The Rotary clocked more than 37 miles per gallon in the special economy tests. Car 13, the Mazda Capella, not only carried four people in the car, plus spare fuel, water, wheels and tyres and spares. Not a bad effort and they took out the winner of the single axle caravan category.



**Ron Cooper, outback start control official.  
Tynan Bros. Franklin "Hunter" caravan and Mazda Capella**

Ted Armour driving his Austin Kimberley with a Millard caravan took the length of rope for the 60 foot circle test. The sun had just risen at 7am on an expanse of grassy parkland in Townsville, Northern Queensland. Ted and his wife Gladys as

navigator, tackled the run. It was a "maypole" test used in some car gymkhanas, fastest time wins. The driver was required to hold the rope while driving in a perfect circle. At the other end of the rope was attached a flag located in an up-ended log of wood. In the middle of the rope was a plastic jar to weight the line. If the jar dragged on the ground or the flag and log fell over the driver would lose maximum points. Try doing that sometime next towing your caravan. Millard teammate Albert Goodwin made the fastest time driving an Austin Tasman with a Millard 15 foot caravan attached. The driving tests were one of several types of competition being used in the Safari. Average speed sections where crews were required to maintain a precise average speed and are checked into secret controls, early or late penalties applied at one point per minute. Economy runs, best performance loses no points, second best one point and so on up to a maximum of 10 points. Navigational sections where competitors lose points if they fail to follow a prescribed course. On top of these, each day's run had a set time limit to check in, late time lost points.

*(Continued on page 20)*





**Freeway Camper Co. Steven and Joanne, Lisa and David. Holden one tonner motorised van**

A very young couple driving a Holden One Ton ute, with a Freeway camper mounted on the back, finished the rally without so much as a flat tyre. 21 year old Steven Mason and his wife to be 20 year old Lisa Jane from Kirrawee and their 16 month old daughter would eventually take out the Under 25 year old prize at the finish. The entry of this ute, number 11, and an article in a local newspaper "The Shire Pictorial" lists another crew member David Mason, 17 year old brother to Steven. Now think about this for a minute, 7000 miles in a Holden ute, three adults and one baby, not so squeezey or did someone ride in the camper van, not sure that this would be allowed 50 years ago, maybe not now. A lot of the caravans had suffered either some serious damage or were knocked

around a fair bit, so some of the manufactures and members of the Caravan Traders Association considered it necessary to carry out repairs and freshen the vans up in Queensland before heading off on the easy final leg down the coast to the finish. Some vans required some major works with new windows, doors and panel replacements, while others just needed a tidy up. When the vans were to arrive in Sydney they would not show the true result of the punishment that they had received during the Safari, as it was supposed to portray, "Go See Australia," in a local product that can stand up to the outback conditions.

A series of navigational and driving tests shuffled the lead on the NSW North Coast. At Newcastle the new leader was the Sydney husband and wife combination of Frank and Diana Williams driving a Morris Marina Coupe and towing a Sunwagan tent-camper unit. They had lost a total of 81 points. Frank Williams, an American, who was a shoe manufacturer from Killara, with his wife and two children, were leading in two categories, tent campers and family crews, as well as having the best outright point score. The Williams family had previously lived in Europe for 10 years before coming to Australia. It was said that they had probably had seen more of this country in 20 months than most Australians do in a lifetime. Esso welcomed back the Caravan Safari at the Sydney Showground, saying after 30 days and 7000 miles in the Sun Herald Esso Round Australia Caravan Safari they had all proved their endurance with the reliability of Esso tyres, batteries and a host of Esso products, not to mention Esso fuel and lubricants. They reported all competitors and their products came through with flying colours.

# How they went on the great Caravan Safari

## Official Results

Single axle caravan: No. 13, Tynan Bros. Caravans, J. Tynan, P. Binney, P. Tynan and J. Rae, Mazda Capella/Franklin Hunter van.  
 Tandem axle caravan: No. 3, Pathfinder Pty. Ltd., N., D. and S. Pym, Ford Fairlane.  
 Tent camper: No. 9, Kara-Kar Trailer, F., D., J. and H. Williams, Morris Marina.  
 Mobile unit: No. 6, Volkswagen Australia, R. and N. Creed, Volkswagen Campmobile.  
 Family crew: No. 9, Kara-Kar Trailer, F. and D. Williams and family.  
 Under-25 crew: No. 11, Freeway Camper Co., S., J., L. and D. Mason, Holden.  
 Over-55 crew: No. 14, Millard Caravan Sales, G. and H. Goodwin, Austin Tasman.  
 Open crew: No. 6, Volkswagen Australia, R. and N. Creed.  
 Ladies crew: No. 8, Cargills Ltd., Miss D. Gillham and Mrs. M. Espline, Toyota Corona.

The Caravan Safari was a challenge, designed to show how a group of caravans could Go See Australia - 17 of them for 7,000 miles, over 30 days. A true test, bringing the best out of crew, car and van.

**Sun-Herald Esso**

### CARAVAN SAFARI

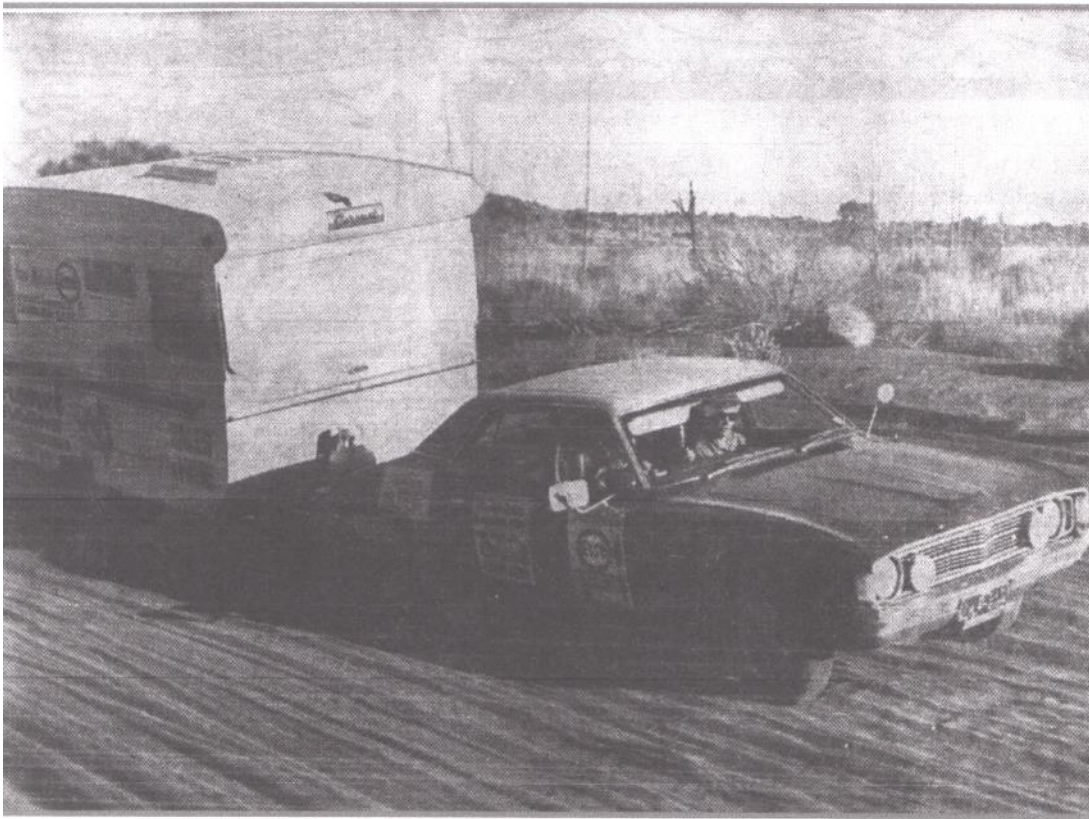
See them at the Caravan & Outdoor Living Show. Sydney Showground, on now until Sunday!

SMH Thur, June 1. 1972

(Continued on page 21)



The Caravan Safari was over with all competitors reaching Sydney in time for the show in some sort of battered, bruised or repaired condition. Happy just to complete and survive a very quick trip around most of Australia using some of our country's toughest, roughest and scenic roads. It's now nearly 50 years ago and caravanning and touring have come a long way since 1972, where caravan construction was not built or designed to the robust standards required and expected of today. Back then vans were most likely made with flimsy lightweight framework with some using timber, steel chassis, little if any insulation, weak axles and leaf spring suspension, sparse timber plywood/ laminex interiors, fittings appliances and foam bedding, canvasannexe with wooden tent poles, guy robes and tent pegs. Most of these survivors, like our classic cars, are now considered collectable and valuable in the classic/vintage and retro caravan scene. Not like today's off road, luxury, super heavy duty modern vans and motorhomes. Most come with electric brakes, reversing cameras, complete with hot and cold running water , toilets, laundry and showers, with the catchment poop pump out, air conditioning, large refrigerators and freezers, microwave oven, flat screen television, wifi, roll out annexes, outdoor roll out gas BBQ and kitchen, and even expandable and retractable sides for extra interior space.

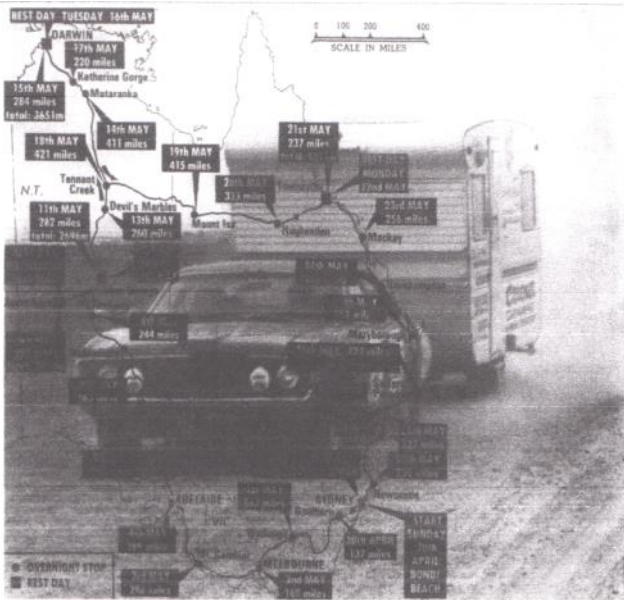


**SMH Sun, May 28.  
1972**

**Pathfinder Pty Ltd Dick,  
Norman and Susan Pym  
Ford Fairlane and  
Pathfinder 19ft tandem  
axle van.**

Were Australian's a bit tougher 50 years ago? Toileting in the bush, showering at the local show ground or concrete blockwork caravan amenities block, usually with no hot water, cooking on the open fire with the camp oven, warm beer and wine, hoping to find ice for the esky at the next servo, no satellite or mobile phones, communications by postcard, letter, pay phone box or telegram if it was urgent, The fax machine and computer were not even invented then, either was the microwave. But after 50 years one thing is still true today and remains the same, we all still would like to get out to "Go See Australia," the sights, scenic views, country towns and the welcoming people. It's a bit like our Classic Rallies of today, driving the backroads and experiencing our Country and State. The roads have certainly improved for access to the places the Safari visited and endured the rough conditions of 1972.

*(Continued on page 22)*



## Welcome home!

They arrive back in Sydney today—the hardy travellers who braved the Sun-Herald Esso Caravan Safari and saw it through to the end. **Today** you can watch them complete their epic 7,000-mile journey. **Tomorrow** you can talk to them and examine their vehicles and vans at The Sun-Herald Caravan and Outdoor Living Show. These are the first men, women and machines to take part in such a safari. See how they all stood the test!



Co-sponsored by A.S.L., financiers to the caravan industry.

**Where to see them today**  
(Approximate areas—they'll be travelling at intervals of a few minutes).  
**Belmont, Newcastle**—leaving Gaytime Caravan Park, 9 a.m., taking Pacific Highway and Newcastle Expressway.  
**Hornsby**—12.30 p.m.  
**Sydney Harbour Bridge**—1.15 p.m.  
**Sydney Showground** (Driver Avenue)—1.30 p.m.

**OPENS TOMORROW—SYDNEY SHOWGROUND**

WEDNESDAY TO FRIDAY: 11 A.M.—10 P.M.  
SATURDAY: 9 A.M.—10 P.M.  
SUNDAY: 10 A.M.—9 P.M.  
Adults 60c, Children 14 and under 20c, Inside Car Parking 40c

# The Sun-Herald

## NATIONAL CARAVAN & OUTDOOR LIVING SHOW



8718

SMH Tue, May 30, 1972

massive vans, motorhomes or just camping out in your pop up trailer or lightweight tent, enjoying the happy hour with a cold beverage, looking back on the good old days, smiling of what was possible back then. With the current avoidance of travelling overseas to other countries continuing for a while yet, and not practical or safe to travel there for some time, maybe the slogan is today as good as it was 50 years ago,

## "GO SEE AUSTRALIA"



SMH Sun, June 4 1972

Tynan's Mobile World David and Rita Jackson.

Mazda B1600 with Millard camper van.

(Continued on page 23)





CHANGING A "FLAT" — Robert and Niree C-eed changing a tyre in the Volkswagen Australia Campmobile (No 6) somewhere in the Never Never during "The Sun-Herald" Esso marathon safari, which ends on Tuesday at the Showground.

*This article has been written using some information from The Sydney Sun Herald Newspaper, including photos and editorial from Evan Green's column Motor World, faded memories from Ron Cooper and some poetic license from the author.*

We don't have to pussy-foot around to prove that...



**BEATS 'EM ALL!**



...in the tyre-destroying 10,000-mile CARAVAN SAFARI

**\* TYNAN MOTORS — 1st, 2nd and 3rd OUTRIGHT!**

**New** . . . Just arrived from Germany — the very latest steel "SUPERMETALLIC" and "70" Series Radial Tyres. These all-new tyres embody all the advanced design features you expect from a superior brand of radial tyre.

AVAILABLE FROM SPECIALISED DEALERS  
IN ALL STATES



RADIAL 440



70-SERIES



RADIAL 441E



From the Australian Distributors  
of World Famous VEITH  
Road, Rally and Truck Tyres

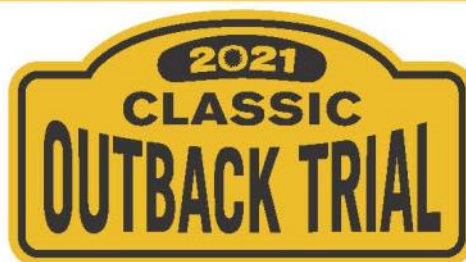
**KOGARAH TYRE SERVICE**

131 PRINCES HIGHWAY, KOGARAH (PO BOX 111, KOGARAH 2217)  
TELEPHONE: 587-3366 587-3347

**STOP PRESS!**

VEITH shows the way home again — in the "Amoco-Rotary" Rally of Condobolin: 1st Outright — Tynan Motors, Graham Thompson/Wayne Gregson (Mazda R100 Rotary).

## AN ULTIMATE GRAVEL RALLY



### ***EVENT OUTLINE AND GENERAL INFORMATION***

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The 2021 Classic Outback Trial is a motoring event combining 7 day gravel Special Stage Rally, a Regularity Rally and a Tagalong Tour.

The event will start in the NSW Central West City of Parkes on Sunday 7th March and finish in the Regional City of Bathurst on Saturday 13 March.

Each of the three components of the event have been specifically designed and tailored for great involvement, satisfaction and enjoyment of the intending participants.

Planning is well advanced and fields in each component part are filling up.

Classic Outback Trial has prepared a number of comprehensive documents detailing the current preparedness of the event and is intended specifically for Competitors, Officials, Participants and Support Personnel.

We encourage you to click through to our website using the following shortcuts for further specific information:

**COT21 Rally** - Event Outline and Information is at  
<https://classicoutbacktrial.com.au/cot21-rally-event-outline-and-information/>

**COT21 Regularity** - Event Outline and Information is at  
<https://classicoutbacktrial.com.au/cot21-regularity-event-outline-and-information/>

**COT21 Tagalong Tour information** is at  
<https://classicoutbacktrial.com.au/cot-2020-tagalong-tour/>

For additional information or any enquiries about the Classic Outback Trial, please visit the website at <https://classicoutbacktrial.com.au/>

or contact:

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Website <https://classicoutbacktrial.com.au/>



1/1/21

## 2021 CRC Events Calendar.

CRC meetings are usually held at the Strathfield Golf Club, 52 Weeroona Rd, Strathfield at 8.00pm sharp.

Date/s	Event - CC indicates CRC championship event	Note	Contact
26-1-21	Unofficial CRC Meeting	Strathfield GC	
5-2-21	F.F.F.F.	Strathfield GC	
<u>21-2-21</u>	<u>Dave Johnson Historic (HRC) CC</u>	Navigational Assembly	Mal Sinfield - 0405 803 222
23-2-21	CRC Meeting	Strathfield GC	
5-3-21	F.F.F.F.	Strathfield GC	
23-3-21	CRC Meeting	Strathfield GC	
<u>27-3-21</u>	<u>Shoalhaven Shuffle CC</u>	Navigational Assembly	Tony Norman— 0402 759 811
2-4-21	F.F.F.F.	Strathfield GC	
27-4-21	C.R.C. Meeting	Strathfield GC	
7-5-21	F.F.F.F.	Strathfield GC	
16-5-21	<u>Sheep Station Rally CC</u>	Navigational Assembly	Jon Mansell - 0467 632 735
25-5-21	C.R.C. Meeting	Strathfield GC	
4-6-21	F.F.F.F.	Strathfield GC	
22-6-21	C.R.C. Meeting	Strathfield GC	
20-6-21	Tour d' Course (AROCA) CC	Navigational Assembly	Alan Walker - 0432 511 709
2-7-21	F.F.F.F.	Strathfield GC	
27-7-21	C.R.C. Meeting	Strathfield GC	
6-8-21	F.F.F.F.	Strathfield GC	
24-8-21	C.R.C. Meeting	Strathfield GC	
3-9-21	F.F.F.F.	Strathfield GC	
4-9-21	5-9-21 <u>Alpine Classic CC</u>	TRE.	Phillip Stead - 0412 805 122 Graham Pettit - 0403 308 752
28-9-21	C.R.C. Meeting	Strathfield GC	
1-10-21	F.F.F.F.	Strathfield GC	
26-10-21	C.R.C. Meeting	Strathfield GC	
5-11-21	F.F.F.F.	Strathfield GC	
23-11-21	CRC Annual General Meeting	Strathfield GC	
TBC	CRC Annual Presentation and Christmas Party.	TBC	John Cooper

1/1/21

## 2021 Alternate Events Calendar.

The following events may be of interest to some members—it is not a complete list

Date/s		Event	Note	Event Details/Contact
	5-2-21	Targa High Country		Tarmac event
	13-2-21	Mt Baw Baw Sprint		Tarmac event
7-3-21	14-3-21	Classic Outback Trial	Parks/Orange/ Bathurst	Gravel event
24-3-21	27-3-21	Adelaide Targa rally		Tarmac event
19-4-21	24-4-21	Targa Tasmania	Tasmania	Tarmac event
1-5-21	2-5-21	60 Years Mini Downunder	Rosehill Gardens	Mini Car Club
15-7-21	17-7-21	Black Stump Rally	North Coast	HRC
?	?-8-21	Shannons Eastern Creek Display	SMSP	CMC
28-10-21	7-11-21	Perth to Sydney Marathon Rerun		Laurie Mason
2-12-21	5-12-21	Alpine Rally of East Gippsland	Victoria	HRA

Thanks to John Cooper, Jen Navin, Heather Dux