



# Rally Directions

February 2023

Issue #02

Dates to remember

- Next meeting February 28
- Magazine deadline March 21

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



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- CRC Event Calendar

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

## Classic Rally Club Officers and Contacts 2021

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Peter Thomson		(02) 9419 5774



## John's Jabber

Hi everyone, we are off to a flying start for 2023. It's February already and with the likelihood of no Covid interruptions we can look forward to a year of events, either ours or other car associated events without any cancellations or postponements. As far

as organising and planning, I would say we are back to some sort of normality. A big shout out to those Club members, their partners and families that either have some health and medical issues at present, we all wish you a speedy recovery and get well soon.

The year kicked off with the January informal General Meeting with the Robbie Panetta Hawaiian shirt theme night. A reasonable size gathering with the majority partaking in the desired dress code adding that little bit of fun to the night. This is something that Robbie always likes about our Club and has now become an annual thing. It will be back again next January, probably here before you blink. Our next meeting will be February 28th, same place, same time, I'm looking for suggestions (still) for interesting guest speakers to come along. Send me your ideas and their contact details.



A big thank you to our new Competition Secretary Jon Mansell for getting the ball rolling early in the year and hold a Rally Directors Meeting for any interested people, held on the morning of the 4th February at Mittagong RSL

(something that I have had intentions to do for the past few years without much success). This was followed with a Navigation school aimed at the Apprentice level crews. For such short notice it was all pretty well attended. More follow up Director's Forums, CRC going forward discussions and more Navigation Tutoring schools will be held throughout the year. It was all very informative with a lot of follow up ideas needing attention. Thanks again Jon, well put together, great venue, nice lunch break and a lot to think about and take action on.

One of the main things of discussion is the Motorsport licence fees required for our events. You now need to have a speed license, around \$130 each, to run in Masters, Apprentices and Tour, with Social Tour not requiring a Licence. Our type of motor sport has been grouped in with all the other speed and rally events. We run our events on public roads with a road licence, a fully road registered vehicle and insurance, at the posted speed limits and no timing (barring the Alpine Classic). We believe this type of licensing is one of the main reasons killing off our members wanting to do any form of navigation, even Tour. A lot of family crews are up for \$300 before entry fees or overnight accommodation costs and most are dropping down to Social which is killing off our Club Championship awards as Social doesn't have scoring or allocated points towards our Championships. This is also a big problem when members are only available for one or two events throughout the year. It is a major hurdle when trying to get new members or new entrants to come and try and join in, only to be discouraged by the prospect of paying for a speed licence before they even know if they want to come back again.

Jonathon has been engaged to formulate a bit of a business plan to approach both Motorsport Australia and AASA re this matter and investigate other options for running our events under a AASA permit, who have indicated that we do not need a licence system. Stay tuned. Jonathon has a lot of work to do. A few other things to come out of our discussions. We are looking to get new people that may be interested in running a Club event. Starting with maybe a fun run or a social outing and learning from the existing organisers about running a rally. They can form a pool of people to do separate jobs, like being the Event Secretary handling all the computer entry list work to take some of the



workload of the Director and still be able to enter the event. Having an early bird discounted entry fee to help Directors know they will have enough numbers and get entries in earlier than the usual one week before. We require more promotion within our Club and amongst other clubs. Have our members promote our events to other Clubs they may belong to. Everyone is invited to come along to our second Forum with your ideas, hopefully planned for sometime after the Analogue rally in April or in May, Stay tuned for the date to be advised. Let us know if you want to include another Navigation school.

A thoroughly enjoyable rally with different instruction ideas. A very well organised rally and run by a small group. Congratulations to Martin, who was assessed on the event and gained his Motorsport Australia Event Command qualifications. Entry numbers were a little disappointing, but that's an issue we are working on. So, if you missed this one Martin thinks he will be running another big one in similar areas in 2025. Thanks to everyone involved and all the Officials.

Looking forward to the next rally being hosted by The Historic Rally Club, The Cootamundra Trial. Tony Norman's Analogue Run, a one dayer after that. Wendy and I will be heading off on another road trip during June and July. We are going up to Cape York , Cove Peninsula, Darwin and back through Birdsville, all in my trusty Falcon Ute. I might be buying a new boomerang up there in Arnhem Land, but I'm not sure how to throw the old one out.

Regards,

*John Cooper*

President

**Classic Rally Club NSW**



**The Perth to Sydney rerun Cooma control banner now in the Cooma car museum**

I believe that the people living in Dubai wouldn't understand the humour in the Flintstones, but I bet the people in Abu Dhabi Do.

Last weekend we kicked off with Martin Lever and Andrew Inglis hosting the Ire of Man TT, a two day rally in new territory, starting in Canberra, with an informal dinner get-together on Friday night. Saturday Start was at The Narrabundah College, travelling south to Dalgety for lunch and on to Merimbula on the south coast. Some fantastic driving roads and scenery finishing off at the Merimbula Bowling Club in their function room for dinner, good food and service. Sunday start was from the Pambula Merimbula Golf Club with more outstanding driving roads and scenery then back to Cooma Car Club for lunch. What a magical club facility they have, another good feed with time to have a good look around their car museum and all the memorabilia they have there. It was an easy drive home taking us just on four hours.



# **From the Competition Desk**

## **The Ire of Man TT**

There are lots of things that can and will be said about the Ire of Man TT but there is no getting past a few solid facts.

Martin Lever and his team, including officials put in a mammoth amount of work and effort to put this event on so all of us that attended could go out and have an awesome weekend driving our cars all over the place. They all deserve our congratulations on a weekend well set up.

Food.... Great food and venues throughout the weekend helped make the socialising a lot of fun. Roads.... OMG no matter if you were a navigator or a driver, the roads and choice of use was amazing. Lots of uphill and down dales, sweeping curves some long straights and more. It definitely was a drivers event.

Scenery.... Another OMG it just kept getting better and better all weekend and it was in all directions no matter where you looked. The run out to Candelo on Sunday morning including Myrtle Mountain and the double loop where we visited John & Helen Young's passage control 3 times was one of Tina's and my favourite sections of the weekend. In Candelo at the end of the first loop many crews all had the same idea (Tina & I included) and stopped for a coffee and a chat which showed the relaxed and social atmosphere of day 2.

After the haul up Browns Mountain and a small loop of Nimmitabel it was onto Parc Ferme & Lunch at the Cooma Car Club. OMG AGAIN! Someone said to me that this is what all car clubs should aspire to and they are correct. If you haven't been there, have a look at the many photos on our Facebook group. This place is stupendous!!! These guys also threw on a fantastic lunch for us with so much food we couldn't eat it all.

Seriously, Martin has definitely thrown down the gauntlet to see if anyone can set a better event in 2023 road, scenery or food wise. Any issues aside (and every rally has them) I honestly feel that this is the best opening rally we have had for our club championship in a very, very long time. Well done to Martin and all involved.

## **Cool Runnings**

A few useful tips that I have learnt since becoming a navigator.

Make sure you have everything you will need during each division at your fingertips.

Keep hydrated.

Carry a small cooler with bottled water in it & a few Ice bricks. Have at least 2 - 3 bottles of water per day per person in the car. This is very important to keep you both driver and navigator working at there

best.

Work at your own pace

Don't let anyone rush you when navigating.

Stop and put the maps on the bonnet or boot lid to get a better view of what you are doing.

The time out of the seat and the fresh air can work wonders.

If you can't get it perfect, don't stress. Near enough will get you there.

Know when to cut and run as the late penalties can be worse than the missed boards etc.

If you're getting stressed about it, drop a level. Its better to turn it into a fun day with a great drive in a lower category than to burn your brain out.

## **The recent questionnaire.**

A lot of members are curious about the information that was gathered by the questionnaire recently. Although we are hoping to get more responses, there certainly are a few common threads that stand out. For anyone interested to hear more, I will be discussing this at the upcoming February club meeting.

## **Recent & upcoming open meetings**

We recently held an open meeting on the future of our club events etc. We had a good size roll up on the day and we covered a lot of topics across the morning. As a collective, it was great to see so many people discussing their points of view openly as there are no right or wrong answers here. It was also good that people were able to have opposite opinions and discuss them as this helps with ideas and gives us a clearer picture of what our members want from the future of rallying.

My notes from the meeting although a bit rough are posted else where in the magazine for you all to read and a date for our next meeting has been set. We hope to get another good turn up at the next meeting.

It will take a while for any changes to start to filter into our events however I feel that you should start to notice some changes in the Tulip Run set for late April. Until then, I ask all our competitors to please support all the events that you can as we need to keep our sport alive not only in the short term but throughout 2023 and beyond.

*So with that in mind - Be Smart, Drive Safe and Stay Legal*

**Regards**

*Jon Mansell*

# Summary of CRC Open Meeting Held February 4

We know that everyone is interested to know what was discussed at the first CRC open meeting. This meeting was the first step to identifying what we can do better and how to retain rally directors and competitors.

We had no one to take minutes so this is from my rough notes in point form only from that meeting held Saturday 4<sup>th</sup> February 2023

We opened talking about the issues that rally directors face.

1. Burn out caused by:

Not enough assistance.

Dealing with the authorities (TREs)

Bombarded with complaints and requests over the days after an event.

2. How can we stop this?

Admin assistants dealing with

MA

Competitors

Authorities (TREs)

Promotion person

Looking after info for Facebook

Liaising with and sending info to other clubs and groups

These people could if they wish still run in the event as they would not be part of setting the event or seeing the route etc.

3. We would need to build a pool of assistants to help spread the work.

A pool of people would mean that jobs wouldn't fall to the same people all the time.

Thus minimising burnout of assistants.

We need to email our club members and build a log of officials and qualifications

How do we attract new rally directors for our events?

1. New rally directors could come from people who first set social runs

From social runs they could the move to short rallies with late starts and early finishes

2. Get new people involved to help existing rally directors

3. Have existing rally directors as assistants to help guide our new directors

(Not take over their event)

How do we attract back our past competitors and also bring in new competitors?

This is also an area our new promotions people could assist in.

Email past competitors and invite them to social events and club meetings

Advertise our events in Facebook groups that are car oriented

Attend other car clubs meetings to tell them what we do and how easy it is to join in

Have some of our rallies start at or near Coffee & Cars events or similar

We then discussed the hardships of the 2022 Classic Alpine.

Allan Walker ran us through the challenges for the event

MA wanting an extra \$56.00 per car for a TRE

The long drawn out process of dealing with Police and Councils

Lack of advertising

John Cooper asked Allan Walker if he would take on the 2023 Alpine as sole director?

Allan agreed to this and advised that 2023 would be his last year directing AROCA Tour D' Course

Lui MacLellan agreed to be event secretary for 2023 Classic Alpine

From this we discussed our governing body and increasing cost of licences and more, as well as not having a free hand to guide our sport as MA have no idea what we do or how we do it. We just get lumped in with everything else rally. This means that all our events are the same to set up through MA as a round of the Australian Rally Championship. No wonder we can't keep rally directors.

It was decided that we would make a list of what we want from our governing body and how we wish to run our events.

This would include but not limited to:

No competition licences required

We produce our own rules and regulations that suit our events.

Simplified paperwork

John Cooper appointed myself to work on this and prepare it to be presented to both MA & AASA

We then discussed what do our members and competitors really want from our events?

Preliminary information from the questionnaire sent out made it pretty clear.

Social atmosphere

Fun

Enjoyment

Safety

Do-able navigation in all classes

Vias to have distances (As was previously done)

Herringbones must have a start point and recognition point or points along the way. Such as a street name or a distance to another town etc.

No cryptic navigation

No vague instructions

Not too many tricks

Divisions set into sections

(This makes it easy to recover from a navigational mistake)

The meeting adjourned at lunch time with an agreement to pick up from here at the next meeting.

The next meeting is set to be a full day and will have specific goals to be achieved.

The date for this meeting is Saturday 22<sup>nd</sup> April 2023 10am start.

All previous attendees are invited to come as well as all other interested parties. All constructive ideas and lines of conversation are very welcome.

As with the February meeting it will be at Mittagong RSL as it is a fairly central point for Sydney & Canberra.

Thank you, **Regards** *Jon Mansell*

# Up Coming events



## Cootamundra Trial

**Saturday 18<sup>th</sup> & Sunday 19<sup>th</sup> March 2023**

The Historic Rally Club of NSW and ACT are proud to announce this year's COOTAMUNDRA TRIAL will be a round of this year's CRC Championship.

It will be contested over 2 days and 700kms of driving around Cootamundra and the surrounding areas in NSW.

Details of the event including Supp Regs are available on the HRC website:

[hrcnsw.org.au](http://hrcnsw.org.au) – Events- Future Events  
March 18 and 19 is the date

Interstate crews are showing interest in this event so get your entry in early and don't miss out.

The event caters for Masters, Apprentice and Tour competition groups.

Social will cater for both bitumen and gravel. There is a check box on the entry form to select which you prefer.

As usual the Tour and Social is fully route charted, with Masters and Apprentice using supplied maps and roamers.

HRC President Mike Batten is the event checker so we know everything will be done right.

Hope to see you all there.

**Clerk of Course - Malcolm Sinfield**

## The Analogue Run

**Saturday 15<sup>th</sup> April 2023**

A one day rally set in the NSW Southern Highlands

Starting at Mittagong RSL this event will take you through many areas of the Southern Highlands with Lunch at Sally's Corner and finishing back at Mittagong RSL

The event caters for all the usual competition classes

Masters

Apprentice

Tour

As well as the non-competitive

Social category

More information will be available on the Classic Rally Club website soon.

**Rally Director: Tony Norman**

## Autumn Leaves Glory Tour of North-East Victoria

**Friday 5<sup>th</sup> – Sunday 7<sup>th</sup> MAY 2023**

The Autumn Glory Tour of North East Victoria is a three-day Touring & Navigation Assembly for all makes and models of cars of all years that are registered for use on public roads.

The event will contain several categories:

- Social – a tour with participants following a prescribed route taking in tourism sights.
- Tour – an observation test with prizes for best results
- Navigational Challenge – using maps for the more rally-minded participants, also with prizes.

The event will be based at the Albury Manor House with dinners planned there for Thursday's night welcome and Sunday night's presentation.

Entry packages are available to suit your needs:

- One day - \$150
- Two days - \$275
- Three days - \$375

**For further details:**

**Steuart Snooks**

[steuart@steuartsnooks.com.au](mailto:steuart@steuartsnooks.com.au)

**0413 830 772**

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## The Tulip Run

### **Sunday 21<sup>st</sup> May 2023**

For those that cannot make it to the Autumn Glory as well as those that have returned, the Tulip Run is a one day rally set around the scenic Southern Tablelands and nearby territory taking you to previously unrallied roads and locations.

This event will be a late start with first car out at 10am with an expected finish time for all cars of 3pm or earlier. The Tulip Run will be on sealed roads only and has 95% new roads and scenery.

Starting in Tropical Goulburn and finishing once again at the Dalton Hotel for their fabulous Gourmet Pizza's and a social get together.

Covering 280kml across 4 stages the navigation for all classes is based on ..... yep! *You guessed it Tulips.* The event will have you travelling through some of New South Wales most picturesque locations along roads that you will love to drive. There are multiple long open runs throughout the day where drivers and navigators can settle in and enjoy the roads and scenery. (Bring a Camera)

There will be 4 levels of Tulip Navigation:

- Pro (Masters)
- Semi Pro (Apprentice)
- Sport (Tour)
- Social (Social)

This event will be part of the 2023 Classic Rally Club Championship.

Early bird entry fee is a crazy \$70.00 per crew of 2 with \$10.00 per each extra crew member.

For those staying in Goulburn on the Saturday night, there will be a pre – run dinner at the Paragon Café.

**For more information contact**  
**Event Director - Jon Mansell:**  
[rally@drivetekmotorsport.com](mailto:rally@drivetekmotorsport.com)  
**Event Secretary - Lui MacLennan:**  
[luimaclennan@hotmail.com](mailto:luimaclennan@hotmail.com)

## Other upcoming events:

**Tour D' Course: Sunday 18<sup>th</sup> June 2023**  
**Sheep Station Rally: Saturday 16<sup>th</sup> & Sunday 17<sup>th</sup> September 2023**  
**Classic Alpine: Saturday 28<sup>th</sup> & Sunday 29<sup>th</sup>**



Paul and Mike Batten — Targa Tasmania 2010



Something for everyone !

Navigation, both Masters and Apprentices, with straight forward course plotting without tricky route interpretation

Tour 100% all bitumen roads

Social Tour Bitumen 100% all bitumen roads

Social Tour Gravel 30% good country gravel roads. This course has been set to appeal to enthusiasts who ran in the Perth to Sydney Marathon.

Total distances vary between 640kms and 705kms for different categories, with the amount of gravel between 30% and 40% other than the bitumen only Tours.

Saturday. Start Cootamundra - admin from 6.15am. Return to Cootamundra  
Sunday. Cootamundra to Harden. Finish c. 12.30pm at Country Club.

Friday and Saturday evenings together at the Cootamundra Ex-Sevices Club.

Entry Fee. \$240 includes lunches Saturday and Sunday at the finish.

Alternate courses planned in the event of significant rain.

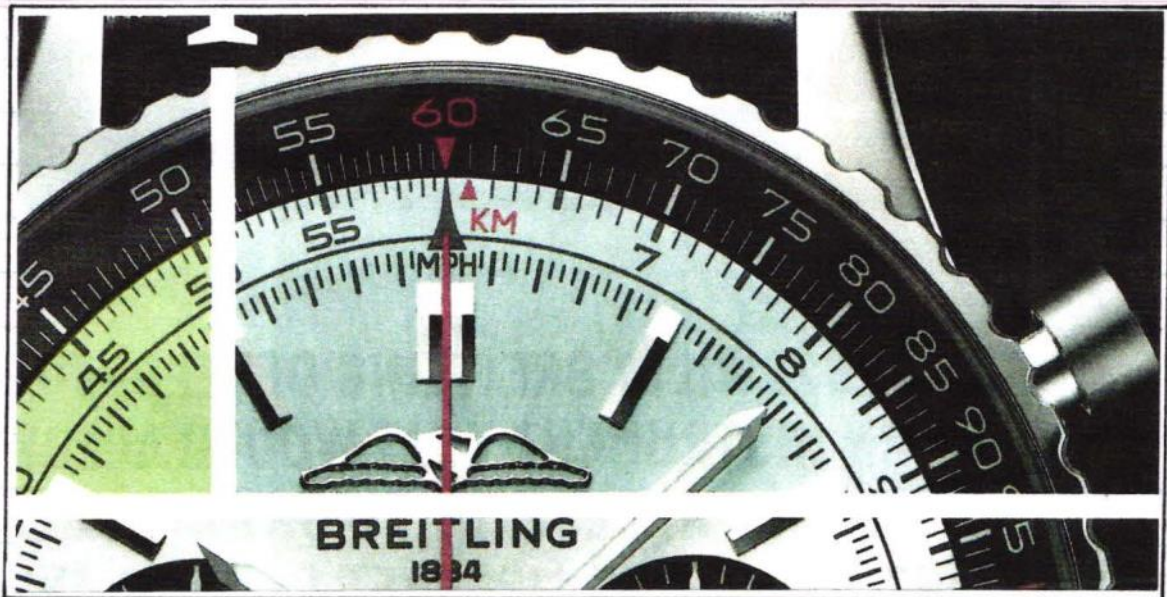
Videos of some roads of the event can be viewed on the HRC Facebook page.

Entry Forms and Supp Regs on HRC website:

<https://hrcnsw.org.au/future--events/cootamundra-trial/>

More information from Mal Sinfield, Clerk of Course on 0405 803 222.





## THE ANALOGUE RUN - SATURDAY 15 APRIL

- THIS EVENT WILL START AND FINISH AT THE MITTAGONG RSL CLUB AND WILL USE WELL-TRAVELLED ROADS IN THE SOUTHERN HIGHLANDS.
- WITH THE INCREASED NUMBER OF 2 DAY EVENTS PLANNED IN 2023 THIS WILL BE A BUDGET AFFAIR. THE ENTRY FEE PER CREW WILL BE \$80.00 BUT THIS WILL NOT INCLUDE LUNCH. THE MID-DIVISION BREAK WILL BE AT THE SUTTON FOREST SERVICES ON THE HUME HIGHWAY WHERE THERE ARE A NUMBER OF FOOD OUTLETS.
- FURTHER DETAILS WILL BE INCLUDED IN THE FEBRUARY EDITION OF THE CLUB MAGAZINE BUT IT WOULD BE APPRECIATED IF YOU CAN ADD THE DATE IN YOUR ANALOGUE DIARY!

A HAPPY NEW YEAR TO ALL CRC MEMBERS

TONY NORMAN - EVENT DIRECTOR MOBILE NO. 0402 759 811.



## THE ANALOGUE RUN - SATURDAY 15th APRIL 2023

As advised in the Event Flyer in the January edition of Rally Directions, you will find additional Event details below:

1. Motorsport Australia now require Event Organisers to have an EY safety plan if full electric or electric/petrol hybrid vehicles are entered in a Competition event. Since this, and possible future events, will not have a safety plan in place the CRC has determined that such vehicles will not be permitted to enter our upcoming Events. Should this change in the future owners of these vehicles will once again be welcomed.

2. Instructions will be supplied for the usual 3 Competition Categories and for the Social Run.

For this Event I will make available Apprentice Navigation Instructions to any Social Run entrants who would like to give navigation a try without the need to hold an MA Competition Licence. Instructions will be available for both DIVISION's but should you find things too difficult during the morning run I will have TOUR Instructions available for the afternoon at the Lunch stop. Although not in a Competition Category I will score all ROAD CARD's so that Social Run crews can see how they got on.

Please consider giving this a try. I will contact all Social Run crews before the Event so that I know how many copies of the relevant Instructions I need to print off.

3. The closing date for entries will be Sunday 9th April - also Easter Sunday! With this in mind, if you are planning to post your Entry Form to the Event Director you should use an A.P. Express envelope and have it in mail by Monday 3rd April at the latest! There will be no postal deliveries to my home between Thursday 6th and Tuesday 11th April. Be warned!

4. Supp Regs and Entry Form should be on the CRC website about the 11th March.

TONY NORMAN - 0402 759 811 normansoz@optusnet.com.au



**The Article below was submitted by Peter Thomson and was obtained from the Rootes Archive Centre in England.**

*The reason I would like this published is because of years of people saying the only reason Hillman won was because of the crash. It was coming second at the time against high budget teams, B M C, FORD, GMH, CITROEN, etc. In 1982 I went to the Rootes competition dep. It was about twice the size of my home shed and was built in the 30's to build the mark Alpines which Stirling drove and then the series Alpines and Rapiers that Stirling and Jack drove to great success and that building had not changed. Then Des Odell came along and built the world rally championship Lotus Sunbeam and then the Hunter. He was an amazing guy, but to the car guys the Hillman only won because of the crash???*

*Peter Thomson*

## *Andrew Cowan – Marathon London to Sydney winner*



*40 years ago this November Andrew Cowan driving with Colin Malkin won the 1977 London Sydney Marathon Rally (in a Mercedes Benz 280 SE). Rootes and most other rally enthusiasts remember rather better the first running of the Marathon in 1968 when Rootes won the factory prize and Andrew Cowan and Brian Coyle with Colin Malkin won the rally outright in a Hillman Hunter*

Backed by *Daily Express* proprietor Max Aitken and Frank Packer of the *Daily Telegraph* in Australia, it was to run halfway around the world, from London to Bombay and then, after the surviving cars had been shipped to Australia, from Perth to Sydney. Several manufacturers, including Ford and British Leyland, announced they would field serious teams, but Rootes didn't have a fraction of their budgets, and the only suitable car was the Hillman Hunter.

*Here after in this article I defer to writer Simon Taylor with thanks for this extract from his article in Motorsport magazine and an interview of Andrew Cowan*

“Marcus Chambers was the competitions manager at Rootes, but the man who really made things happen was the team manager, Des O'Dell. He'd been at Aston Martin in the John Wyer days, and Wyer





took him to JW Automotive to work on the GT40s before he moved to Rootes. He was a wonderful guy. He was so practical, he would find a solution to any problem.

It was Des O'Dell who said, 'What about this London-Sydney thing?'"

"Des was convinced we could make a go of it, and so was I. It was put to the Rootes board, and in the end they said, 'OK, you've got £25,000. That's it.' So we took a Hunter, and we tested it to destruction. We drove it and drove it, on the rough at Bagshot, through water, through mud and sand, we did everything we could to break everything that could possibly break. And each time anything broke we didn't just replace it, we made it stronger. That would then put more strain on something else, and as each part broke we redesigned it. We thought about how tired we would get: seven days and 7000 miles flat out to Bombay, over some really harsh terrain, and then three days and 3000 miles across Australia.

I suggested to Des that it would be safer if we could get a fairly light third person who could drive in between the stages. Colin Malkin, British rally champion with an Imp and a fine driver, was the obvious choice. During all the testing, to replicate the weight correctly I carried a passenger, plus two bags of cement in the back to represent Colin.



*Andrew & Brian at Competitions*

"Based on the lessons learned with that, a recce Hunter was built exactly to the specification we were going to use on the rally, and Brian and I went over the full route from London to Bombay. After all our testing and modifying it held together, except we broke a half-shaft in Bulgaria. We got a passing truck to tow us to the Turkish border, pushed the car over the line, and then got tied on the back of another truck which towed us to Istanbul, where Chrysler [as Rootes had now become] had a dealership. We got halfshafts flown out to us, and we completed the recce down through Iran, Afghanistan, and Pakistan and on to Bombay.

Then I flew home while Brian flew to Perth and recced the cross-Australia bit with a Chrysler rep in a Valiant. So now we had good notes for the whole route. Meanwhile Des, via one of his old mates at Aston Martin, got hold of a pair of DBS back axles and diffs, and narrowed them down to Hunter size. All of this was allowed in the regulations.



## ***Marathon London to Sydney winner***

“The only other problem we had was that the fuel in several of those countries was dreadful, and we had pinking all the time, burned valves, holed pistons. By Bombay the engine was pretty wrecked. This is where Des’ clever thinking came in. The actual car for the event was built, and I put 3000 miles on it, a bit of rough stuff at Bagshot, a bit of motorway, a bit of Tarmac. Back at the factory the entire car was dismantled, and all the bits that came off it – cylinder head, front struts, gearbox, overdrive, back axle, brakes, everything – were packed into boxes and sent off to Bombay. Then the car was rebuilt with all-new parts. The cylinder head that went

on the car for the first leg was low-compression, to deal with the fuel, and the head that went in the Bombay box was high-compression. In Australia the fuel would be OK, and we’d have 20 more bhp than with the low-com head.”

The stories of that run to Bombay, via Kabul, over the Khyber Pass and through a string of places which are now better known for wars and terrorism, could fill several books – and have done. “Colin and I took turns at driving, but Brian was



navigating all the way and, apart from the occasional doze, he pretty much stayed awake for a week. At Bombay we found we were sixth overall, so only five cars would be running ahead of us once we got to Australia.” Those five were Roger Clark’s Lotus Cortina, Gilbert Staepelaere’s Ford Taunus, Lucien Bianchi’s Citroën DS19 and the BLMC 1800s of Paddy Hopkirk and Rauno Aaltonen.



### ***Marathon London to Sydney winner***

“We had just four and a half hours of service time at Bombay before the cars were sealed and loaded onto the ship to Fremantle. Des had flown out all the mechanics our budget could afford, and they descended on the car and pulled it to pieces. All the bits waiting in the boxes, suspension, brakes on sleep – although the weather a brand spanking new car.”

In the three-day blind across Australia the Hunter moved ahead of both 1800s. Again there were many more stories and dramas for all the crews: like when, on a twisty section in the wilds of South Australia, Andrew was approaching a tight hairpin at 70mph and the Hunter’s brake pedal went to the floor. They shot off the road but, as luck would have it, ended up in a deep pile of sand without damage. They got brakeless to the next control, where they found that the brake fluid had leaked out not from a broken hydraulic pipe or worse, but just from a union that had come unscrewed.

“After Numeralla we came around a fast left-hander to see the Staepelaere Taunus half on its side in the ditch. So now we were second, with Lucien Bianchi and Jean-Claude Ogier in the Citroën about six minutes ahead of us. The last competitive stage was finished, leaving just 200 miles of gravel road and then the run into Sydney. So Lucien, who’d been driving for almost all of the 3000 miles, handed over to Jean-Claude and went to sleep. Over a blind brow Jean-Claude met a non-competing Mini head-on. We arrived shortly after. Jean-Claude was out of the car, Lucien was still trapped inside. We stopped, but there were several people there helping to get him out, and they told us that medical help was on its way. There was nothing we could do, so we carried on. “As we drove over the finish line at Warwick Farm we were met by a fantastic reception. Paddy Hopkirk, who was still running ahead of us on the road, pulled over, and then followed us over the line to take second place.





# LONDON - SYDNEY MARATHON (1968)





# LONDON - SYDNEY MARATHON (1968)





## ***Marathon London to Sydney winner***

There was all the hullabaloo of congratulations and press and TV interviews, and we climbed onto the roof of our faithful Hunter for the photographers. At last I escaped, got to my hotel and climbed into bed for what I hoped would be a good long sleep, having first told hotel reception to block all calls. Three hours later I was woken by the girl on reception, who said there'd been so many calls she couldn't hold them off any longer.

***“We always thought we had a chance of winning, because we'd done our homework”***

and we hit a tree in Western Australia, but only about 15 cars got to Sydney and ours was one of them.” The Hunter, now pristine again, sits in Andrew's private collection at the farm, along with one of his original works Imps and a superb line-up of Mitsubishi rally cars down the years.

“I've just been so lucky. I've never counted up how many countries I have rallied in, but I know it's been in every continent across the globe except Antarctica. I haven't made a fortune, I've just had a wonderful, happy life with motor sport.”

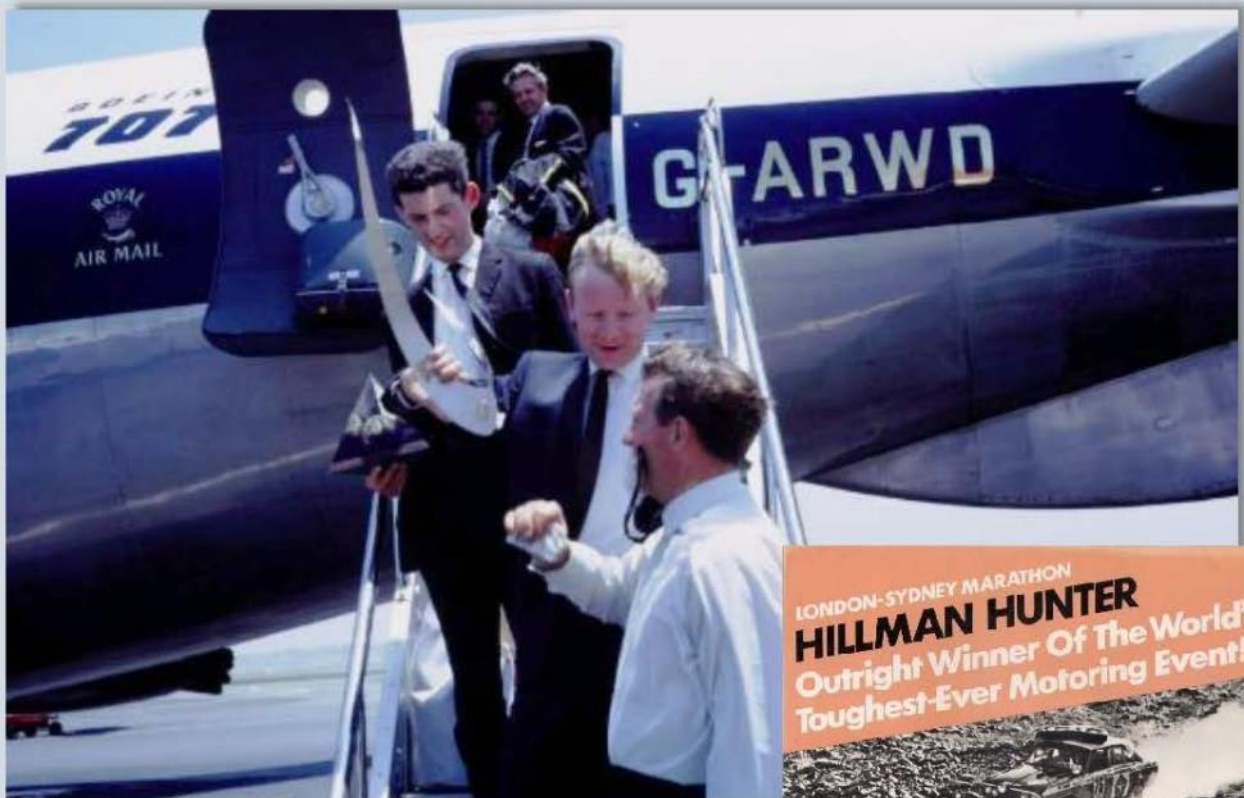


Much later Andrew located his famous Hunter in a poor state, totally rebuilt it and did the 1993 London-Sydney revival event. “It was a serious rally, but it followed a slightly different route across Asia to Madras. I took Johnstone Syer with me

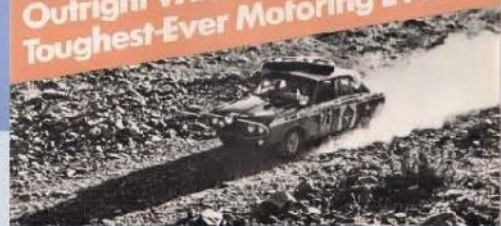
*Photographs courtesy of Marcus Chambers via Revs Digital ©Pictured right. Let the celebrations begin. The replica winning Hunter of RACT Chairman – Gordon Jarvis*



# LONDON - SYDNEY MARATHON (1968)



LONDON-SYDNEY MARATHON  
**HILLMAN HUNTER**  
Outright Winner Of The World's  
Toughest-Ever Motoring Event!





# Outright winner of the London/Sydney Marathon—The Hot Hillman Hunter

FIRST in the most fiercely competitive endurance test in the history of motoring—the Rootes entered Hillman Hunter; after 10,000 gruelling miles for cars and crews. Drivers: Andrew Cowan, Brian Coyle and Colin Malkin. Also there, another Hillman Hunter entered by the RAF Motor Sports Association.

**Two Hunters entered—  
two Hunters home safe and sound!**

**The marathon myth exploders.**



HILLMAN  ROOTES

*There are some good period videos on the web (You Tube) especially two by Pathe.*



# LONDON - SYDNEY MARATHON (1968)



Spaced for Gordon's replica

# LONDON - SYDNEY MARATHON (1968)



P. O. BOX 441,  
BOWATER HOUSE,  
KNIGHTSBRIDGE,  
LONDON, S.W. 1.

December 20, 1968.

William Wilson, Esq., D.L., M.P.,  
House of Commons,  
London, S.W.1.

Dear Mr. Wilson,

How very kind of you to write to  
congratulate us on winning the London/Sydney  
Marathon.

We are, indeed, feeling proud and  
tremendously thrilled at this wonderful  
result.

Yours sincerely,

*Gilbert Hunt.*

**The factory was justly proud of the achievement**

*Letter of thanks from CEO Gilbert Hunt*



24<sup>th</sup> January 2023



John Cooper (President)  
Classic Rally Club

Giddy John,

I've been asked by a couple of your members to formally invite the 'club' as such and its members to an event I am conducting later this year.

The Great Eastern Endurance Trial takes in localities including the Sunshine Coast / Darling Downs / Queensland's Granite Belt before following the Great Diving Range and the New England region in New South Wales. A brief glimpse of the coastal regions surrounding Coffs Harbour / Port Macquarie will take effect before the Hunter region leads into a finish under the Sydney Harbour Bridge and a 3-hour harbour cruise to bring the event to an official close.

The route chosen is dominated by 'B' roads and dirt gravel sections which cover a large majority of the events focus. The route is not provided to damage or cause unsafe condition to the vehicles entered, nor is it to provide any form of fatigue to those entered. It is however provided as a challenge and adventure through the variations seen on the eastern seaboard.

Accommodation and inclusions can be found on the attached documents along with a T&C's document which outlines what this event provides. It is the first of 3 lead up events to the planned 50<sup>th</sup> Anniversary Repco Reliability RE trial that is planned for August 2029.

Attached are details on that, plus other lead up events that I would hope introduce many to *driving the country and seeing the land* whilst the support from an event management side plus the social aspect providing a positive influence.

I hereby invite all members of your club to the event and hope consideration is bought to their attention.

I am always available to discuss details on any of the events we manage and how I can provide a suitable event that continues the legacy of endurance trials in Australia / New Zealand.

Yours

A handwritten signature in black ink, appearing to read 'T. Martin'.

Todd Martin – Event Director  
MCE - Australia





# The Great EASTERN Endurance Trial

September 1st - 10th  
**2023**



Taking in Australia's eastern seaboard The Great Eastern of 2023 provides an on again off again ounce of road trails encompassing the Great Dividing Range.

With Day One being a Prologue return to the Sunshine Coast it's a mixture of forestry and steep mountainous peaks with a couple of lookouts. Heading south west through the Darling Downs Millmerran may surprise some with its outlook whereas Queensland's coldest region of the apple belt will bring on a cold snap. Stanthorpe is the start location on morning (four) with the university township of Armidale providing solace. The route continues with it touching some of the original Repco 1979 trial locations before arriving to the first of a two-night stopover in a mystery location.

This will allow crews to maintain their vehicles or simply relax during the rest day.

From there it's a continued trek south west keeping the route on path with the Great Divide. Glimpses of the Pacific will become less frequent as event heads west then a tricky final day into Sydney finishing under the Harbour Bridge with a Sydney Harbour Cruise and informal presentation.



As with all of the lead up trials to 2029 the ability to utilise some of the routes used in 1979 will take those entered into a 'look back' as to what was available to those wanting the adventure as it was. This event provides a great base of dirt, gravel with forestry and some openness, combined with a great deal of unique by roads (all gazetted) but with a pure focus on linking you to a safe overnight destination. The percentage of dirt across the event is around 65 / 70%.



**There is provision for those that are only available to enter the event over (4) days.**

Your event will start as per the event outlines; however your final finishing day will be Monday 4<sup>th</sup> September in Armidale. .  
All aspects up until that point will be available to you (including Monday evenings Accommodation) as part of your event entry.  
An obvious reduction in entry fee's applies.

**Inclusions :**

- >Merchandise Packs to include event T-shirts (2) / Polos (2) / Jacket (2)
- >Event vehicle signage to include Windscreen Banner / Door Number decals (2) / Rear event decal (1)
- >Event Route Mapping
- >Welcome Function onsite Sunshine Coast Thursday August 31<sup>st</sup>
- >Accommodation Sunshine Coast Thursday August 31<sup>st</sup>
- >Accommodation Sunshine Coast Friday September 1<sup>st</sup>
- >Function Millmerran Saturday September 2<sup>nd</sup>
- >Accommodation Stanthorpe Sunday September 3<sup>rd</sup>
- >Accommodation Armidale Monday September 4<sup>th</sup>
- Accommodation Mystery Location Tuesday September 5<sup>th</sup>
- Accommodation Mystery Location Wednesday September 6<sup>th</sup>
- Finishers Medallion

Sydney Harbour Cruise Sunday September 10<sup>th</sup> to include presentation drinks / food platters

**Accommodation Sydney Sunday September 10<sup>th</sup> (including secure vehicle accommodation)**

*\*Details on preferred accommodation in locations where the event doesn't provide accommodation available on request.*

The entry fee for the 2023 event with ALL inclusions noted above totals **\$4250** inclusive of GST. The fee excluding items listed in **RED** is **\$3150** inclusive of GST.

The entry fee for those doing ONLY the (4) days of the event totals **\$2300** inclusive of GST. The fee excluding items listed in **RED** is **\$1500** inclusive of GST.

**This is per entry based on (2) people (1) vehicle.**

Support Crew and Support Vehicle entry fee totals \$3698 inclusive of GST. Entry fee's for support excluding items listed in **RED** is **\$2778** inclusive of GST.

This is based on (2) people (1) vehicle.

There is no availability for Support crew/vehicle for those doing the (4 day) element of the event.

>4 Day entrants receive inclusions noted.

There is an Entry Form available that outlines details on entrants, their entry and personal details required.

If known to event organisers entrants that have previously entered are not required to fill out the entry form.

A full Terms & Conditions document is available and should be attached in this email.



# Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

Ron Cooper CRC Club Plates Registrar  
[rondcooper1275@gmail.com](mailto:rondcooper1275@gmail.com) Mobile 0403 037 137

49 Wongawilli Rd Wongawilli NSW 2530

The scheme is designed to allow historic vehicles (more than 30 years old) to be registered under conditional registration which provides limited usage of the vehicle and also provides Compulsory Third Party insurance cover both at a very reduced cost. The Classic Rally Club is very grateful to the RMS and the relevant Minister for the scheme which allows the preservation of historic vehicles for road use without incurring the cost of full registration and insurance. The scheme works very well so long as it is not abused; it is not intended for day to day driving such as driving to work, going shopping, commuting to the railway station or driving the kids to school. The introduction of the 60 day log book trial allows members to enjoy 60 days use of the car for driving sake. The Classic Rally Club will not tolerate any abuse of the scheme by club members.

Types of Conditional Registration available to CRC members

1. Historic Vehicle Registration H Plates (HVS )60 day log book which allows 60 days per year use plus club events This an accord between the RMS and individual car clubs
2. An annual signature and club stamp required to ensure you are a financial member of the CRC RMS Form for HVS 1259
3. Classic Vehicle Registration (CVS) similar to above but with modification allowed provided they are certified by and engineer's report. This is an accord between RMS and the CMC /ACMC An annual club RMS form for CVS 1835
4. Rally Registration for outright rally cars, note this is the only way cars with full roll cages can be registered in NSW.

**When your renewal with the RMS falls due, they will send you a new Historic Vehicle Declaration form. You MUST have that form signed by the Club Plate Registrar, so allow enough time for this to be done before your registration falls due.**

**Procedure for renewing at the RMS:**

- **Get a pink slip. (The preferred option) You need to send a copy of the pink slip to me.**
- **A return stamped address envelope would be appreciated.**
- **Fill in the Historical Vehicle Declaration and mail to me. Email copies not permitted by RMS. Alternatively you can complete the writeable PDF on the RMS web site and that can be emailed to me but it needs to be posted back.**
- **Club Plates Registrar will complete Section 4. and sign**
- **Take or post your Conditional Registration renewal and pink slip to RMS or Services NSW for processing.**

**Don't forget that all movements of your car, other than those set out in the constitution, must be logged with the Club Plates Registrar or logged in your logbook if your car is on the 60 day scheme to ensure your CTP insurance is valid. To log in vehicles not on the 60 day scheme contact me on mobile 0403 037 137 or email [rondcooper1275@gmail.com](mailto:rondcooper1275@gmail.com).**

**Club Rules in addition to RMS Conditions**

The scheme is designed for Classic Rally Club members who will be active in club events not just to provide cheap registration as per the overview of the scheme.

The club reserves the right to withdraw eligibility to those who do not participate in club activities.

Members should be financial members for 12 months prior to applying for club plates.

Members with club plates must comply with all RMS conditions and club rules and directions from club officials.

The club reserves the right to accept or reject any cars and to withdraw acceptance to the Historic and Classic Plate schemes.

In addition to the RMS costs the Classic Rally Club charges members on the HVP scheme \$25 per year and require them to sign a document annually requiring members to agree to the conditions of the scheme and to provide information on the insurance of their vehicles.



# CRC Event Calendar 2023

Updated 30/10/2022

Date	Day	CRC Championship Events	Other events / notes
24/01/2023	Tuesday		Club Meeting (Hawaiian shirt night!)
18/02/2023	Saturday	<b>Martin Leaver (NA) (The Ire of Man?)</b>	
19/02/2023	Sunday	<b>Martin Leaver (NA)</b>	
21/02/2023	Tuesday		Club Meeting
21/03/2023	Tuesday		Club Meeting
25/03/2023	Saturday	<b>The Cootamundra Trial – 2023 (NA) - HRC</b>	
26/03/2023	Sunday	<b>The Cootamundra Trial – 2023 (NA) - HRC</b>	
22/04/2023	Saturday	<b>Tony Norman ????</b>	Targa Tasmania (17th April to 23rd April - from website)
25/04/2023	Tuesday		Club Meeting
6/05/2023	Saturday	<b>Autumn Glory Tour of North Eastern Victoria</b>	
7/05/2023	Sunday	<b>Autumn Glory Tour of North Eastern Victoria</b>	
23/05/2023	Tuesday		Club Meeting
27/05/2023	Saturday	<b>Tony Norman ????</b>	
18/06/2023	Sunday	<b>Tour d'Corse (NA) - Alan Walker ???</b>	
27/06/2023	Tuesday		Club Meeting
15/07/2023	Saturday	<b>Tony Norman ????</b>	
25/07/2023	Tuesday		Club Meeting
22/08/2023	Tuesday		Club Meeting
23/09/2023	Saturday	<b>The Sheep Station (NA) Jon Mansell</b>	
24/09/2023	Sunday	<b>The Sheep Station (NA) Jon Mansell</b>	
26/09/2023	Tuesday		Club Meeting
21/10/2023	Saturday	<b>Alpine Classic (TRE) - Alan Walker</b>	
22/10/2023	Sunday	<b>Alpine Classic (TRE) - Alan Walker</b>	
24/10/2023	Tuesday		Club Meeting
21/11/2023	Tuesday		Club Meeting- AGM