



Rally Directions

April 2023
Issue #04

Dates to remember

- Next meeting April 26
- Magazine deadline May 16

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



Cootamundra Trial 2023—Photo by Alan Walker

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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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President: John Cooper	crc.pres@classicrallyclub.com.au	0414 246 157
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John Henderson (Bronze)	Newport / Bathurst	0408 118 427
Tony Kanak (Bronze)	Eastwood	(02) 9858 2662 (H) or 0419 233 494
Gary Maher (Bronze)	North Richmond	(02) 4571 1229
Rob Panetta (Silver)	Killara (H) / Brookvale (W)	(02) 9939 2069 (W) or 0418 963 091
Jim Richardson (Bronze)	Baulkham Hills (H)	(02) 9639 0638 (H) or 0418 644 284
Peter Jakrot (Bronze)	Willoughby	0419 983 247
Glen Innes (Bronze)	Figtree	0409 293 241
R.M.S. Inspectors for Club Plate vehicles	email	Phone (please make calls before 9.00pm)
Tim McGrath	tpmcgrath@bigpond.com.au	0419 587 887
Peter Thomson		(02) 9419 5774



John's Jabber

Welcome members and guests and readers of this April 2023 edition of Rally Directions. Hope you all had a pleasant Easter break, I trust you are all keeping well, or as best as one can keep. Our thoughts are with those, or their loved ones that are experiencing any ailments, illness or injuries. I got hit and injured by a truck last week, it Hertz.

Don't forget that this month's General Meeting at Strathfield Golf Club falls on ANZAC Day and is carried over to the following day, WEDNESDAY 26th, usual time. If you haven't been along before or for a while, how about coming along to catch up with all the friendly regulars. We would love to see you there, plenty of undercover parking.

Club Plates, Historic or Classic Registration, whatever you want to call it. Our Club Plate Registrar Ron Cooper, who is getting old and cranky, puts in a lot of voluntary hours processing your registration paperwork just so you can enjoy the savings on your classic car rego. He talked last month about members sending through incomplete documents, expecting him to be a mind reader, to just stamp it because you know him or fill them in for you. This is no longer acceptable and he advised us that it's not only him, but to conform with the responsibility of our Club having Club rego, all paperwork necessary with attachments needs to be fully provided. To comply with the Act Ron must stamp and sign off on the original declaration and keep a copy of that original form. It's all spelt out in every copy of Rally Directions each month as what you need to do, it's not that hard. **So if you don't what a cranky call from him do the right thing**, (say that could be the new Club Plate slogan). Presidents rant over on behalf of the Club Plate Registrar.

The Tony Norman Analogue Run was recently run around the Southern Highlands region with only 19 starters and 2 DNS's. Numbers are falling away from what we were used to pre Covid, but hopefully will start to increase as we move forward. No results are available at the time of this report but hopefully

they will be out before the meeting and we will be able to get a few explanations as to where the Masters and Apprentices went wrong. My usual partner in crime, Ross Warner, had a previous engagement planned for the day of the rally so I had the pleasure of having Malcolm Sinfield sit in the navigator's seat for me. We had a reasonably enjoyable morning section but ran late into lunch just like most of the map readers, only to have a pretty ordinary Division two after lunch. Very intense instructions and such a tight time frame to achieve made the afternoon one to forget for us. Thanks to Mal for filling in with me and he informs me he got himself home safely without hitting any roos in the dark on his near four hour drive back home to Grenfell from Mittagong. A big thanks to Tony Norman. Our numbers of willing Directors available within the CRC are extremely thin on the on ground and very far and few between. Thank you Tony for the time and effort you put into giving us an event. Thanks to all the other Directors, officials and volunteers that give up your time and experience to afford us the opportunity to partake in our sport of classic rallying and navigation. Speaking of thank yous, a shout out to Glen Innis who repaired our radar gun for us with some new wiring. Although we haven't see a lot of Glen and Joyce lately, he will always be remembered every time we get pinged by the radar gun on the next rally. Thanks Glen and hope to catch up with you two somewhere along the way. Our next events are the Autumn Glory Tour and the Tulip Rally. Both should have details elsewhere in this magazine.

As we get older and a little bit more freedom with retirement, for some, and with me not doing much overseas tripping, Australian road trips seem to be the go for me at the moment. Following on from last year's road trip to Western Australia, 15000 K's in 47 days, Wendy and I will be setting off at the end of May for another 15000K's but this time a little slower, over 72 days, again in the trusty Falcon 30 year old Ute, not towing anything. Heading up to Cape York, over to Darwin and back through Birdsville. Hopefully I will still be bringing you some limited monthly Jabbers. I know of a few more members heading off doing some road trips and we would love to have some photos and a little story of your travels for the members to read in this magazine which may inspire them to also hit the

road. Just for safety to take it away with me I bought a new Taser online and kept it in my pocket, discovered it was defective, I was stunned.

As I will be away on the road I'm asking for a little assistance with a few things. I will miss the June and July General Meetings. I think Tony will be able to take over for me with that one,,,,,,,,, To make things easier on my return with time frames, if anyone with CRC Championship perpetual shields or trophies out there please try and get them returned to me at either the April or May General Meetings, the Autumn Glory rally or the Tulip rally. This will help me with timing to get them back for the end of year presentations and not have to chase them up last minute towards the end of the year.....

I will have 12 spots available for the CMC Shannon's Display Day at Sydney Motor Sport Park on August 20 so if you would like to come along for the day you need to book with me your free entry ticket pass to get in. I will be back home and will be attending but I need your name to reserve a ticket, preferably before I go away. Please email me, text or ring to come along to one of the largest gatherings of classic cars. Don't wait too long to be in touch.

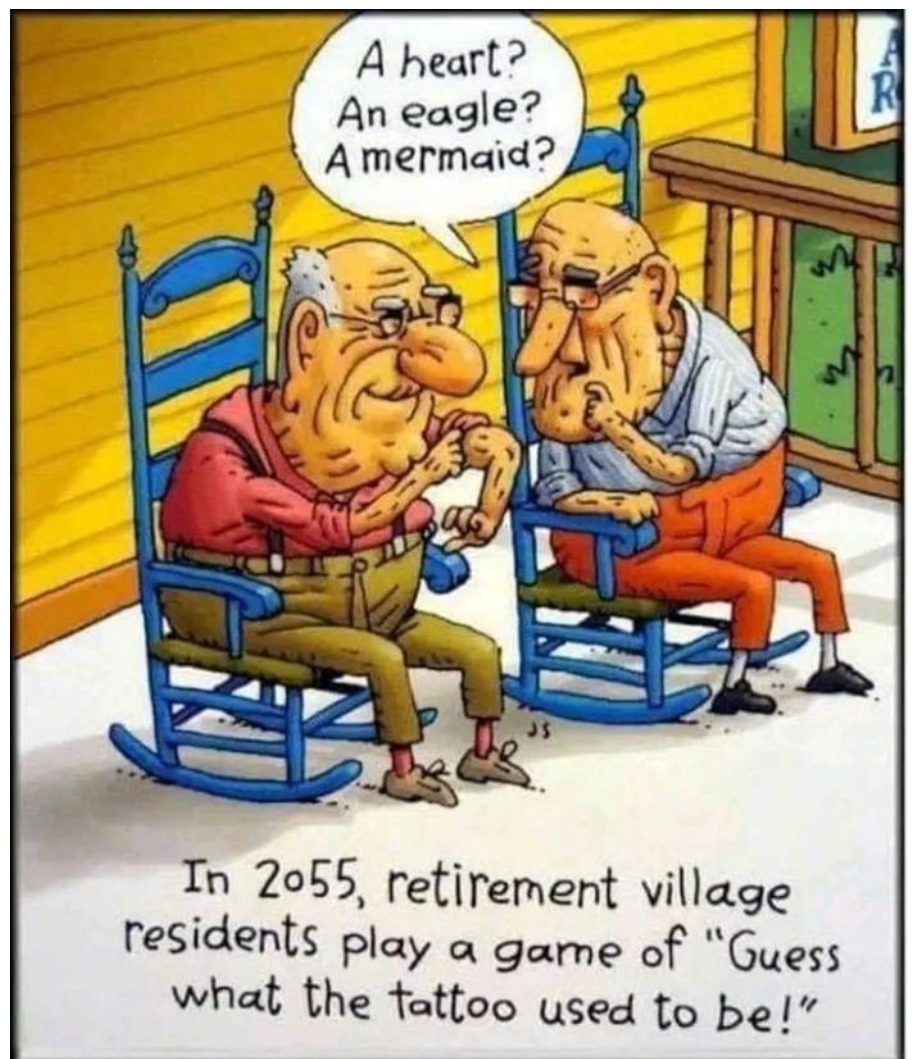
Next Year, 2024 will be the Classic Rally Club's 30th Anniversary. I'm looking for suggestions on what to do and where to go to celebrate this milestone. I'm drained of thoughts and as usual being left to come up with something. We are not thinking of topping the great 20 year occasion arranged by the Warner family and you won't be asked to top Ross's Rally Man song and singing but it would be nice to have some fresh ideas and organisers. Please have a think about it because we will need to get the ball rolling to arrange things.

Ross Warner is looking for someone within our ranks who has experience and knowledge with

insurance matters to helping decipher a few things with insurance regarding our events. Anyone who fits this bill or has a contact that may be able to help could you please get in touch with Ross or myself, thanks. Don't forget or put off writing a story with some photos about your motor sport activities and get them off to Chris our Editor to include in Rally Directions. We are always looking for more content.

That's about all I've got for now, hope to catch up somewhere along the way cheers for now.

JOHN COOPER



Up Coming Events

Autumn Leaves Glory Tour of North-East Victoria

Friday 5th – Sunday 7th MAY 2023

The Autumn Glory Tour of Northeast 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. Great Roads, Great Scenery and a fantastic weekend await you.

For further details:

Steuart Snooks

steuart@steuartsnooks.com.au

0413 830 772

The Tulip Run

Sunday 21st May 2023

The Tulip Run is a one day rally set around the scenic Southern Tablelands and nearby areas taking you to previously unrallied roads and locations.

The route that has been set is 100% sealed roads that are in good condition and has 95.72% new roads and scenery.

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

For more information contact

Event Directors - Jon & Tina Mansell: rally@drivetekmotorsport.com

Event Secretary - Lui MacLennan: luimaclennan@hotmail.com

Other upcoming events:

♦ **Tour D' Course: Sunday 18th June 2023**

♦ **Sheep Station Rally: Sunday 17th September 2023**

(event changed to 1 day status)

♦ **Classic Alpine: Saturday 28th & Sunday 29th October 2023**

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POSTPONED

Hi everyone,

Please be advised that the scheduled Open meeting that was to be held at Mittagong RSL has been postponed. A new date will be available very soon and will be emailed out to you and posted in the CRC Facebook Group.

From The Competition Desk

Three Rallies into the year and three different styles of events with the next three looking to be vastly different again. How do you the competitors rate these events? Well, now you can have your say anonymously after each event as we will be sending you a link to a De-Brief so that you can tell us exactly what your thoughts are.

This will allow us and the rally directors to shape our future events and ensuring the future of Classic Rallying.

Most of you will already have received the email sent by Glenn Evans our Email Wrangler with 3 links in it. Each of these links will open to the relevant de-brief for that event. Inside these are 7 multiple choice questions and one for your additional information. Drivers and navigators, we need your feedback on these events.

Thank you in advance.

Classics Under The Stars

How many of us would like to do a Saturday afternoon run to show off our cars and our club finishing somewhere interesting for a show n Shine and then dinner? I have no idea of a venue yet, but if there is some interest, then I'm happy to make it happen.

T Shirts

We have new CRC 2023 Competition year T shirts available in Black, Blue or White. Introductory price \$25 per T-Shirt including: On the front - CRC Badge & your name. On the back is the list of 2023 events. Contact me to order NOW. rally@drivetekmotorsport.com



NOTICE BOARD



Hi,

I interviewed Geoff Bott a few weeks ago and it is now on you tube. This may or may not be of interest to your members. Go to www.yellowduckmotorsport.com click on interviews, drop down menu, click on Datsun Rally Cars. Or go to you tube, search for Jim Pope Motorsport, find one of my videos, click on Jim Pope, that will take you to my channel.

Jim Pope



Good Evening to all CMC Clubs.

The link below will take you to the **CMC April Preserve** on the CMC Website.

<https://www.councilofmotorclubs.org.au/images/preserve/April-2023.pdf>

Cheers
Kay

Kay De Luca OAM

CMC Treasurer

PO Box 4733

North Rocks NSW 2151



On my way home from my last trip , I saw this shapley but dusty bum hiding behind this glass door.

Many of our long time members will remember following this shapely bum as it went on to win many events.

Thommo

Join Us On
The Inaugural

Autumn Glory Tour

Of North East Victoria



Featuring the Great River Road,
plus the excellent touring roads of
Lake Hume, Bright, Beechworth
and the Upper Murray



5-7 May 2023

www.autumnglorytour.com.au





What is the Autumn Glory Tour?

The Autumn Glory Tour is a 3 day non-speed, non-timed Touring & Navigation Assembly on open public roads in North East Victoria, based at Albury.

Friday's route takes in the famous autumn colours of Bright, Mt Beauty and Beechworth, while Saturday sees you enjoy the panoramic scenery of the Upper Murray including a foray into NSW and the town of Tumbarumba.

The Tour's showpiece is the Sunday when you'll tour the length of the Great River Road - it's a driving experience not to be missed through some incredible country. See map below.

The autumn glory of the region will be on full display in the first week of May.

How does the Tour work?

Choose whether you'll drive one, two or three days, then choose of the three categories..

- Tour with Observation Test.** Follow the route while noting down your answers to a series of questions that are based upon local sights, points of interest and information boards.
- The Navigational Challenge.** This involves navigators using special maps to complete the route and there's also an option to use GPS instructions instead of maps.
- Just drive!** Just enjoy driving along the set route on the Social Run - it's Just for Fun. You'll stop at spectacular lookouts, cruise through towns and villages that burst with colour during autumn and enjoy the atmosphere of a motoring event with other like-minded people.

Who can participate?

Entry is open to anyone who would like to participate, in any registered car. This type of motoring event doesn't have the same vehicle eligibility and personal safety equipment requirements that are sometimes needed for motorsport events.

There will be plenty of special cars taking part, but this event is for everyone. Bring your partner, a family member or a friend - it's a great introduction to participating in motorsport.

How to enter

See the event regulations for each category and the entry form at <https://www.autumnglorytour.com.au/documents-and-forms/>



COOTAMUNDRA TRIAL 2023

Malcolm Sinfield Clerk of Course Cootamundra Trial 2023

In 2021 Arthur Evans and myself (Malcolm Sinfield) ran a NA (Navigation Assembly) for the HRC of NSW and ACT. Wayne Gerlach was our checker and after he had checked the event at home we went through the route with him and yes he did make some mistakes early just kms from the start in Mittagong. Wayne said it wasn't hard but it was not going to be easy. That being said, a lot of Masters and Apprentice crews made a lot of mistakes and yes missed a lot of boards. WHY !!! because they did not read the latest NTSR (National Touring Standing Regulations) that the event ran under and secondly did not read the map or the instructions correctly. They said they didn't like doing loops as we had done and the Southern Highlands roads and traffic was not what they were used to or liked. So, a plan was put in place for the HRC to run an event out of the Sydney Metro area.

My mentor, Dave Johnson, successfully ran a 2day BFC (Barry Ferguson Classic), a 2 day NA in the open flowing country of western NSW. Two stalwarts from Victoria, Ian Gilholme and Peter Parry had an idea to run a 2 day 800 km event around Temora, Gundagai and Cootamundra but didn't have the criteria that MA wants to organise or run this style of event. So the old team of Malcolm and Arthur stepped in because both of us had the event command licences to be able to run these styles of events. If you loved the event we put together then thank the Victorians for it but the bastardisation was done by Malcolm and Dr Evans. We call Arthur Doctor Evans because he DOCTORS the maps, something he has learnt from Ross Warner and Tony Norman but doctored it the right way. We used a Cootamundra 250K map from the 1950s and the only doctoring done by Arthur was removing certain roads from the map, otherwise there would have been a lot more plotting for Out of Bounds locations.

Now in recent months, for whatever reasons, field number have been down and this trend also continued with this event, the Cootamundra Trial. As a lead up to the event I told everyone in my pre event promotion to read and re read the Supp Regs

and be very familiar with the NTSR. We also decided that after the HRC's success in running social tours last year that we would do the same with a Gravel Social Tour as well as the other 2 categories Tour and Social tour which only use ALL bitumen. The social gravel tour is just that, no counting sheep in the paddock or answering silly questions and of all our entries there were more cars entered in the Social Gravel Tour. They actually did an extra 50kms more travel than everyone else, going past the Old Temora Gold Mine at Victors Hill.

From the start at Cootamundra Ex Services on Saturday morning 18th March we took the mapping crews via a route chart to the outskirts of town. We then said to cross a railway 2 times, which was a quick run down Racecourse lane and back up to Stockinbingal road. The instruction was, VIA a bend in the road at a Grid Reference which was the OLD road and not Stockinbingal but a dummy board was place on the incorrect route, the whole field got the dummy board. There was both a VRC board and a Z board on the road you were supposed to be on. Actually, when Mike Batten our event checker and myself checked the event he drove past it too. It was down to Gilmores Lane for a VRC board and the next Via to a point on the road 1km north of a grid reference. Using the mapped roads to that point had you using a road at Yeo Yeo but the road everyone used was a new alignment. The mapped road you were supposed to be using was 30 meters before the road everyone used. There was a Z board on the fence where the road existed but everyone missed that too because they did not read or plot the route correctly. Also, the old alignment just prior to Stockinbingal after crossing Bland Creek there was a 90 degree bend on the mapped road but a lot of crews didn't read the map or plot it correctly. I could go on and on but I wont. Why go in a mapping event and just drive the roads and don't follow the map, this is why the scores were in the hundreds.

When we planned this we found that, I feel, because of Covid a lot of schools don't want people

in their classrooms but if they do their pricing has jumped to nearly \$30 per person for catering. That's why we went with the Travel packs and Subway for our lunch on Saturday. I'm sorry if I upset people at the finish on Sunday in Harden but the finger food was just that and for everyone not just the ones who got there first and expected to be fed straight away. That's why we did it over 3 meal settings.

Saturday afternoon caused us some dramas because of Tara Bectric Road being closed. We had to re write all of division 2 instructions and I'm sorry but I stuffed up, shows I'm not perfect. Many also missed the Fire Station at Bectric Z board and the old alignment on Boundary Road and Rannock Road. Whilst lots got the DJ VRC board they missed the Z board on Mannings Road (other side of the old alignment). There were 2 boards 20 meters apart at Illabo the closest one to the Via at the railway station was on the road ahead of you not on the road to the right. Unfortunately, I stuffed up again in my Z board re directions just prior to Illabo but we deleted about 4 boards to bring everyone back to level par. On the way back into Cootamundra someone took a liking to 4 HRC boards and decided they would be better in their Man Cave. One was a dummy board on Dirnaseer Road plus three on the correct route so they also were deleted. Got to thank the Coota Ex Services Club for giving us a separate room for Doco on Friday night and so we could all eat together on Saturday night and a big thank you to both Ann Mulholland and Barbara Beveridge for their talk on Saturday evening about their stories on the 1979 Repco Reliability Trial.

Sunday we had some tricks up our sleeve. Arthur and Peter Clark who were doing setup came across about 1000 sheep on Sheepstation Creek Road so we held the field back about an hour. We could have used a Shire road through private property near Muttama but didn't want to upset the landowners. So we took a route chart to Back Brawlin Road. For Masters we gave them a grid reference at the end of an unmapped road (Nashes lane) but for Apprentice both ends. Everyone was heading for a grid reference at the intersection of Old Gundagai Road and another with instructions enter from NN. After exiting Nashes Lane you had to use a mapped road virtually opposite Nashes but it no longer exists so there was a Z board there which a few got but not everyone. 100 or so meters

further down the road was a road also with a Z board (Old Treatment Works Lane) but this was on the incorrect route. Lots got this also but the Z instructions sent all crews down Gundagai road to a Mike Batten passage control with a re direction and a new set of instructions for both the mapping crews. Now at this point of the event Queenslander Laurie Garth had got lost not once but twice and was about 50 minutes behind everyone. Sweep car Allan Denney and Peter Lambie were right up Laurie's clacker, so my instructions to them were if he is stopped give him 10 minutes then continue on. Laurie was teaching Kate Ballard from Canberra how to navigate in these types of events. Maybe he should have taken over and lead by example cause it's a team that wins these events. Kate and her normal rally driver Kim Winks are doing quite a lot of Victorian events this year and both wanted this for experience. Just on that, we had Neil Taylor from Victoria run with his Navigator David Ambrose from Qld, also Laurie Garth and Old Legend Tony Best from Caloundra in Qld and in the Gravel social tour Gary and Trish Snell who made the trek from South Australia in their BMW.

From Mikes passage control crews were sent to Burra then back to the Beggan Beggan area where they had to cross an underground pipeline (Mapped) 4 times but in fact they actually crossed it 5 times because we did not say 4 times only. Our instruction was ok again we played with people's minds. It was onto Harden again you had to read the map. Not everyone did nor did they plot correctly. The instruction was a RJ west of GR but the GR was the railway line not the RJ. You passed here twice during the day, first time from the NE 2nd time from the E everyone missed the Z board we had on the Old Alignment on Barwang Road opposite Jellambi Road next to Gawalla Street. That whole area had been realigned but crews were to follow the map. We route charted everyone through Harden and onto Nubba. Thanks Dave Johnson, you'd be proud of what we did in that area. Dave did similar in his BFCs. Wombat was another one that had 3 boards but only 1 legit one, then up Gladstone road to Back Creek road with another Z board which only about 3 or 4 crews got. All in all this time the CRC crews didn't complain about the gravel roads because after last year's flooding rains nearly all the gravel roads we used had been re graded and were in better condition than most of the bitumen ones. Our Tour and Social bitumen Tour was, I'm sorry, a waste of time money

and resources. Its route was completely separate to the map reading because we said they would only use bitumen roads. If I were ever to run another one of these events, I'm sorry, but the tour wouldn't be as long as the map reading because at the end of the day we only had 2 Tour crews and 2 Social Tour bitumen crews on Day 1 and on Day 2 Strat Mairs didn't continue. His navigator had a sore back and Geoff Boyd decided to run in the Social gravel tour cause this group was having the most fun. Coffee stops, June Liquorice Factory, Shaun and Lindsey along with Doug and Xanthea, Barbara and Ann and Rob Mifsud and Danny Castro love what we put on for them. I must commend Chris Clarke and daughter Suzanne, this was their first ever event like this. Chris bought Christine Bethwaite's old Mitsubishi Lancer and jumped in at the Apprentice level, yeh made a lot of mistakes but are willing to learn.

The Future. While I love doing these it takes up so much time and I have other things in life which to me are more important. The backbone of this event was my assistant Clerk of Course Arthur Evans and all respect is to be given to him. I was just the guy who copped all the crap. As I've said to a lot of people if there was something you didn't understand about the event I'm only here at the other end of the phone to help you through any question you have.

Malcolm Sinfield Clerk of Course Cootamundra Trial 2023

COOTAMUNDRA TRIAL 2023

Final Results

Class	Car No	Driver	Navigator	Div A	Div B	Div C	Total	Place
Tour	10	Boyd	Deves	-11	0		-11	1
Apprentices	16	Clark	Clark	-175	-125	-400	-700	4
Apprentices	17	Mansell	Evans	-125	-45	-75	-245	1
Apprentices	18	Lawrence	Genner	-125	-100	-150	-375	2
Apprentices	19	Thompson	Broklebank	-150	-100	-195	-445	3
Masters	21	Taylor	Ambrose	-100	-150	DNF		
Masters	22	Panatta	West	-100	-25	-175	-300	3
Masters	23	Winks	Best	-150	-75	-400	-625	5
Masters	24	Cooper	Warner	-75	-50	-100	-225	1
Masters	25	Garth	Ballard	-210	-170	-450	-830	6
Masters	26	Dhondy	Walker	-75	-75	-125	-275	2
Masters	27	Inglis	Leaver	-125	-75	-195	-395	4

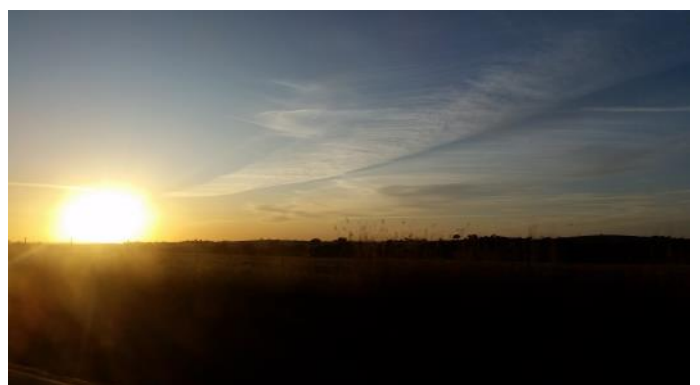
Photos from the recent Cootamundra Trial

by Alan Walker



Genuine "BugEye"

NOTE: previous pics a little joke, these are the real pics from the enjoyable event !



The Cootamundra Trial – 2023

by Ross Warner

John and I were really looking forward to the Cootamundra Trial. We like this type of event, not too difficult to navigate, look for realignments and have fun. That is exactly what we got, John and I had an absolute ball driving on a combination of sealed and unsealed roads and really enjoying the scenery.

John chose the Falcon ute for this one. It was my first time in the ute and I really liked it. Plenty of room, comfortable seats, great suspension and air conditioning that worked most of the time. John has put a lot of time and effort into getting it ready for the recent Perth to Sydney and also for his upcoming trip up north.

I think you can always tell if the event organising team got it right by how you feel on the trip home. If you feel like you had a good time, chances are there was an appropriate balance of challenge and a good opportunity for socialising. Tick, Tick. Well done and thank you to the organisers.

There was a good field in each category, and it was great to see Jeff West competing again. There were competitors for 4 states and 1 territory... (NSW, VIC, QLD, SA and ACT) which was very impressive.

There was some question over the road conditions given there had been a flash flood in Cootamundra on the Monday before the start. I thought that most of the roads were in great condition. Some of the unsealed roads were smoother than the sealed roads.

The recent rain served to keep the dust down, but John did his best trying to get a bit of dust up into the air. We did encounter one road that was damaged by the flood, this was not far from the finish in Harden on the Sunday. A bit of caution and common-sense driving would have allowed most vehicles to pass without incident. John exchanged common-sense for a new Murray Coote suspension

system which worked incredibly well.

The total length of the event was approximately 619 km and my guess is that at least 50% of this was unsealed. This distance was split over three divisions, two on Saturday and one on Sunday. I thought that the early finish on the Sunday was a good approach because it allowed crews time to get home from Cootamundra before it got dark. I would recommend this for other events where the finish is more than say 3hrs drive from Sydney.

Many years ago, rally legend, David Johnson schooled John and I on how to find road realignments, and I have spent some time reviewing the roads around Cootamundra when setting one of the Alpine Classics that traversed this area. This helped, and so did some additional reviewing that I did using Sixmaps website and a copy of the old Cootamundra map that I assumed would be used. It turned out that I was correct about the map and the extra study and previous experience paid off.

This didn't mean that we found all the realignments, for example we missed the very first one on Saturday morning. The event documentation basically said that we should consider realignments that were within 5 km of a VIA (or something like that) and the first VIA was at a "bend in the road". Only problem is we drove straight through the realignment at this VIA without noticing that there was no longer a "bend in the road". The organisers provided the hint, we / I just didn't get it. We missed a few more and found some realignments that the organisers could have used but didn't.

One feature of this event was "no questions". Yes, boards only and no questions to answer. It worked well but did mean that it wasn't possible to test the correct route by question hunting. It was also not possible to "reset" at VIAs because there were no

distances at VIAs. Basically, there were no distances in the instructions. This didn't cause us any issues, but I recognise that it could make it difficult to get back on track if you had strayed from the intended route.

Lunch on Saturday was an array of fresh subway sandwiches that Malcom dispensed from the back of his SUV. I really enjoyed these, and the accompanying soft drinks were so cold. The lunch venue was in a recreation area adjoining a large lake in Temora, very nice, and very clean toilets too.

The afternoon was just as challenging as the morning. Some really good tricks and interesting realignments, and it turns out some interesting redirection instructions that were interpreted differently by different crews. This had some crews driving in circles in one direction, and other crews driving in circles in the other direction. VRCs located on parallel roads had us all stumped.

We get back to the Club, handed in our card and went for a drink. We had booked the hotel across the road, which was very nice, albeit a little expensive. Back to the room a for a quick tidy up and back for dinner. Dinner was not included as part of the event, which worked out fine because we had a function room at our disposal so we could all mingle without annoying the public with our tales of the day and of past events.

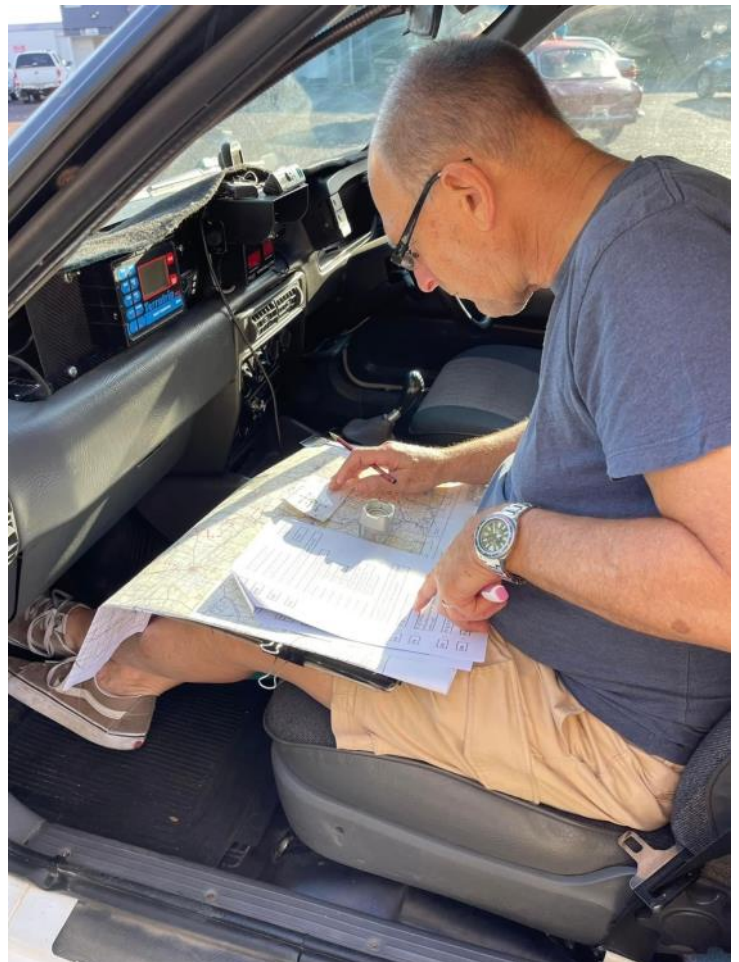
After dinner we were entertained with stories and anecdotes from one of the classic round Australia trials. Very entertaining and often funny.

An early start the next morning was delayed for some reason that I can't remember right now. A redirection that requires a significant re-plotting exercise and a couple of the old Apline (yes Apline) realignments took us up through Harden and Murrumburrah to Wombat. What a great name for a town, Wombat. And of course, there was a realignment in Wombat.

We finished up at the Harden Golf Club for a lunch of pizza and chips, which really hit the spot. A good chat about all the tricks and the long trip home.

We didn't waste any time on the way home, Alan Walker and I wrote some more for the long-anticipated rally setting manual (via texts). Stay tuned for a draft edition soon.

We had a great time, and we hope these guys will do it all again next year (please?).



The Way Things were in the era of 20th century motoring

This month a focus on the rise and fall of once great companies that contributed to motoring- using this advertising page as an illustration= (from "The Countryman" periodical of the UK, Vol 34, issue no.1 published Autumn 1946).

First the Dunlop ad- World War 2 had seen great shortages of rubber for civilian uses due to shortages on natural rubber caused by the war and diversion for the war effort. Even tyres for farms/ food production had been scarce. The Dunlop company (founded in the UK and named after John Boyd Dunlop who invented the pneumatic tyre) wished to remind people that their tyres for agricultural equipment and farm operation were improving in availability again and would ease the workload of farmers who had been forced to make do with alternative ways of getting tasks done.

Today in Australia, almost no trace remains of Dunlop industrial enterprises, from what was once a large diversified undertaking covering a multitude of uses and products for rubber. No footwear, tyres, mattresses or industrial or sporting products (like golf balls and tennis balls) containing rubber materials are made in Australia by any company with a strong link to the immediate post war period of Dunlop operations in Australia.

Now the KLG advert which shows the TWO hexagonal surfaces of a spark plug of the period.

The two spannerrable(?!) surfaces are present because the upper and lower parts of the spark plug are detachable from each other. So the spark plug could be disassembled for cleaning of the internal surfaces at the firing end. Period advice was that the deposits on the insulator and the internals of the shell could be burnt off with a blow torch, or a gas ring and the insulator cleaned up with fine glass paper to end the restoration. Then the spark plug could be reassembled and put back into service- maximising its life.

Really! Labour must have been cheap and spark plugs dear or in short supply?

This style of KLG spark plug still existed into the early 1950s, though this disassembly feature had by this time been dropped by other UK manufacturers- or never used at all.

The other noteworthy technical feature of this ad is the mention of Corundite- which was a KLG innovation for use as the insulator material, which had proven its worth in supercharged aero engines such as the Merlin. Corundite used in this way for spark plugs surpassed the porcelain and mica earlier used for this purpose. Industrial corundite, which is a form of vitrified aluminium oxide had improved mechanical, thermal and durability characteristics compared to mica or even the other mineral based materials used successfully by the Champion spark plug company at that time.

Now as everybody knows- KLG are the initials of the company's Irish born founder, Kenelm Lee Guinness, of the famous family of brewers. He founded the company in Putney Vale (London) before the first world war and then he sold the enterprise completely in 1927 to the already diverse company of S Smith and Sons (well known for example as the supplier of instruments used in English cars for decades).

In 1926 Guinness retired from a substantial motor sport career which stretched back to 1913, but which had been marred by a serious accident in 1924, which caused him head injuries and other problems. So instead of motor racing pursuits, he and his friend Malcolm Campbell went on a treasure hunting trip to the Cocos Islands on a World War 1 RN surplus minesweeper that Guinness had converted to a gentlemen's yacht! (As you do)....

By 1937, at 49 years of age he was admitted to a

nursing home, apparently suffering from delusions and depression (people not believing his life story perhaps)? He died on April 10th 1937 at his home nearby the KLG factory in Putney Vale (the address on the advert)- he had apparently gassed himself. The coroner's verdict was suicide. He was buried in the Putney Vale cemetery.

Smiths kept the KLG activities alive until 1983 when the company exited from the UK's automotive arena. The Putney Vale factory, which had at one time employed 1500 people was demolished in 1989, to make way for a supermarket.

Locally, it has been claimed by some that the spark plug production facility which was part of the original BMC complex at Zetland in Sydney made some KLG spark plugs. Supposed insiders say that this plant usually termed the Champion factory- actually made over 75 % of the spark plugs sold in Australia.... If any readers know more about this snippet of history, please contact the author.

Finally Smiths Industries (formerly S Smith and Sons in Australia) still had a desire to market KLG spark plugs after the UK production facility closed- and post the 1970's Leyland Australia demise at Zetland. The answer was to get KLG plugs made under licence in Yugoslavia- as it says on the plug's steel shell and the cardboard box. This would have been after the cessation of UK production around 1983- but before the disintegration of the country of Yugoslavia into smaller countries in 1991-2. I have a box of ten of these FE80 spark plugs with a blue coloured insulator. Like their predecessors they are "TOO GOOD TO MISS". At least that was true for the couple I have used....

Other unsubstantiated stories say KLG plant or rights went to South Africa after

the closure of UK operations. Today the Japanese NGK company have a production facility for spark plugs for Africa in South Africa. Also to perhaps add further confusion- the Polish ISKRA spark plug company seems to use KLG alpha numeric values to describe its spark plugs. I have cross checked a couple of examples against Champion part numbers and the KLG and ISKRA part numbers match! Perhaps equipment, expertise or knowledge travelled from the wreckage of post-cold war era Yugoslavia to Poland?

Tony Kanak.

Lighter Labour on the Land

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A

The Cootamundra Trial 2023

By

Glenn Evans

Mal Sinfield promised straightforward plotting, without tricky route interpretation, no questions and 260 km of good unsealed roads in around 700 km total distance, over the two days of the Cootamundra Trial 2023. I had not fared well at Apprentice level in Mal's Dave Johnson Classic 2018, nor in the 2015 Barry Ferguson Classic, Mike Batten's Wollondilly events nor even Ross Warner's Alpine Classics; all of which required navigators to recognise modern realignments of roads on old maps (or not so old in the case of the Alpines). While I have been keen to master realignments all of the above events didn't give me enough time to identify them and figure them out without falling behind schedule. Most of these included at least one passage control which caught me on an Incorrect Route before I had realised, or been able to convey to my driver, that the road was diverging from what was shown on the official map.

Nevertheless, I felt that I should make an effort to enter the event as the numbers of entries for all events since the COVID hiatus have been disappointing. Three drivers I'd asked had not wanted to take their cars on that much dirt. By the end of the February club meeting I thought that I was off the hook when Jon Mansell approached me. Tina was not keen on driving such a long distance on unsealed roads, so he offered to drive while I navigated and Tina would be our third crew member. Jon was confident that we would work well together as we had achieved a couple of good results together in 2015. I thought that teaming up with the reigning Apprentice champions would give us a good shot at dealing with whatever Mal threw at us.

In fact, as I understand, the route mostly was set by Peter Parry and Ian Gilhorne, two members of the

CRC who reside in Victoria, yet regularly travel to NSW to compete in our events. Arthur Evans, of the HRC, and Deputy Clerk of Course for the event, produced the route instructions for Masters and Apprentices and set the various navigational challenges for us. Elizabeth Gilhorne was the Event Scorer and had provisional scores on display at dinner on Saturday night and posted provisional Division C scores during lunch on Sunday.

Jon, Tina and I enjoyed the Cootamundra Trial immensely. The time allowed in each of the three divisions allowed us to identify realignments and to search for boards, including at several realignments where there was no board! I had not been keen on not having questions to indicate whether we were on the correct route or not but, by the end of Division B, I was sold on this. We were able to concentrate on navigation and identifying realignments without the distraction of having to drop the map and grab the road card as we neared the distance for a question. Neither were we given any intermediate distances which we could use to check that we had not deviated from the correct route. Not having questions to answer, we realised that this did not matter. We may not have realised that we'd made a mistake but Arthur's rationale was that crews would not be tempted to rush back to correct a mistake and then rush to make up lost time. There were times stated at various VIAs in the instructions to indicate to crews where we should be if we were to arrive at the Finish Control before it closed, which we appreciated.

At Registration on Friday night we received Bulletin #1 with the emergency contact details and the redirection (Z board) instructions. Bulletin #1 contained several critical amendments to the Supplementary Regulations; in particular that the 2

mm Rule will not apply and (effectively) that we would have to search for road realignment up to 5.0 km rather than 2.5 km around VIAs, Major Controls or any other point given in the Event Documentation.

On Saturday morning our map and instructions were made available 30 minutes before the first car was due out. Out of Bounds locations had been marked on the map for us. This allowed navigators to plot the route in a relatively relaxed manner and to use our supplementary map boards – the still-cool bonnets of our cars – to spread out the single A1 sized map.

The single map utilised a 1,000 yard (914 metre) grid so an appropriate, nicely laminated romer was supplied. As I plotted away on the bonnet of Jon's Corolla Martin Leaver came over and asked: "Is your romer short on one side?" Indeed, one edge of my romer also had been trimmed slightly too much, meaning that care would be required measuring the grid northings, especially given that the 2mm rule would not apply.

The worst kept secret of the event was that a set of Division C route instructions inadvertently had been mixed in with the Apprentice instructions for Division A and that we were issued with them. I think it's worth elaborating on what we did, and the arrangement to rectify it, to reassure our competitors that we didn't gain an advantage.

Our view of which way the preceding cars had turned along Parker Street was obscured by the Ex-Servicemen's building so we happily followed our route chart to the southern outskirts of Cootamundra to find the second VIA, an UnMapped Road from a UM Road Junction 1 km SSE of bend in road @ GR 6020 7180 exit to ENE to a UM RJ just NNW of RJ @ GR 6040 7178."

We found an unmapped road junction 700 metres from the given bend in the road so I got Jon to drive several hundred metres further to make sure that there was no other unmapped road. There wasn't, so we travelled along the one we'd found, heading

ENE to meet the Gundagai Road. We turned right and found what I thought to be the mapped road I wanted 200 metres from the unmapped road junction where we'd turned. Given that "1 km" had turned out to be 700 metres I figured that 200 metres qualified as "just".

The third VIA was a road junction which we had to enter from the north. In fact, this was the northern RJ of an offset crossroad with its RJs offset north and south. To enter the VIA from the north we had to use the northernmost of three mapped roads; the second eventually came to a dead end and the third ended at the VIA. We headed up my intended road only to find that it, too, was a dead end. We crawled back to the Gundagai Road searching for a Z (redirection) board but didn't find one. Jon and I pored over the map to find what I'd done wrong.

"Check that offset crossroad?" asked Jon. My goldfish memory kicked in and I completely forgot about Martin's warning about the romer. I apologised to Jon and told him that the correct VIA actually was the southern of the RJs in the offset crossroad and that we could use the northern one to approach it from the north. I remarked that I thought that we would have seen at least one Masters car pass us as we puzzled over the map. I didn't confess that I felt like an idiot because not one of the Masters behind us had made the same mistake that I had; one so obvious that it didn't even merit a false Z board.

Long story short, we continued on, finding neither P boards nor any board at the realignments we searched. I was unhappy but neither Jon nor I could find fault with my plotting.

We were nearly at Harden when Mal Sinfield rang to ask where we were as we'd missed the first passage control. Clearly puzzled at our answer, Mal asked us to check which instructions we had. It was only then that I saw "Division C" in one of the boxes on the first page. Mal told us to come back to Cootamundra to collect the Division A instructions. We were nearing Cootamundra when Mike Batten rang us with this offer: meet him just north of

Cootamundra, where he would give us the Division A instructions. We would be given a new Road Card with the boards found by the best of the other Apprentice crews entered and the Passage Control stamped OK. We would be equal first (of four) at that point but no better. Mike would lead us to the location of the Passage Control 63 km into the Division while I plotted the route. Our Control Close time would be only 30 minutes after everyone else's. Jon argued that this gave us too little time to do the distance but Mike disagreed. (He should know better; I've navigated for him!)

True to my usual form I fell at the first hurdle after we left Mike. I was very pleased with myself that I found the shortest mapped route to the next VIA using a mapped road which branched off the main road but looked like someone's driveway. Unfortunately, I had neither marked the map, nor re-read the instructions, to see that we had to enter that VIA from a different direction. That cost us two boards.

Amazingly, we reached the lunch control 15 minutes before our revised time of closure and without missing another board.

Keen to get us on the road so that the sweep could leave behind us Mal gave us 15 minutes until we had to leave. We'd found two boards (and missed another) when we came to a mapped offset crossroad where the road has been realigned to run continuously between the road junctions. The first part of the old road still exists so we drove it and found the DJ P board. We crossed the existing road to look for another board. While Jon and I were looking south, along the now-undriveable mapped road, Tina spotted the Z13 board placed amongst the trees on the opposite side of the road. Several Masters crews also searched for it but – to much unhappiness – only Jeff West and one other found the board.

Our next challenge was at a VIA RJ (which I labelled VIA 8) where we had to enter to the SE. At the road junction where I intended to turn to the SE to make that approach we found Z3. The redirection

instruction was "Road ahead is impassable in a NW direction using mapped roads to the current VIA." We simply performed an anti-clockwise loop to visit VIA 8, then proceeded south to our next VIA, the Railway Station at Illabo. We encountered a Masters car going in the opposite direction and stopped to check my interpretation but agree that "current VIA" meant VIA 8. Incomprehensibly to me this instruction had caused much confusion, so the boards around there were removed from the scoring.

Once we passed Illabo Railway Station, as required, I determined that turning left across the railway line to get to the next VIA, an unmapped road near Bethungra, was shorter than continuing along the Olympic Way and performing a clockwise loop back through VIA 8 instead. Unfortunately, I missed the little mapped road among the buildings in Illabo, which enabled us to perform a clockwise loop which was shorter than my incorrect route.

By WDing through Bethungra we (Tina) spotted a VRC on an old alignment in the town which none of the Masters or Apprentice crews identified. We scored 25 points for the board but were penalised 20 for finding it out of sequence!

We arrived at the Division B finish control within time and with no further dramas. We had searched a couple of realignments out of Cootamundra without finding a board with Jon utilising the All-Terrain capability of the Corolla to climb an embankment to follow one old alignment. Disappointingly for Arthur and the event team the board that had been placed there was one of several which had been stolen and had to be removed from the scoring.

Come Sunday, and with a clean map and new Division C instructions, we again turned right out of the unmapped road, just south of Cootamundra, onto the Gundagai Road. Almost immediately Tina called "Z board!", which she had spotted by looking backwards from the car. I had been looking at the map and did not see the "road" or board but grabbed the road card and wrote the board down.

200 metres further on, before I'd even put the road card down, Tina called another Z board, which I recorded. I said to Jon and Tina that I should not have written down the second Z board as the second mapped road was a dead end. I was confused because the second Z board was on what I had taken to be the mapped road from yesterday which I wanted to use. The rusty gears in my brain barely had time to grind over before we arrived at a Passage Control at what I thought was the dead end second mapped road. (At least I was correct there.) We were given a redirection to continue south along the Gundagai Road to the Brawlin Railway Station. I naively was encouraged when told by the Passage Control official that we were the only car to have found both those Z boards.

Arthur kindly enlightened me after the event. The mapped road "just to" the SSE of the unmapped road now is a paddock. The mapped road was directly opposite the unmapped road offset only by a 20 metre realignment of the road junction. Impressively, Alan Walker was the only navigator who recognised that a line of trees in the otherwise featureless paddock evidenced that there once had been a road there. See the attached image from Google Maps!

Back to our redirection. As mapped, the Gundagai runs straight through Brawlin; now it curves to the east before reaching it. We searched that alignment and did not find a board. We also searched the mapped T junction south of Brawlin but again found no board. We used the mapped road through what is now private property to find the P board "GT". I was feeling somewhat under-rewarded for our efforts. We came out just to the west of Muttama. We then had to head south, use an Unmapped Road, then return north, passing just to the east of Muttama. There was one VRC to the south. I note, from the marked up map which Arthur Evans kindly supplied us after the event that there was a false VRC on the road through Muttama to catch anyone who inadvertently shorted the course.

We then headed back to the last redirection VIA, the southern RJ of the infamous offset crossroad, to resume our original plotted route. On the way, we searched unsuccessfully for boards at the realigned junction between the Muttama Road and the Old Gundagai Road (3.5 km from Brawlin RS); and where a mapped sharp, 90-degree bend in the Old Gundagai Road now has a generous radius, 2.5 km before the infamous offset crossroad. See the photo of the horse grazing peacefully, before being disturbed by the All-Terrain Corolla passing along the other side of the fence.

We then – happily – found boards at realignments at the Old Pumping Station and at the VIA at the Underground Pipeline. We searched the realigned intersection of the Burley Griffin Way and Curringar Road, just out of Harden without finding a board, but we did not really drive the Corolla behind the Armco along the old alignment, next to the railway line, as I told Arthur.

Our only other penalty in Division C was missing the Z board while on a route chart through Harden, which may, or may not, have been obscured by someone parked in front of it.

I never did figure out the secret of what realignments to search for boards and which could be bypassed without searching them. Looking at the map after the event, all but one of the realignments I had marked "No Z" on the map, or unmarked ones which I remember, were within the prescribed 5.0 km of an applicable point. Fortunately, the time allowed for each Division was generous enough to enable us to conduct these unrewarded searches and we did enjoy the challenge of searching for them.

Congratulations to Mal Sinfield, Arthur Evans, Ian Gilhome, Peter Parry and the HRC for running such an enjoyable event. The minor hiccups did not detract from our enjoyment of it.



Line of Trees Road Alignment from Google Maps



Horse grazing peacefully, before being disturbed by the All-Terrain Corolla

LEGEND LADIES

by
Glenn Evans



Historic Rally Club of NSW and ACT events (and the CRC's Barry Ferguson Classics before them) traditionally feature a talk by a rally legend at the dinner on Saturday night. The legends who spoke at dinner at the Cootamundra Trial 2023 were Barbara Beveridge and Ann Mulholland. Barbara, Ann (then Ann Heaney) and Lynn Jarman drove a Volvo 244DL in the 1979 Repco Reliability Trial to outright 19th place, easily winning the event's Ladies' Award.

Barbara, Ann and Lynn crewed one of two cars entered in the Trial by the Volvo Dealer Team of NSW. Another four cars were entered by Volvo Dealer Teams in the other mainland states. The six-car Volvo team was instigated by Harry Jensen, the Managing Director of Volvo Australia. Rather than the entries being funded primarily by Volvo Australia, Jensen prevailed upon the Volvo dealerships in each state to enter a car.

Jensen was a keen rally driver himself, and had driven a Volvo 244 in the 1977 Southern Cross International Rally, with Dave Johnson as his navigator. For the Repco Trial, he engaged Dave to

manage the team and to recruit crews. Jensen, Dave and Chris Wellington crewed the 242GT which was the other NSW entry.

Jensen was keen for the Volvo team to include an all-woman crew. Ann and Barbara were experienced navigators. Ann was asked to be the co-driver, on the strength of her experience, but Barbara told us that she had to "audition" for the role of (primary) driver, in competition with other prospective drivers. Barbara and Ann told us that Volvo Australia appeared not to care too much where they placed, provided that they finished as the leading women's crew.

Barbara and Ann told us virtually nothing of their prior experience. Dave Johnson was very keen to ensure that they told us about their successes and provided notes and a 1979 Volvo press release to John Cooper, the night's Master of Ceremonies, to assist him in getting the girls talking. A Volvo Australia press release, issued before the event, stated (in part):

"One [car from New South Wales] is a 244DL being driven by an all-girl crew, comprising three of Australia's most experienced lady drivers Barbara Beveridge, Ann Heaney and Lynn Jarman. Barbara has navigated in approximately 50 open events and was N.S.W. Group 2 Navigator Champion for 1976, 1977 and 1978. Ann Heaney has been rallying for 10 years, navigating for Ian Hill in the 1978 and 1979 Castrol Rallies and the 1978 Southern Cross coming 8th outright in all three events. Lynn Jarman has several wins to her credit, including the ladies prize in five Southern Cross Rallies. She has competed at most major circuits on the east coast including Bathurst. For some time, Lynn owned and rallied a Volvo 122."

Dave's notes state: "Barbara is a local to Cootamundra, living on a property not far out of

town and had been driving most of her life on dirt roads. She was a regular competitor in trials/rallies in the preceding years.” Further research reveals that Barbara placed second in the Lady Drivers Rally in 1977. It says much about her talent that she was selected as the primary driver ahead of Lynn Jarman who, in six Southern Cross Rallies, won three Ladies Awards as the driver (1968, 1969 and 1973).

Dave says that, prior to the Repco Trial, Barbara drove in many rallies held by clubs in the ACT. He knew that Barbara was a very good driver and said that she was his preferred choice when he was asked to recruit a ladies’ crew.

Barbara, Ann and Lynn not only won the Repco’s Ladies Award but finished the second of the Volvos, bettered only by the car driven by the legendary Ross Dunkerton, who finished fourth outright.

The Repco Reliability Trial

The 1979 Repco Reliability Trial was a 14 day, 20,000 kilometre car trial which circumnavigated Australia. 167 crews started the event, with 92 classified as finishers, although only 13 cars did not miss a control. Many consider this to have been the last great round-Australia trial. Like earlier round-Australia trials and the London-to-Sydney Marathons of 1968 and 1977, crews in the Repco were expected to drive virtually non-stop for days at a time, with limited rest breaks. Over 40 per cent of the route was competitive and most of the transport stages were on unsealed roads. Penalties incurred on some transport stages proved to be critical to the final placings.

The entry list reads like a “Who’s Who” of Australian and international rallying at the time. No fewer than 13 competitors are inductees to the Australian Rally Hall of Fame, who were established in their careers in 1979. 10 of these were drivers. Three international drivers – Andrew Cowan and the pair in the third-placed HDT Commodore, Shekar Mehta and Rauno Aaltonen (“The Flying Finn”) – are inductees into the international Rally Hall of Fame. The German driver of the 911SC

entered by Porsche Cars Australia, Edgar Herrmann, had competed in many East African Safari and Southern Cross Rallies, and had won the 1970 Ampol Round Australia Trial. Several other Australian drivers were state champions and much of the field of drivers and co-drivers had much more experience driving in competition than Barbara Beveridge had.

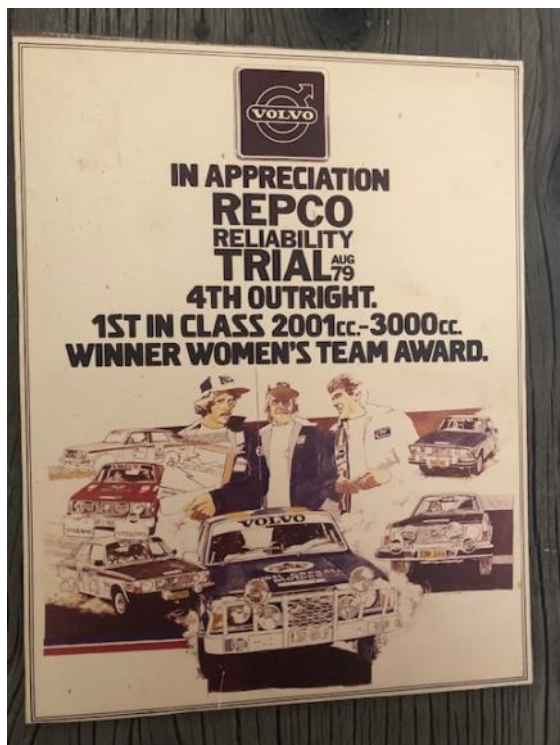
The surfaces of the unsealed roads included mud, soft sand dunes, tyre-puncturing rocks and rocky creek beds. Crews had to try to minimise damage to the car, cope with their own fatigue and carefully manage their late time, to avoid being excluded from the event. Arriving early at a control was penalised, unless the car’s correct entry time was nominated when booking in (as in the CRC’s Alpine Classic). Late Time, however, was reduced by booking in early. Crews who suffered long delays were able to skip stages and book in early to a later control to reduce the Late Time they had incurred and avoid exclusion, sometimes at the cost of foregoing a high outright place because they had missed one or more controls.

The pace of the event was such that service crews often could not get ahead of their cars, especially through remote areas, so that they could be waiting for them at locations where time was allowed for service.

I don’t recall all the detail recounted to us by Barbara and Ann, so I have taken much of the following detail from the website compiled by Ian Richards, <http://reporoundaustralia.blogspot.com/>. Ian was the co-driver of the Toyota Celica which was entered and driven by Wes Nalder, and placed sixth outright. Ian drew on a detailed account of the event which he wrote immediately after it, and other sources which he details in <http://reporoundaustralia.blogspot.com/p/about.html>. These include the published official results, which give every car’s time for each stage. John Cooper has loaned me his copy of the official results and a lot of other material on the Trial which he has collected. This article concentrates on Barbara and

Ann's car but I intend to follow this up with another on the event as a whole.

Dave Johnson provided further insight into the event, and supplied the photograph of the award given by Volvo to the crews of its Trial cars.



Award given by Volvo to crews of its Trail cars
Photo courtesy of Dave Johnson

Division V

The first car departed the Melbourne Showgrounds at midday on Sunday, 5 August 1979. The first competitive stage of the event was the third, the 48 kilometre Tortoise and Hare Special Stage. This was used as a seeding stage to determine the subsequent start order. Barbara placed 44th. After a fine afternoon, rain set in during the fifth stage, a transport. The wet conditions presented no real problem until Stage V11, the 13.6 km Introductory Trial Stage. 45 cars cleaned the stage and another three, including the Beveridge Volvo (two minutes), incurred minor time penalties for booking in early. Conditions worsened for cars running further back in the field. Several got bogged and lost over an hour, and one car incurred the maximum penalty of four hours.

Only seven of the leading cars cleaned the next trial stage, the 62.3km V13 Tarpeena. The Beveridge Volvo lost 17 minutes, placing 55th. Time losses

increased further back in the field. 17 cars lost more than an hour and four skipped to the end of the stage, taking a maximum penalty of four hours.

The next stage was the 105.7 km V14 Wrattombilly Transport stage to Bordertown, South Australia. This required a fast average speed of 100 km/h. Most of the leading cars had no trouble, with 13 cleaning the stage. A section of roadworks near the end of the stage progressively became more churned up, with its clay surface turning into deep, slippery mud. As the night wore on, this section became clogged with deeply bogged cars and the time losses ran into hours. Barbara and Ann's Volvo lost just over two hours. 24 cars did not report to the control at the end of the stage and another 24 incurred the maximum four hour penalty when they did so. The Beveridge Volvo was one of many which skipped V17 (a transport stage), where they probably would have been out of Late Time. They incurred a missed control but took the opportunity to report in early to the control at the end of V18, another transport stage, where additional Late Time was available. This ensured that they would not be out of Late Time and, therefore, excluded from the event.

Only 82 cars reached Adelaide, the end of Division V, without having missed a control. The other 80 which were classified as still being in the event were out of outright contention, as a consequence of their misfortune on the transport stage into Bordertown. The Beveridge Volvo was one of only nine cars which had missed only one control throughout that first Division.

Division S

The leading crews got an overnight stop in Adelaide, while their cars were impounded in parc ferme. Cars were released an hour before their start time for service. This meant a 4 am start for the first crew, to access their car. Many crews who arrived late in Adelaide got little rest before they had to get their car.

The Trial route proceeded through the Flinders Ranges to Broken Hill, then departed from 6:30 pm for an overnight run, skirting the north of the

Ranges and heading west to Coober Pedy. This was followed by a daylight run to Immarna on the eastern side of the Nullarbor Plain.

The next stage was S15, the 260 km Maralinga Sump Crusher Trial Stage, which proceeded across the eastern Nullarbor before turning south to finish at the Nullarbor Roadhouse on the Eyre Highway. The first car out departed at 7pm, so most of the field completed the whole stage in darkness. This stage was another which wreaked havoc on the Trial field. The first 69 km to Maralinga was through undulating, sandy scrub country but from there the stage ran on the Nullarbor proper: sandy tracks strewn with sharp rocks. The stage required an average speed of 87 km/h. Barry Ferguson proved that this was achievable but his Commodore was the only car to clean the stage, as it was one of the very few not to suffer a puncture. Many suffered multiple punctures and ran out of spare tyres. Some were able to repair punctures in the stage; others received assistance from other crews, either in repairing punctures or borrowing a spare tyre. Some had to wait for daylight and their service crews to enter the stage to rescue them with spare tyres.

Only 11 cars lost less than an hour on the stage, and only 52 finished within the Late Time limit. The Beveridge Volvo was one of these, although it lost 3 hours and 25 minutes. Although there was an allowance for service time at Nullarbor, numerous crews required extra time to get punctures repaired, so then lost time on the subsequent 197 km transport stage to Eucla. Some crews incurred the maximum four hour time penalty at the Nullarbor control but many more had to skip to Coolgardie, and even to the end of the Division at Perth, to be able to book in where the Late Time Limit was enough to avoid them being excluded from the event.

The Beveridge Volvo is recorded as missing the two controls on the S19 Rawlinna Rocks and S20 Cundeelee Trial Stages. Barbara, Ann and Lynn elected to take the highway, rather than risk further large time penalties on the rocky roads, and booked

into the Kalgoorlie control an hour and 43 minutes early to recover some Late Time.

The run to Perth was relatively undemanding. Barbara placed 15th in the 26 km S26 Narrogin Special Stage and lost less than eight minutes between Kalgoorlie and Perth. The ladies finished Division S with the two missed controls and 3 hours 18 minutes time penalties (for the Division).

Division W

The first car was due in to the Perth Control at 4:25 pm on Thursday, and due to be released from parc ferme at 3 am for a 4 am departure on Friday morning. By comparison with the previous two Divisions, the Beveridge Volvo had little trouble on Division W. Barbara drove to 20th place on W14, the Nunyerry Horror Trial Stage and 12th on W16, the Mundabullungara Trial Stage. The ladies did not miss any controls and finished 20th in the Division; second only to Dunkerton among the Volvo team.

Barbara and Ann told us that they were looking forward to reaching Darwin, not least because the Volvo team had reserved the workshop (and hoist) at the Darwin Volvo dealer so that the cars could be thoroughly checked and repaired, if necessary. On arrival, however, the Volvo crews found that the Volvo dealer also was the Holden dealer, and the Holden Dealer Team Commodores took priority!

Dave Johnson says that shock absorbers took a real beating throughout the Trial, and were the main problem suffered by all the Volvos. Ross Dunkerton was known as a bush mechanic and Dave says that he became very proficient at changing his Volvo's shock absorbers! All the Volvos required changes of shock absorbers. Many of the other cars in the field are known to have suffered similar issues (for example, the HDT Commodores).

Division T

On his website, Ian Richard states:

"Despite the extra 2 hours added to the rest break, it was still an early start on Monday morning with the first car out of impound at 5.00 am and notionally departing Darwin at 6.00 am on the 128 km run down the Arnhem Highway towards Kakadu. With one and a half hours allowed, most

crews would take some extra service time in Darwin figuring on making the transport in not much more than an hour.”

“Of the 104 cars classified in the results at Darwin:

- 27 were on time at Control T1 [at the end of the transport stage out of Darwin].
- 25 were late at Control T1 while 1 car was early.
- 44 cars missed Control T1, requiring more service or rest time in Darwin.
- 3 cars seemingly did not leave Darwin.
- 5 other cars are not shown in the results because they retired somewhere after Darwin and, because they did not hand in their Road Cards, scores were never recorded for them. This included [Andrew] Cowan and [Colin] Bond.”

While Dunkerton lost no time on T1, the Jensen Volvo lost three minutes; the WA Volvo of driver Frank Johnson missed the control; the SA car of Miettunen lost 36 minutes and the Beveridge car missed the control. Johnson had been running third outright at Wittenoom (after W8) but dropped 52 minutes (and well behind the leaders) on W9 – Duststorm Trial Stage and subsequently missed eight controls on the way to Darwin. The Spring issue of “Volvo News” stated that Johnson had been delayed, awaiting parts. Presumably, the other Volvos took priority for service – and the hoist – over Johnson’s in Darwin but there is no explanation why the Beveridge car also missed the T1 control.

The ladies’ Volvo lost 10 minutes on the T2 Goodparla Trial Stage, which many cars cleaned, and missed the T3 Katherine Transport control; the last they would miss in the event. Barbara cleaned the 346 km T4 Alligator Trial Stage; one of 20 to do so.

The T6 Burketown Passport Trial Stage was 469 km long, with an Allowed Time of 6 hours. It was described as “50% good gravel, the remainder is a graded dirt bulldozer cut track. Bull dust hazard is extreme.” The first car started at 8:15 pm. The night was warm and clear. The first 200 km was good dirt road, with some sharp dips and creek crossings. The track then became narrower, meandering through hilly country before emerging again onto the flat toward the Queensland border, with numerous closed gates to be negotiated. After the border, the track meandered through Gulf savannah country

before entering a section of deeply rutted, criss-crossing tracks. The bull dust was so thick in these ruts that many cars got bogged. Bull dust hangs in still air, and would have made ruts, dips and potholes harder to see. The nine leading cars cleaned the stage but the bull dust they stirred up hung in the air, restricting visibility for much longer than the nominal two-minute interval between cars. The section of bull dust got very chopped up and many cars got stuck there for varying periods. Including the fortunate leaders, 22 cars lost less than one hour on the stage. The Beveridge Volvo finished 43rd but lost 2 hours and 11 minutes.

The ladies negotiated the next seven stages relatively uneventfully, taking the opportunity to regain some Late Time by booking into the control at the end of the T12 transport stage 43 minutes early. They incurred the maximum penalty of four hours on T14, the 243 km Norman River Trial Stage. 37 cars completed the stage, with 11 cars cleaning it, although only 30 lost less than an hour. Time lost escalated quickly after that; the 37th car lost 3:18. 23 cars incurred the maximum time penalty of four hours.

Richards says: “Much of the stage was over extremely fast station tracks across to Iffley Station, where many cars would have been sitting on maximum speed for much of the time. On these roads the only reasons to slow down was the occasional sharp bend and gates, of which there were 21 on the stage. Some distance after Iffley the route entered a narrow sandy track through scrub country and then crossed the dry sandy Norman River where [locals in] 4WDs were offering their towing at \$15 a pop.” Richards reflected that cars running further back in the field would have had to negotiate the sandy Norman River section in darkness and also stated that the 4WDs had gone by the time “Gelignite” Jack Murray got there. Murray lost nearly three hours on the stage.

Dave Johnson recalls that this would have been the stage which the Jensen Volvo skipped, taking the time penalty in the interest of preserving the car. The Beveridge Volvo, and most (if not all) of the other 23 cars which incurred the maximum four hour penalty presumably chose to preserve their cars also.

The Beveridge Volvo lost little time on the

remaining six stages to Townsville, except for taking a 37 minute penalty on the T18 Transport Stage to book in early and regain that amount of Late Time.

Division Q

Division Q commenced in Townsville and finished in Sydney. Most of the Division was relatively uneventful for the Beveridge Volvo. In eight of the 10 competitive stages, Barbara placed between 18th and 29th of the 93 cars still running in the event. Uncharacteristically, she lost an hour and three minutes on the 86 km Q19 Courage Trial Stage, placing 46th of only 47 cars to complete the stage. The 40th was Le Mans winner, Jurgen Barth, who rolled his Porsche 924 but recovered to lose only one hour 28 minutes. Unfortunately, Harry Jensen – placed 15th outright at the time – rolled his Volvo, finishing his event.

Division N

The final Division, from Sydney to Melbourne, was the shortest of the event. It comprised three special stages, totalling 49.8 km, and four trial stages, totalling 206.1 km -only 17 per cent of the total Division distance, by far the lowest proportion of any Division in the event.

54 cars completed the division without missing a control. The Beveridge Volvo lost an hour and six minutes in Division N, placing 18th and missing out on 17th place by only 27 seconds.

Volvo Australia was delighted with the performance of the team, as was Head Office in Sweden. The Managing Director sent this congratulatory telex (who remembers those?):

“It was with great pleasure that I received the information about the outstanding result of the

Volvo team participating in the Repco Reliability Trial. Indeed this was a great success made by Volvo in the world’s longest rally.

“Please accept my and the entire Volvo car corporation’s congratulations, which I ask you to convey to the winning teams, Dunkerton and Beveridge, to the service crew who worked hard in making this a success.”

“With my best personal regards,
Urben Arhen”

Barbara’s consistent placement among drivers with far more experience driving in competition is remarkable. Dave Johnson, who navigated for Harry Jensen in the other NSW Volvo, paid tribute to Barbara’s driving, recalling “the look on Harry’s face in one section in Western Australia when the girls’ car appeared in the rear view mirror and Harry had to pull over and let them past. Barbara danced the car past us, missing the majority of potholes that were slowing Harry up.”



Barbara Beveridge, Ann Heaney and Lynn Jarman with fellow Volvo team member, and Managing Director of Volvo Australia, Harry Jensen

Photo from Spring '79 issue of "Volvo News"

South Australian Victorian 244 DL in action; this was the same model as the ladies' car.

Photo from Spring '79 issue of "Volvo News"



Conditional Registration of Historic Vehicles

For all enquiries regarding club plates please contact

Ron Cooper CRC Club Plates Registrar
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.

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 CHAMPIONSHIP POINT SCORE

Masters Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic	Best 9 Days	
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day		
Competitor									Points to date	Position to date
John Cooper	36	40							76	1
Andrew Inglis	36	34							70	2
Robert Panetta	32	36							68	3
Edul Dhondy	40m	38m							40	4
Graham Pettit	38								38	5
David Batten	34								34	6

Masters Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day		
Competitor									Points to date	Position to
Ross Warner	36	40							76	1
Martin Leaver	36	34							70	2
Mike Batten	34	32							66	3
Alan Walker	40m	38m							40	4
Phill Stead	38								38	5

CRC CHAMPIONSHIP POINT SCORE— Continued

Apprentices Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Michael Brandt	30								30	1
Jon Mansell		30							30	1
Carol Both	28m								28	3
Bruce Miller	26								26	4
Graham Thompson		26m							26	4
Murray Baker	24								24	6

Apprentices Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Glenn Evans	28m	30							58	1
Andrzej Cieslak	30								30	2
Susan Genner		28m							28	3
Andrew Taurins	26								26	4
Winton Brocklebank		26m							26	4
Nikki Baker	24								24	6

CRC CHAMPIONSHIP POINT SCORE— Continued

Tour Drivers

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Dennis Oste	20								20	1
Geoff Boyd		20							20	1
Warren Herrick	18m								18	3
Justin Bedingfield	16m								16	4
Sergio Cariolato	12m								12	5
Geoff Hemsall	8m								8	6
Tina Mansell	6								6	7

Tour Navigators

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Cootamundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
John Learson	20								20	1
Jim Deves		20							20	1
Glenda Lawrence	18m								18	3
Isla Murdoch	16m								16	4
Irene Cariolato	12m								12	5
Michael Malgo	8m								8	6
Jonathon Mansell	6								6	7

CRC CHAMPIONSHIP POINT SCORE— Continued

Future Stars in a Rally Car

	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8		
	The Ire of Man TT	Coot-amundra Trial 2023	The Analogue Run	Autumn Glory Tour	The Tulip Run	Tour d'Course	The Sheep Station	Alpine Classic		
	2 day	2 day	1 day	2 day	1 day	1 day	2 day	2 day	Points to date	Position to date
Competitor										
Isla Murdoch	16m								16	1

Please let Mike Batten know if he has missed any other young competitors (under 30 years of age)

CRC Event Calendar 2023

Day	CRC Championship Events	Other events / notes
January		
Tuesday 24th		Club Meeting (Hawaiian shirt night!)
February		
Saturday 18th	The Ire of Man TT - (NA) Martin Leaver	
Sunday 19th	The Ire of Man TT - (NA) Martin Leaver	
Tuesday 28th		Club Meeting
March		
Saturday 18th	The Cootamundra Trial - (NA) HRC	
Sunday 19th	The Cootamundra Trial - (NA) HRC	
Tuesday 28th		Club Meeting
April		
Saturday 15th	Name TBC (NA) - Tony Norman	
Wednesday 26th		Club Meeting
May		
Friday 5th	Autumn Glory Tour of North Eastern Victoria	<i>Non CRC Championship day</i>
Saturday 6th	Autumn Glory Tour of North Eastern Victoria	
Sunday 7th	Autumn Glory Tour of North Eastern Victoria	
Sunday 21st	The Tulip Run - (NA) Jon Mansell	
Tuesday 23rd		Club Meeting
June		
Sunday 18th	Tour d'Course (NA) - Alan Walker	
Tuesday 27th		Club Meeting
July		
Tuesday 25th		Club Meeting
August		
Tuesday 22nd		Club Meeting
September		
Sunday 17th	The Sheep Station (NA) - Jon Mansell	
Tuesday 26th		Club Meeting
October		
Saturday 28th	Alpine Classic (TRE) - Alan Walker	
Sunday 29th	Alpine Classic (TRE) - Alan Walker	
Tuesday 24th		Club Meeting
November		
Tuesday 28th		Club Meeting- AGM
December		
		Club Christmas Party - (Date TBA)