



**It was hard, tough
and tiresome.
A real car-breaker
as promised.
In fact, it wasn't unlike
a Mexican road race
at all . . .**

Left, the oldest car in the rally, an immaculate MG Y tourer, about to be flagged away by the attractive starter. Right, the McLeod/Lock VW undergoes its second rebuild in 36 hours. Car was hard-pushed all the way, kept going.

RUGGED ROTHMANS!

SYDNEY motoring editor, Max Stahl, led the rally away from the giant Bankstown Square shopping centre in Sydney's western suburbs at 6.30pm on Wednesday, October 9. His Fiat 124 was the first of 84 starters in the tortuous 2500 mile, four-day test over car-breaking roads in New South Wales and Victoria.

International drivers, Timo Makinen (Finland), Paddy Hopkirk (Ireland) and Tony Fall (England) were also competing in their second event of their 1967 Australian visit. Hopkirk and Makinen were driving their English-prepared Rally Coopers, while Fall was driving a Cooper prepared by Sydney's Bob Holden, himself one of the favourites in the large field.

Division one, of the first night stage, took the field from Sydney through Mittagong, Wombeyan Caves, Mt. Werong, Richlands, Big Hill, Greenwich Park, Towrang and a stop-over at the checkpoint at Collector, a very small township on the Federal Highway.

The first car to reach the Collector checkpoint was the VW of McLeod and Lock. They spent furious minutes before checking and unbending the front nearside fender panels after hitting a cliff-side on the third section at Mt. Werong. They weren't the only one to suffer damage on this section! The Hillman Hunter of ex-Chrysler PR, Peter Jansen, also suffered extensive left-side panel damage, but was able to continue.

Paddy Hopkirk's English Cooper arrived with oil spewed right down the left side of the car, due to an overfull sump which he hastily drained off. Teammate, Bob Holden limped into check with a dead flat battery — luckily, what was thought to be alternator trouble was merely a slipping fan belt. . . .

Ford drivers protested that Holden's car was being worked on in control (against the rally rules) but officials proved the crew stopped work as soon as he clocked into control. The air on this controversial question of should a car be allowed main-

tenance while in control was cleared up by a clarification of the supplementary regulations which state "a car cannot be worked on until 15 minutes before its due out time". Vaughan (Ford Cortina) replaced broken lamps before booking in at control while Sharpley (Renault Gordini) lost points outside control with a punctured Michelin XN. The tyre was replaced with a Goodyear G800 — as the crew had no XNs ready on a rim.



BMC team driver and one of the best, Bob Holden, topped Cooper S competitors in final placings.



In a star-studded field, it was the experienced Ferguson/Johnson combination that beat them all to the finishing post in the end.

Fellow Victorian, Tony Theiler, duplicated Sharpley's mistake in the first section by missing a turn-off which although visible by day, was obscured at night.

By the time the cars began dribbling into Canberra the following morning, the tone of the 1967 International Southern Cross Rally was obvious. It was a great deal harder, rougher and faster than that of 1966 and the casualty rate (as promised by route organiser, Bob Selby-Wood) was much higher.

Incidents worth noting in the second section of the first night (which took the field through Gunderpo, Weetaranga, Wee Jasper, Argalong, Brindabella and Canberra) were: McLeod (N.S.W.) rolled his VW, badly crushing the roof and smashing the windscreen. It took the two-man crew only two minutes to right the car and continue, and they carried out extensive work in Canberra during the six-hour stop-over. Mullins, driving a Daihatsu GT, overturned after hitting a large rock pulling the roof back on the car. Mullins

received slight injuries but continued. The only Falcon XP two-door, driven by D. Thompson, rolled and damaged its roof so badly it withdrew before reaching the capital. Between Collector and Canberra, the Fiat 124 which led the field away from Sydney hit a submerged tree in the Towing Creek crossing, badly damaging the front end and radiator. Driver, Max Stahl, continued after extensive roadside repairs, and ticked up many lost points having the car repaired in Canberra before checking in.

By Canberra, the end of the first night, the outright placings were: Makinen (Cooper S) 14 points lost — Fall (Cooper S) 19 points lost — Hopkirk (Cooper S) 22 points lost — Green (Cooper S) 28 points lost — Bond (Colt) 28 points lost — Holden (Cooper S) 30 points lost — Keran (Volvo) 30 points lost — Ferguson (VW) 30 points lost — Kilfoyle (Cortina) 32 points lost — Gerard (Holden) 33 points lost — Firth (Cortina) 34 points lost — Phillips (Holden) 35 points lost — Winkless (Volvo) 42 points lost.

One of the Toyota Corollas hurries through the upper mountain forests in southern N.S.W.



On the last night, crews were beginning to show signs of strain of the tough course — and it wasn't over yet. The final special stages had yet to be negotiated, and the route took them through the Araluen Valley to the coast near Moruya, Nelligen, back to further special stages around the Araluen Valley then across to Goulburn and home.

Ferguson retained first spot all the way apart from losing time through a broken fan belt. He was passed by Kilfoyle while carrying out repairs, but soon altered the placings to what they were before the fan belt broke. Kilfoyle, incidently, had carried out some pretty fast work himself. A new front suspension had been put under the Cortina at Moruya in under five minutes. If anyone is interested in trying to beat that record, they're welcome!

English driver, Tony Fall, continued to run the course under reduced power, saving his car for the finish, and by morning, many of the field were some hours late at the checkpoint. Bond kept both his time and averages at a good level, and he was shadowed by the wrecked Colt of Stewart and Bryson in case anything should go wrong. Despite popped windscreens by Canberra, the Renaults kept blasting through the field.

Probably the most confusing incident happened near a lake when Keran was trying to make up lost time through a navigational error. He was close to overhauling a car in front when he met a crowd of cars and people on a corner, managed to clip the end of a police car — and went into the nearby lake. It seems there had been a chase between the police car and an FJ Holden a few minutes previously, and the Holden had met a competitor on the bend, forcing the competitor over the side into the lake, while the Holden spun and hit the police car amidships. Keran then came around and did his little piece followed by the Colt service crew in a Falcon.



Tony Fall, the top English rally driver, waits impatiently as BMC service crew attack the Cooper in Canberra to keep the car in the event—it came second in Class F.

They missed the corner altogether and went into the briny blue. By morning, there were some five rally cars floating near the side of the lake — but after all was

said and done, the police caught their man!

The final placings from the 50 cars who finished the Rally at Bankstown were:

OUTRIGHT:

1. Ferguson/Johnson, VW, 356 points.
2. Kilfoyle/Rutherford, Cortina, 376.
3. Holden/Shepherd, Cooper, 455.
4. Vaughan/Vaughan, Cortina, 482.
5. Roberts/Haas, Holden, 521.
6. Winkless/Mewburn, Volvo, 544.
7. Bond/Hope, Colt, 547.
8. Green/Denny, Cooper, 594.
9. Hansen/Sandeman, VW, 611.
10. Collier/Boon, Renault, 624.

CLASS PLACINGS:

Class A.

- Drane/Pettit, Mazda, 917.
Lloyd/Brown, Colt, 970.
Wilkinson/Inglis, Datsun, 1270.

Class B.

- Collier/Boon, Renault, 624.
Crown/Collier, Renault, 740.
Bullock/Stonehouse, VW, 898.

Class C.

- Vaughan/Vaughan, Cortina, 482.
Winkless/Mewburn, Volvo, 544.
Trelour/Monaghan, Arrow, 1611.

Class D.

- Gerard/Goulburn, Holden, 1479.
Hodgins/Brown, Holden, 1647.
Gerard/Waldrone, Holden, 2862.

Class E.

- Walters/Walters, Cortina, 2505.
Brown/Fields, Colt, 2537.
Crawford/Grabor, Cooper, 2593.

Class F.

- Bond/Hope, Colt, 547.
Fall/Logan, Cooper, 1553.
Steward/Bryson, Colt, 3422.

Class G.

- Ferguson/Johnson, VW, 356.
Kilfoyle/Rutherford, Cortina, 376.
Holden/Shepherd, Cooper, 455.

Class H.

- Robert/Haas, Holden, 521.
Lund/Osborne, Holden, 1108.
Phillips/McAuliffe, Holden, 1258.

LADIES SECTION:

- Miss Keefe/Miss Elam, Volvo, 2593.
Miss Ross/Miss Carroll, VW, 2614.
Miss Taylor/Miss Waldrone, Imp, 2935.