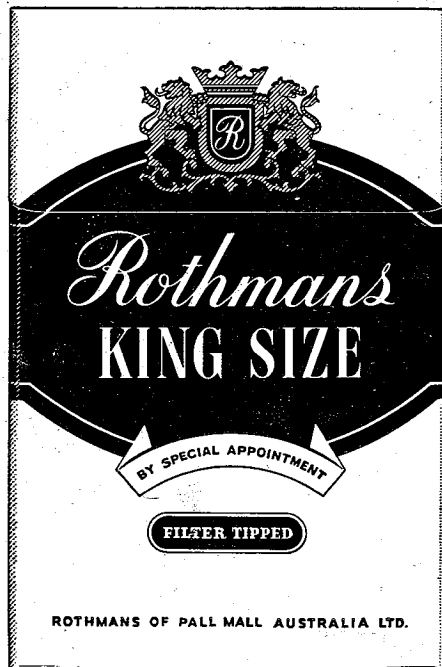


# THE GREATEST NAME IN CIGARETTES



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# ROTHMANS INTERNATIONAL SOUTHERN CROSS RALLY



## OCTOBER 4.5.6.7.8, 1967

CONDUCTED BY:  
AUSTRALIAN SPORTING  
CAR CLUB LIMITED



ADDRESS:  
P.O. BOX 72, REDFERN,  
N.S.W., 2016.

SPONSORED BY:  
ROTHMANS OF PALL MALL (AUST.) LIMITED.

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**International**  
**Southern Cross**  
**Rally**

October 4th-8th, 1967

organised by the Australian Sporting Car Club Ltd.

Sponsored by Rothmans of Pall Mall (Aust.) Ltd.

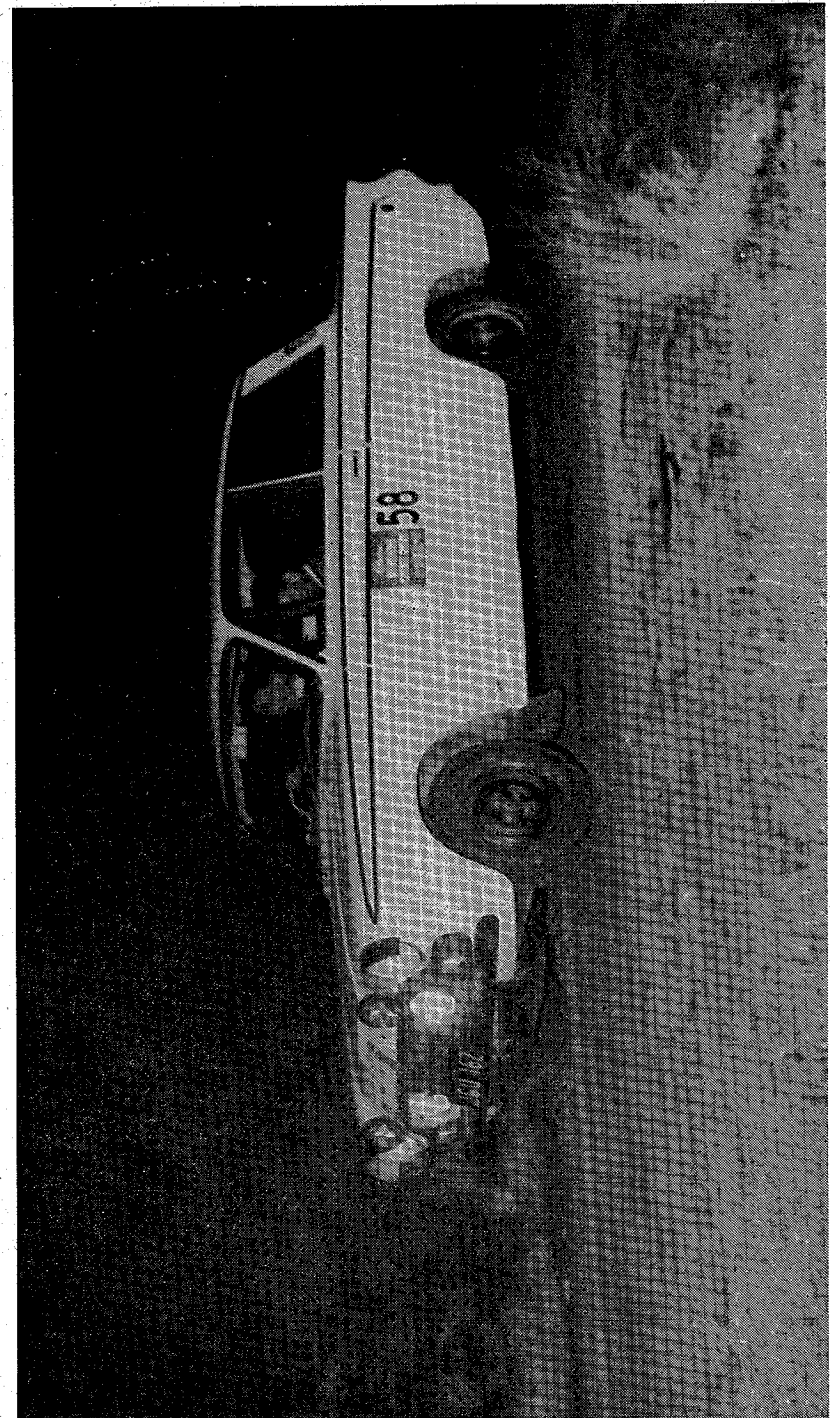
## ORGANISING COMMITTEE

R. SELBY-WOOD, Esq.—Director  
J. A. KEEFFE—Administrative Co-ordinator  
P. D. MULDER—Secretary  
F. C. PEARCE—Technical Officer  
PAT LAWLESS—Assistant to the Director  
JOHN WHITTON  
NORMAN O'NEILL  
TERRY POWELL  
BOB TAYLOR  
Miss ELIZABETH ARUNDELL  
JOHN McKITTRICK  
JOHN ARTER

Enquiries should be addressed to: The Secretary,

Box 72,  
Post Office,  
REDFERN,

or phone (Sydney) 74 8603.



Extracts from the Results of the 1966 Rothmans

International Southern Cross Rally.

- 1st: Ford Motor Co./H. Firth/G. Hoinville . . . . . Cortina GT
- 2nd: Pat Cullen's Garage/G. Garard/F. Goulburn .. Holden HR
- 3rd: I. Vaughan/R. Vaughan . . . . . Cortina GT
- 4th: H. C. Dusting Pty. Ltd./R. Watson/J. McAuliffe Holden HR
- 5th: Ford Motor Co./F. Kilfoyle/R. Forsyth . . . . . Cortina GT
- Class A: R. Gudgeon/A. Platt . . . . . Honda
- Class B: J. Laing-Peach/P. Smith . . . . . Renault 10
- Class C: I. Vaughan/R. Vaughan . . . . . Cortina GT
- Class D: S. A. Cheney Pty. Ltd./T. Roberts/P. Haas Holden HR
- Class E: Morris 850 Assoc./C. Ryder/T. French . . . . . Morris Cooper
- Class F: B.M.C. (Aust.) Pty. Ltd./E. Green/J. Keeffe Morris Cooper S
- Class G: Ford Motor Co./H. Firth/G. Hoinville . . . . . Cortina GT
- Class H: Pat Cullen's Garage/G. Garard/F. Goulbourn Holden HR
- Team Award: Ford Motor Co. . . . . Cortina GT
- Ladies' Award: Miss C. Shaw/Mrs. L. Keeffe . . . . . Morris Mini

Motor sport is just what it says. A sport involving motor vehicles. Yet in some of its variations, it goes beyond purely sporting considerations and involves other, and more serious factors. In no other aspect of motor sport is this more true than in rallying.

Here is a sport that tests passenger cars—basically the sort that ordinary motorists buy and use—under extreme and varied conditions. Only the strongest, most reliable and best-performing motor cars do well. In this way, rallies provide a unique and public demonstration of a vehicle's performance. A buyer knows that a car that does well in this most competitive branch of motor sport should give him reliable service under the less-strenuous demands of normal motoring. And manufacturers, in increasing numbers, are finding that rallies are a good way of developing, proving and demonstrating the features they build into their products.

Where does the Rothmans International fit into this pattern? It is the biggest event of its kind in Australia. It attracts the finest crews in the country, as well as some of the world's best drivers from overseas. It enjoys greater support from trade-sponsored entries than any other event. All this is so because it is without parallel in Australia as a test of motor cars and their crews. It is both a motor sporting event of international status and the greatest on-the-road test of motor cars in this country.

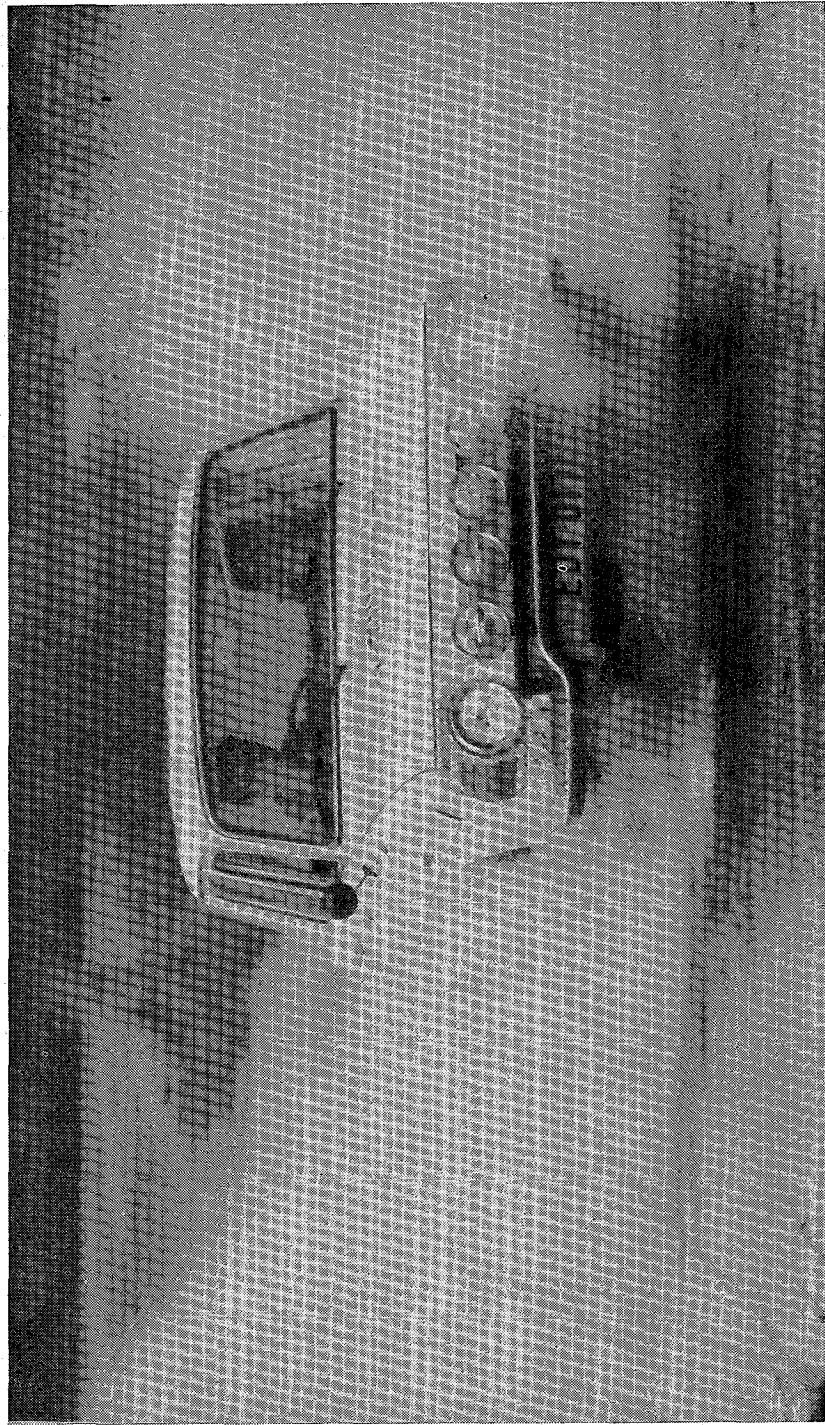
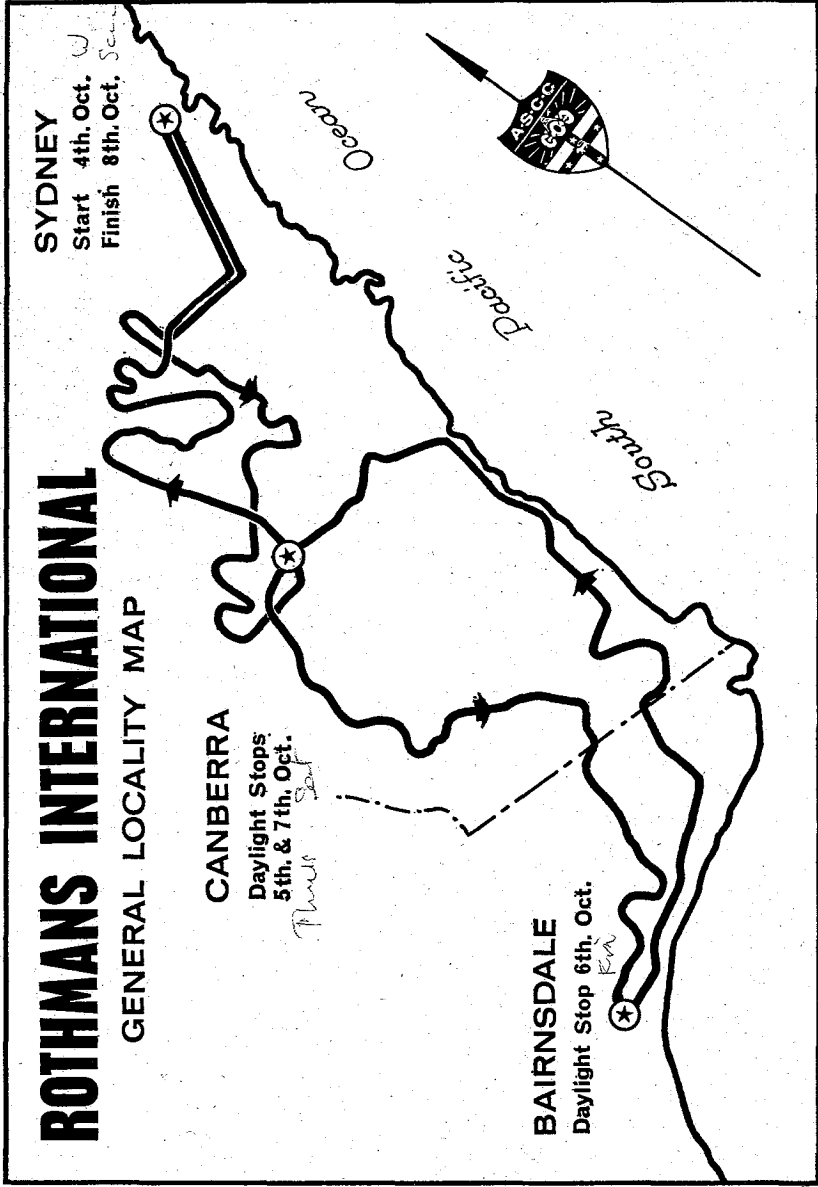
The Australian Sporting Car Club is proud to be conducting this event. The Rothmans International is the successor to the 'Round Australia Trials, pioneered and organised by the A.S.C.C. in the 1950's and still remembered as classic contests between man and machine and a big country.

The years have brought changes. Cars have improved, the country has been opened up, outback roads have become smoother. The Rothmans International, while a natural

successor to the 'Round Australia Trials, is formed in a different mould. In concept, it is based more on the European style of event. Greater emphasis is placed on overall vehicle performance—and this includes braking, steering and road holding—and less on a car's ability to withstand a succession of rough creek crossings. It is more of a test of a driver's skill than of his endurance. Shorter sections and special stages through forests and mountainous country have replaced long and often monotonous hauls through desolate terrain. This is the pattern of today. It has been a successful formula overseas, and in 1966 the first Rothmans International—listed on the international motor sport calendar as the Southern Cross Rally—saw the successful adaptation of European trends to an event run on Australian roads. It was a great success.

The A.S.C.C. is determined to develop this event into a contest which will be recognised as one of the world's classic rallies. After only one year, overseas interest is high. Moves are already under way to have the 1968 event listed as one counting towards the worldwide R.A.C. Rally Championship. We have a number of points in our favour. Many hundreds of miles of suitable rally roads, with extremely low traffic density, give Australia a unique advantage compared to Europe. We have our own strong traditions of trials and rallies. We have enthusiastic, knowledgeable and experienced officials to organise and conduct such a rally. We have strong support from competitors. And, in our sponsor, Rothmans of Pall Mall, we have a company whose generosity and practical support have made this rally possible. On behalf of the A.S.C.C., may I wish all competitors a successful and enjoyable event and, in particular, extend greetings and best wishes to those who travel to Australia from overseas to compete in the Rothmans International.

The Rally shall use the following general route:



# SUPPLEMENTARY REGULATIONS

## Second Southern Cross Rally, 1967.

### ADMINISTRATION

#### 1. Nature and Title

The event shall be known as the "Southern Cross Rally," 1967 (hereafter referred to as the Rally), and shall be an International Rally to be conducted over public and/or private roads in the States of New South Wales and Victoria and the Australian Capital Territory.

#### 2. Authority

The Rally shall be conducted under the provisions of the International Sporting Code, the National Competition Rules of the Confederation of Australian Motor Sport (C.A.M.S.) and these Supplementary Regulations, together with further regulations that may be issued. The C.A.M.S. Permit shall be displayed at the Start.

#### 3. Promoters

The Rally shall be promoted by Messrs. Rothmans of Pall Mall (Australia) Limited, of Ferndell Street, Granville, N.S.W.

#### 4. Organisers

The Organisers shall be an organising committee of the Australian Sporting Car Club Limited, of P.O. Box 72, Redfern, New South Wales, Australia, to be known as the "Southern Cross Rally Committee."

#### 5. Director

The Director of the Rally shall be Mr. R. Selby-Wood.

#### 6. Stewards

The Stewards of the Rally shall be Messrs. Bill Daly and Jim Rudd.

#### 7. Dates

The Rally shall be conducted on and between Wednesday, October 4 and Sunday, October 8, 1967.

#### 8. Cancellation, etc., of event

The Organisers reserve the right, in the event of the course or any part of it becoming, in the opinion of the Director or his nominee, impassable, to abandon or postpone the event. In the case of postponement for more than 24 hours after the scheduled start, the provisions of N.C.R. 50 shall apply. The Director shall be empowered to re-group the field as to running order, or to re-route, or re-time any part of the Rally or to terminate the Rally at any point. If the Rally is terminated when part-run, placings shall be adjudged and prizes awarded from among those competitors whose route cards are completed up to the last preceding Main Control, as hereafter defined.

#### 9. Protests

Protests arising out of the Rally shall be acceptable only if made in conformity with the requirements of Part XII of the National Competition Rules.

#### 10. Insurance

Every competing cars shall be required to be covered by a policy of insurance against "Third Party" claims and to be registered for road use by the relevant Civil Authority. Comprehensive vehicle insurance is the responsibility of the competitor. Entrants shall be deemed to agree, by entering, to comply with whatever other insurance requirements are laid down by C.A.M.S., or the Organisers, and to pay to the Organisers upon demand what-

ever sums are required as premiums for such insurance. Evidence of Third Party Insurance cover shall be required to be produced by entrants at Scrutineering.

#### 11. Further Regulations

The Organisers reserve the right to issue Final Supplementary Regulations and Route, or other Instructions, all of which shall have the same force as these Regulations.

#### 12. Crew and Eligibility

(a) The Rally shall be open to all persons who shall have, by the start of the Rally, attained the age of 18 years. The Entrant and all crew members (i.e., occupants of competing cars) shall be required to be in possession of a current and valid General Competition Licence, Limited Competition Licence or Road Event License, issued by any A.C.N. under the C.S.I. All crew members under the age of 21 years at the start of the Rally shall be required to obtain, and submit on their Entry Form, the consent of their Parents or legal Guardians for them to compete in the Rally.

(b) Crews shall consist of two or three persons; one member may leave the crew due to illness, but the crew must never be fewer than two. Having left a crew, a member may not rejoin it.

(c) Drivers must hold a current Civil Driver's Licence valid for use in N.S.W.

(d) Provisionally or conditionally civil licensed drivers may not compete as drivers.

#### 13. Passengers

At no time shall any person, other than a nominated crew member ride in a competing vehicle, except under the following circumstances:

(i) Any Official of the Rally, upon showing his authority, may at the discretion of the crew, ride in a competing vehicle.

(ii) Any crew member of a disabled vehicle may be carried to the next Main Control.

#### 14. Eligibility of Vehicles

(a) A vehicle is eligible to be entered if:

(i) It conforms with either Category Standard or Category Modified of Appendix A of these Regulations.

(ii) It is approved for road use in the State of New South Wales and is registered by an appropriate Civil Authority and is covered by a Third Party Insurance Policy.

(iii) It is roadworthy.

(iv) It is not a four-wheel drive vehicle.

(v) It is not designed primarily for the carriage of goods.

(vi) It does not tow a trailer of any description.

(b) The one and the same vehicle must be used throughout the Rally.

#### 15. Scrutineering

(a) Before the Start, cars shall be required to be submitted for examination by the Scrutineers appointed by the Organisers. At any points during the Rally and after the Finish, cars may be required to be impounded for further scrutiny, and entrants shall, by entering, be deemed to have agreed to such impounding and scrutiny. The cost of examination of any car so impounded and/or scrutinised shall, if the car is found not to comply with the requirements of these Regulations, be payable by the Entrant.

No protest shall lie against the decision of any Scrutineer as to the roadworthiness of the car concerned, such Official being a Judge of Fact in this respect.

(b) The Organisers reserve the right to re-classify any competing vehicle at the initial scrutineering.

(c) Initial scrutineering will be conducted in Sydney, during the week prior to the start of the Rally.

Entrants will be further advised of the arrangements for their vehicles.

(d) At final scrutineering, at the conclusion of the Rally, competitors whose vehicles are impounded must supply for the use of the Scrutineer, a workshop manual and supplementary relevant information, applicable to the relevant model of the vehicle.

## 16. Advertising and Signs

(a) With the exception of both front doors, both front wings and the roof, advertising on competing vehicles is permitted, save for any products in competition with those of Messrs. Rothmans of Pall Mall.

(b) The Organisers reserve the right to direct the removal of any signwriting or other matter.

(c) The promoters shall supply signs and Rally numbers for all competing cars. These shall be attached to the cars as directed and shall be maintained in good order and condition throughout the Rally.

(d) Entrants and competitors are reminded of the provisions of the National Competition Rules regarding advertising of results.

(e) Notwithstanding clause (a) above, entrants and crews' names may be displayed on both front wings in neat lettering, not more than two inches high.

## ENTRIES

### 17. Entries

Entries shall be acceptable only if made upon the Official Entry Form, fully completed and accompanied by the requisite Entry Fee as stated herein and received at the Office of the Organisers (addressed to Secretary of the Rally, A.S.C.C. Limited, Box 72, Post Office, Redfern, New South Wales, Australia), between the hours of 9.00 a.m. on June 1, 1967 and 12 noon on September 20, 1967.

### 18. Entry Fee

The Entry Fee shall be Twenty Dollars (\$20.00).

### 19. Refusal of Entry

The Organisers reserve the right to refuse any proffered entry, subject to the provisions of N.C.R., 69; and agree to refund in full the Entry Fee of any entry so refused.

## 20. Change of Entry

Entrants may, at any time up to seven days before the start of the Rally, change any details of their Entry subject to the approval of the Organisers.

## STARTING

### 21. Starting Order, etc.

The order of starting shall be determined by ballot drawn after the close of entries. Competitors shall start in the order determined by such ballot and shall be required to report at the place of Start at least one hour before their scheduled starting time.

### 22. Licences at the Start

It shall be the responsibility of all crew members to produce upon request to an Official of the Rally any licence required by either the Civil Authority or the C.A.M.S. for them to compete in the Rally.

### 23. Start and Finish

The event will start at Sydney, at 6 p.m. on Wednesday, 4th October, 1967, and will finish at Sydney on the morning of Sunday, 8th October, 1967.

## CONTROLS

### 24. Controls

Controls shall be either of two types: Main Control or Passage Control, as defined hereafter:

(a) **Main:** A normal Control at the end of a Section.

(b) **Passage:** A Control, the location of which may or may not be disclosed to competitors, set up for the purpose of checking the time and/or the route taken and/or the time in relation to the competitors' passage through other Controls.

### 25. Unmanned Controls

Where a Main Control has not been set up at the end of a Section, then arrival time at the next Main Control shall be calculated by adding the allowed times for both Sections plus two (2) minutes.

## 26. Identification

(a) Main Controls will be identified by boundary flags approximately 80 feet apart. The actual Control Point will be marked by a green flag by day and a green or blue light by night.

The lateral boundaries of the Control Area shall be extended from fence-line to fence-line, or, if there be no fence-line, then for a distance of 30 feet to either side of the carriageway.

(b) Passage Controls will have as boundaries, two imaginary lines drawn at right angles to the centre line of the road, approximately 80 feet apart and will extend laterally for the full trafficable width of the roadway. The actual Control will be situated approximately 40 feet from each end of the Area and will be marked by a flag of a colour other than green. If a light is used, it shall be green or blue.

(c) All Controls will display a sign "Southern Cross Rally."

### 27. Procedure

(a) All vehicles must enter Control Areas under their own motive power and must be accompanied by all crew members. Competitors must leave Control under these same conditions when booked out by the Control Official. Cars waiting to be booked in at a Control must park in such a manner that they do not obstruct the road, or constitute a hazard to other road users. At night, parking lights should be left on. A car may be required to move into or out of a Control Area by an Official, but need not book in or out when obeying such an instruction. In the event of a car not being able to leave the Controls under its own power, after booking out the competitor shall remove the car outside the Area for the purpose of repairing it.

(b) Competitors will normally be booked out of Main Controls two minutes after booking in, and may not leave the Control until started by an Official.

(c) The Official in charge of a Control may extend or reduce the time interval between cars, depending on

the circumstances prevailing.

(d) At Passage Controls cars will not usually be required to stop longer than is necessary to record the time and fact of passage.

(e) At a Passage Control in a Maximum Permitted Maintained Average Speed Section each competitor, after booking in, will be told on request the distance from the previous Control at which time was noted.

(f) Unless expressly directed, competitors will not need to execute a U-Turn to comply with instructions. Cars will not be permitted to pass through Controls in other than the correct direction.

(g) At Main Controls, cars will be despatched at intervals of not less than two (2) minutes.

### 28. Opening and Closing

A Main Control will be considered open (for the purpose of calculating closing time) from the actual time or due time, of arrival, whichever is the later, of the first car to book in, provided the said car has correctly passed through all Passage Controls, if any, in that Section. A car arriving early may be booked in, but may not leave until its scheduled time of departure.

(b) Controls will remain open for a time equal to two minutes for each car leaving the start of the Division (i.e., running time of the field), plus time as specified in Regulation 32.

(c) Where a Main Control is not opened in accordance with clause

(a) of this Regulation, then that Control shall cease to function as a Control when a time equal to the running time of the field, plus the Late Time for the Section has elapsed from the time that the first car to arrive, booked in.

### 29. Working on Car in Control

(a) Vehicles may be worked on at any time, except during Rest Breaks as defined in the Route Instructions and as provided for in Regulation 37. Spare wheels and tyres which have been removed from the vehicle prior to impounding, may be repaired during the

impound period, but may not be replaced into or on to the vehicle until the conditions of impound are waived.

(b) A servicing period of one hour will be allowed approximately half-way during the Rally. The point at which this is scheduled will be advised in Final Regulations.

## TIMING

### 30. Timing

(a) Timing shall be by Official Timepieces.

(b) Times shall be read to the forward minute, except in defined Special Sections, where competitors may be timed in a manner to be advised in Route Instructions.

(c) Competitors may enter Main Controls early and nominate the time at which they wish to be booked in. Control Officials will note on the Route Card either the nominated time or the actual time, whichever is the later. Competitors must not depart until their due time of departure.

### 33. Official Maps

(a) Maps required for the event which must be supplied by competitors are:—

#### N.R.M.A. Tourist Maps.

i. Central Coast and Illawarra	.. .. .	abbreviation	—	C.C.
ii. Western Slopes and Southern Tablelands	.. .. .	abbreviation	—	W.S.
iii. Murrumbidgee and Murray	.. .. .	abbreviation	—	M.M.
iv. South Coast and Snowy Mountains	.. .. .	abbreviation	—	S.M.
v. Canberra City District	.. .. .	abbreviation	—	C.D.

#### BROADBENTS

i. Eastern Half Victoria and Southern N.S.W. No. 321c	.. .. .	abbreviation	—	B/B321c
ii. Bairnsdale, No. 188	.. .. .	abbreviation	—	B/B188
iii. Bairnsdale and Lakes Entrance District No. 186	.. .. .	abbreviation	—	B/B186
iv. Lakes Entrance and Orbost District No. 183	.. .. .	abbreviation	—	B/B183
v. East Gippsland No. 227	.. .. .	abbreviation	—	B/B227

#### MILITARY SURVEY MAPS

1: 250,000.

i. Goulburn	.. .. .	Edition 1AAS	—	Surv. G.
ii. Wagga Wagga	.. .. .	Edition 1AAS	—	Surv. W.
iii. Canberra	.. .. .	Edition 1AAS	—	Surv. C.

(d) No protest shall lie against the alleged inaccuracy of any time-piece.

(e) Lost time in one Section cannot be made up in later sections.

### 31. Time Schedule

All competing vehicles are required to maintain the same time schedule.

### 32. Late Time Limits

(a) A Late Time Limit shall be set for each Division and will be notified in Route Instructions. Competitors whose accumulated Late Time at a Control exceeds his limit shall be regarded as having failed to report at that Control.

(b) Competitors exceeding by more than 30 minutes the Late Time Limit for a Division at the end of that Division will be excluded from the Rally.

(c) Notwithstanding clause (a) above, competitors exceeding the Late Time Limit for a Division by 30 minutes or less at the end of such Division will not be excluded.

## MAPS

(b) Maps are available from the Touring Department, N.R.M.A., Clarence Street, Sydney, N.S.W.

(c) Any additional maps necessary will be supplied by the Organisers at no cost to the competitors.

(d) Unless otherwise specified, competitors must use only roads shown on the nominated maps for each Section.

(e) For the purpose of this Rally, all places, features, etc., named on the Official Map for a Section shall be deemed to exist as mapped, whether or not they do in actual fact.

## ROUTE AND CONDITIONS

### 34. Obstruction on Route

Should a competitor wish to overtake, the overtaken vehicle will allow that competitor to pass immediately by moving to the side of the roadway, and if necessary, stopping. Should a vehicle be stopped and obstructing the passage of other competitors, the overtaking competitor may request, and must immediately be given, assistance by the crew of the obstructing vehicle to assist him to pass.

### 35. Accidents

In cases of accidents which may be reasonably expected to have caused bodily harm, or which, without assistance could result in bodily harm, delays of up to fifteen minutes may be allowed to the two following cars without penalty, but Controls will not remain open longer than specified. Adequate proof of accident and delay must be furnished at the next Main Control and these circumstances must be such as to satisfy the Director (e.g., signature and car number of assisted party with a note of time lost on the back of Route Card).

### 36. Refuelling and Rest Breaks

Times and distances between Rest Breaks will be advised in Final Regulations. Generally, Rest

Breaks will be taken during the day in provincial cities.

### 37. Impounding of Cars

(a) Competing vehicles will normally be impounded during Rest Breaks. Access to vehicles will be prohibited from the time of impounding till fifteen minutes prior to scheduled time of departure, of each vehicle respectively. During this period of fifteen minutes before the departure, conditions of impound are waived, in that access is allowed and vehicles may be worked upon.

(b) Specified arrangements at Meal, Refuel and Rest Breaks will be advised in Route Instructions.

### 38. Gates

(a) All gates found closed MUST be closed after the passage of each competitor, others to be left as found.

(b) Gates on the route through which passage is intended and not marked "Public Gate" or similarly, or which are not obviously on a public road, will be marked "Rally Entry."

### 39. Obstruction to the Route

(a) "Detour," "Road Closed" and similar signs, erected by the relevant Civil Authority, must be observed and the correct route rejoined at the first opportunity. This provision shall not apply if competitors are specifically directed otherwise by the Director or his nominee.

(b) If a Section is affected by conditions constituting "force majeure," such that no car completes that Section within the Late Time Limit (vide Regulation 32), or if different competitors suffer unequal conditions, the Director may, at his discretion, delete that Section from the Rally. In such a case time lost on that Section shall be considered allowable time.

### 40. Average Speed Sections

(a) "Maximum Permitted Maintained Average Speed" may be used. Competitors exceeding the



M.P.M.A.S. may be penalised at time checks set for this purpose at Passage Controls in accordance with the scale of penalties in Regulation 48. In Sections where this system is used, time will be calculated from the start of the Section to each time check encountered. The Main Control at the end of a Section will not be used to compute M.P.M.A.S. penalty.

(b) Where M.P.M.A.S. is set, that speed shall exceed the calculated average speed for that Section by at least 5 mph.

(c) No other form of average speed timing shall be used.

#### 41. Route Instructions

(a) Competitors will be issued with Route Instructions and a Route Card and should proceed through Controls in their correct sequence in accordance with Route Instructions, within the specified time (vide Regulation 32).

(b) Route Instructions will contain the following information: Location of next Main Control, Direction of Entry, route to be followed, time allowed for that Section, and the Official Map or Maps for that Section.

(c) The following standard abbreviations, taken in context, may be used in Route Instructions:

N	North
S	South
E	East
W	West
S.O.	Straight On
T.R.	Turn Right
T.L.	Turn Left

### CLASSES AND PRIZES

#### 42. Classes on Capacity

Competing cars shall be divided into classes in the following manner:

Class A: Up to 1000 c.c.	Category Standard
Class B: 1001-1300 c.c.	Category Standard
Class C: 1301-2000 c.c.	Category Standard
Class D: Over 2001 c.c.	Category Standard
Class E: Up to 1000 c.c.	Category Modified
Class F: 1001-1300 c.c.	Category Modified
Class G: 1301-2000 c.c.	Category Modified
Class H: Over 2001 c.c.	Category Modified

B.R.	Bear Right
B.L.	Bear Left
K.R.	Keep Right
K.L.	Keep Left
T.H.R.	Turn Hard Right
T.H.L.	Turn Hard Left
P.W.C.	Proceed with Caution
R.X.	Railway Crossing

#### 43. Awards

(a) In each of Classes A, B, C, D, E, F, G. and H:

First in class	.. \$550
Second in class	.. \$350
Third in class	.. \$200

To which will be added the following awards as applicable:

First Outright	.. \$1300
Second Outright	.. \$800
Third Outright	.. \$500
Fourth Outright	.. \$300
Fifth Outright	.. \$200

Best Performance by an all Ladies Crew \$200

To each of the three cars in the winning team (vide Regulation 45) \$200.

(b) The Organisers reserve the right to add to this prize list. Further conditional or unconditional prizes may be notified in Final Regulations.

#### 44. Determination of Winner

The winner shall be the competitor who completes the course, or sufficient of it to satisfy the Director, with the least loss of points as applied under the Regulations for the Rally. Other prizes will be similarly awarded to competitors in ascending order of points lost.

#### 45. Teams

(a) Any three cars of the same make may combine to form a team to compete for the Teams Award.

(b) All teams, save as in (d) below, must be nominated on the Official Team Entry Form, which must be received by the Organisers not later than 12 noon on 27th September, 1967. All nominations must be accompanied by a fee of two (2) Dollars per car. Cars may be in up to three teams.

(c) To be eligible for the award, cars must be fitted with an engine having the same model designation as that with which the car was produced.

(d) The Organisers will make a separate award to the manufacturer of a winning team of three cars. This will be decided by adding the points of the three leading cars from each manufacturer. Nominations are not required for this award.

(e) For the purpose of this Regulation, Austin and Morris, Holden and Chevrolet, etc. are considered to be ~~DIFFERENT~~ makes DIFFERENT Manufacturers.

#### 48. Points Loss

Loss of points shall be incurred in the following manner:

i. Late or early arrival at, or departure from Controls (unless otherwise specified). Normal Sections per minute or part thereof	1 point
Special Sections as specified in Route Instructions	1 point per unit
ii. Late arrival for Scrutineering	1 point per minute
iii. Incomplete or incorrect entry on Route Card, unless corrected by an Official, each entry	10 points
iv. Official assistance by Salvage Vehicle	20 points
v. Stopping, turning or deviating in sight of Passage Controls	20 points
vi. Entry to or departure from Control in other than the direction required to comply with Instructions. Normal Sections	25 points
Special Sections	100 points
vii. Entry to Controls within a particular Section in the incorrect sequence, each control	25 points
viii. Failure to pass through Passage Control, Normal Section	25 points
Special Section	100 points
ix. Loss of Route Card	100 points
x. Working on vehicle by any person other than as provided for in Regulations 29 and 37	100 points

### PENALTIES

#### 46. Penalties recording

When possible, offences under these Regulations will be recorded on competitor's Route Card and the Official Control Card and will be verified by the initials of the Control Official and the Competitor.

#### 47. Exclusion

Exclusion from the Rally shall be penalty for:

- i. The movement of a vehicle except under its own motive power for more than 200 yards, other than as provided for in Regulations 27 and 34.
- ii. Wilful interference with public or private property.
- iii. Deliberate obstruction as in Regulation 34.
- iv. Arrival at the end of a Division outside the Late Time Limit as defined in Regulation 32.

- xi. Failure to report at any Main Control within the Late Time Limit as prescribed in Regulation 32 . . . . . 150 points  
Any breach of these Regulations for Points loss at the discretion of the Director which there is no other prescribed penalty . . . . .
- (b) The penalty referred to in (a) (ii) of this Regulation may be waived, subject to satisfactory prior arrangements being made with the Secretary of the Rally.
- (c) The maximum penalty in any one Section shall be 200 points.

## GENERAL

### 49. Briefing

A briefing meeting for all competitors may be held in Sydney at a time and a place to be advised to all Entrants. Attendance at this meeting is compulsory for at least one member of the crew, or a nominee.

## APPENDIX A

### STANDARD GROUP

**1. Eligibility.** Automobiles of a Series Production type, open and closed of which at least 1000 units have been produced within twelve consecutive months, or of a model recognised by the C.A.M.S. as eligible for competition under Appendix C, Second Category, Group D or E, of the National Competition Rules.

**2. Body** (a) Automobiles with convertible bodywork shall be required to have their normal production windscreen frame, which may be fitted with laminated glass.  
(b) Automobiles with convertible bodywork shall be required to have a roll bar fitted, such roll bar conforming to the following specifications:

The roll bar shall be of seamless steel tubing with a minimum outside diameter of one inch, and with a wall thickness of at least 16 gauge. It shall be designed so that:

- (i) It does not overhang the crew's heads.
- (ii) It shall be higher than the crew's heads when seated normally.
- (iii) It shall be wider than the crew's shoulders when seated normally.

### 50. Personal Accident Insurance

Personal Accident Insurance is available at a cost of 48 cents per crew member per day (vide 1967 C.A.M.S. MANUAL for benefit details). Persons desirous of subscribing to this service should so indicate on the Entry Form, and include the premium when paying entry fee.

mally.

(iv) Shall be fixed to the frame of the car with adequate longitudinal bracing.

(v) Shall be so designed that its fitting shall neither strengthen nor weaken the original vehicle design.

(vi) May take the form of two separate roll bars provided that the foregoing requirements are met.

(c) Automobiles with closed bodywork may also fit interior roll bars provided that they are in compliance with clause 2 (b) (i) (v) of this Appendix.

(d) Laminated windscreens may be fitted.

(e) Interior trim may be removed or altered, provided that such alteration does not create an extra injury hazard, and has as its specific purpose the fitting of additional equipment.

(f) Extra lamps may be fitted in accordance with the provisions of the traffic regulations in the State of New South Wales (which, subject to certain qualifications, allow up to two extra driving lamps, and/or up to two extra fog lamps).

(g) External appearances may be altered only by the fitting of extra lamps, extra fuel tank fillers, and such accessories as contribute to the safety and/or comfort of the crew.

(h) Nave plates (hub caps) may be removed.

**3. Mechanical.** The following modifications only are permitted:

(a) Standard proprietary components, e.g., sparking plugs, silencer, battery, ignition coil, dampers, brake linings, etc., may be changed provided that the general type, specification, and method of attachment remain unaltered.

(b) Underbody protection may be fitted.

(c) Extra fuel tanks may be fitted provided that they are outside the space normally occupied by passengers, and are externally vented.

(d) Tyre sizes may be altered, provided that the size of tyre fitted is applicable to the original rim-size in accordance with recognised standards of tyre manufacturers.

(e) Carburettor jet and/or jet needle sizes may be modified.

(f) Reboring is permitted on the condition that the original bore is not increased by more than .040 inches, and provided always that the resultant increase in capacity does not make the automobile pass into the next engine-capacity class.

**4. General.** (a) All competing cars must at all times:

(i) Carry a satisfactory first-aid kit.

(ii) Carry an approved Fire Extinguisher of at least one quart capacity (vide the C.A.M.S. Manual for approved types).

(iii) Be fitted with seat belts for each crew member, such belts to comply with A.S.35, and to be satisfactorily mounted.

(b) The standard for any scrutineering examination shall be the manufacturers' workshop manual

applicable to that particular vehicle. Where applicable, homologation papers may be used as addenda to the workshop manual.

(c) Entrants are reminded of the provisions of Regulation regarding arbitration on the method and execution of any modification.

(d) Driving wheels must be fitted with mudflaps of approximately  $\frac{3}{8}$ " thickness which adequately cover the full width of the tyre, and have their lower edge approximately four inches above the ground when the vehicle is presented "ready to start."

**1. Eligibility.** As for Standard Group of this Appendix, in that the basic model must before modification comply with eligibility requirements.

**2. Body.** As for Standard Group of this Appendix.

**3. Mechanical.** Any mechanical modification is permitted, provided that the following stipulations are observed:

(a) Supercharging is not permitted, except where such modification is catalogued by the manufacturer as an option on that particular model.

(b) The cylinder block and crankcase must have:

(i) The same manufacturer as original.

(ii) The same number and disposition of cylinders as original (e.g., In-line 4 cylinders must not be replaced by V-4).

**4. General.** As for Standard Group of this Appendix.

## ACKNOWLEDGEMENTS

Official Course Cars kindly supplied by:

Thiess Sales, Sydney, N.S.W.—Toyota Land Cruiser

Grenville Motors, Sydney

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car will be as competitive as human care can make it if you  
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# OFFICIAL ENTRY FORM

## SOUTHERN CROSS

# INTERNATIONAL RALLY OCTOBER 4-8, 1967

Forward to: Southern Cross Rally, Box 72, Post Office, Redfern, N.S.W.

Held under the INTERNATIONAL SPORTING CODE of the F.I.A. and the NATIONAL COMPETITION RULES of the CONFEDERATION OF AUSTRALIAN MOTOR SPORT.

1. I/We \_\_\_\_\_  
of \_\_\_\_\_  
wish to enter the within described vehicle in the Southern Cross Rally.
2. I/We agree to abide by the National Competition Rules of the C.A.M.S., and the Supplementary Regulations governing the event.
3. I/We certify that the vehicle the subject of this entry complies with the description hereunder.
4. I/We enclose cash/cheque in the sum of \$ \_\_\_\_\_ Entry Fee and \$ \_\_\_\_\_ Personal Accident Insurance premium (as required).

Signed \_\_\_\_\_ Date \_\_\_\_\_

Consent of Parent or Legal Guardian of entrant under 21 years of age. \_\_\_\_\_ Date \_\_\_\_\_

	DRIVER	NAVIGATOR	CREW
NAME .....			
ADDRESS .....			
DATE OF BIRTH .....			
PERSONAL ACCIDENT INSURANCE REQUIRED	YES/NO	YES/NO	YES/NO
OCCUPATION			
LICENCE Nos. CIVIL COMPETITION .....			
UNDERSTANDING: I agree to comply with the N.C.R. and the Supplementary Regulations for the event.			
CONSENT: I, being the Parent/Guardian of the crew member named, agree to his participation in the event (crew under 21 years) .....			

Make of Car: _____	Type/Model designation: _____	Year of Manufacture: _____
Category: Modified/Standard	Cubic Capacity: _____ c.c.	Class: _____

<b>ADDRESS FOR SERVICE OF DOCUMENTS</b>	Name: _____ Address: _____
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