

STONES and dust fly as the Renault Gordini of Victorian Gerry Crown speeds along a southern N.S.W. country road. Crown, with Sydneysider Nigel Collier as navigator, was in first place at one stage of the B.P. Rally.

Top rally honours to Renault

A TRIO of just released Renault Gordinis stole the spotlight in last week's International B.P. Rally.

The rally was rated one of the driest, dustiest and roughest for some years, with navigators not able to miss a trick due to the fast and tight sections.

Gordinis finished first and second outright, and a third led the Rally until the half-way mark.

Ballarat driver Malcolm McPherson, with Robin Sharpley as navigator, was the eventual winner, with the loss of 27 points.

They beat another Gordini crewed by Bruce Collier and Lindsay Adcock, who lost 33 points.

This performance was the best by a N.S.W. crew for many years.

A third Gordini had Gerry Crown as driver and

Nigel Collier, Bruce's brother, as navigator.

This pair were equal leaders with Harry Firth (Cortina G.T.) at the half-way mark at Goulburn with no points lost.

However, Collier became ill and caused them to lose points which cost dearly, finally finishing equal 11th in the rally.

Third outright was Ian Vaughan (Cortina), with 34 points lost; fourth, Bruce Woodfull (Cortina); fifth, Tony Roberts (Holden); and

sixth, Frank Kilfoyle (Cortina).

Vaughan also was third in the under 1500cc class, behind the two Gordinis.

Locally made, the Gordinis were the first three off the production line of the Renault factory in West Heidelberg, Melbourne.

Basically, the Gordinis are the same model as the successful Renault 10, with safety equipment and disc brakes on all four wheels.

Factory top speed is 117 miles an hour; Bruce Collier's car has reached 120.



Engine capacity is up from 1108 to 1255cc and the 110 horsepower car has two Weber carburettors and a 10.5 to 1 compression, yet will run on "super" fuel.

Brains behind the rally success was Renault managing director, Jacques Thoridnet, and the company's South Pacific marketing manager, Jean-Jacques Ducel.

Then veteran rally driver Malcolm McPherson, aged 42, a Ballarat electrical retailer, offered his services to complete the team with the regular N.S.W. drivers of Bruce Collier and Crown.

Team effort was the major factor in their success, according to McPherson and Sharpley.

The B.P. Rally had 37 starters from Melbourne, Sydney and Adelaide who met in Wangaratta.

To Canberra it was extremely dusty, making navigation difficult. At Goul-

burn, Firth and Crown were pointless, but then Firth led, only to drop back due to tyre and navigation problems.

After this VW pair Stewart McLeod and Jack Lock led temporarily. This was before they had 30 hours on the roads and lots of forests to negotiate.

McLeod's car collided with the Falcon of Jack Ellis and this cost both crews a lot of points.

Max Winkless, who is managing director of the Volvo distributors in Australia, drove a 1966 Volvo saloon to win the under 2,000 c.c. class.

Losing 76 points, he beat the Volkswagen 1600 of Round - Australia record-holder Ray Christie (85), followed by a 1966 Volvo driven by John Keran and Ken Tubman's Hillman Gazelle.

It was Winkless' first appearance in a B.P. Rally,

though his navigator, Peter Myer, had competed last year in a Bellett.

Winkless has been competing in major Australian rallies for many years and was navigator for Peter Antill in the Redex days.

Bruce Wilkinson won the under 1100 c.c. in a Datsun 1000, with John Inglis as navigator.

They lost 133 points to beat the Colts of Barry Lloyd-John Bryson (165 points) and Colin Bond-Brian Hope (170).

Wilkinson has been a Datsun fan since 1958 when he navigated a Japanese crew in a red 1000 named Mt. Fujiama to win the small car class of the Round-Australia trial.

Then in 1962 he navigated a Nissan Cedric to a class second in the BP Rally.

Last year Wilkinson drove a Datsun 1300SS to first place in its class of the Economy Run.

A second Datsun, driven by dealer John Ould, came fourth in the class, followed by Kevin Lott (Anglia) and Tom Seymour (Renault).

Only just released in Australia, the Datsun 1000 was making its first motor sport appearance in any part of the world.

The over 3000 c.c. class was won by the team Holden of Tony Roberts and Peter Haas, who won the 1966 B.P. Rally.

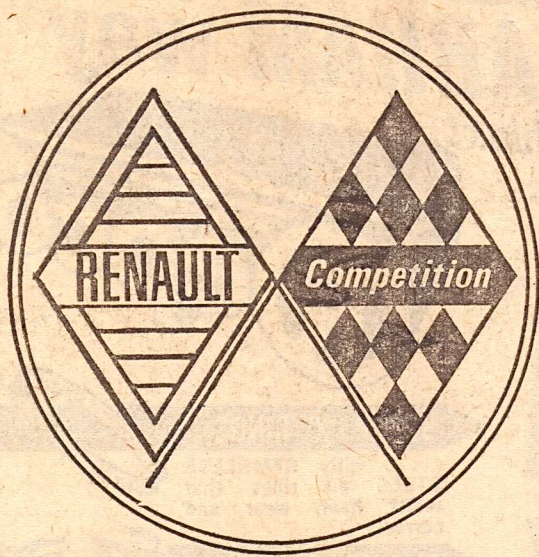
They represented S. A. Cheney. The second Holden, driven by Ron Phillips, was entered by Preston Motors. Roberts lost 69 points and Phillips 82.

Third was Tasmanian driver, Ray Long.

The only other big car to finish was the Falcon V8 automatic of Jack Ellis.

This car had come second in the marathon saloon car race at Surfer's Paradise several weeks previously.

BP RALLY - BLUE RIBBON CLASSIC



Outright Winner 1st & 2nd ..

First: Car 34, Malcolm McPherson, Robin Sharpley. Second: Car 2, Bruce Collier, Lindsay Adcock.

Class B Winner 1st & 2nd ...

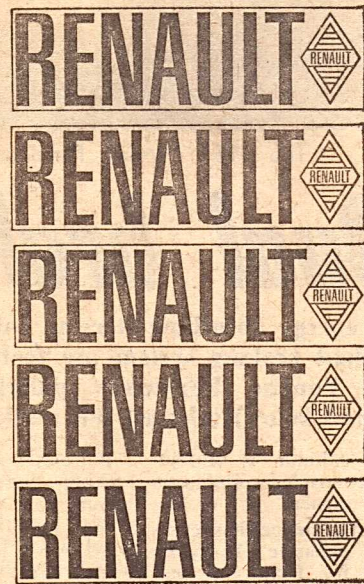
First: Car 34, Malcolm McPherson, Robin Sharpley. Second: Car 2, Bruce Collier, Lindsay Adcock.

Nominated Team Award

Best Interstate Crew (N.S.W.) ..

First: Car 2, Bruce Collier, Lindsay Adcock.

*(Provisional results)



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