

*Rothmans*  
**SOUTHERN  
CROSS  
RALLY**

**5.6.7.8.9. OCTOBER 1966**



**\$17,700 IN PRIZEMONEY**



CONDUCTED BY  
**AUSTRALIAN SPORTING CAR CLUB**

SPONSORED BY  
**ROTHMANS OF PALL MALL (AUST.) LTD.**

# take it easy

When you drive a Mini you don't have to prove a thing. Minis do all the proving that is necessary on the tracks. So just relax. Take it easy. Drive a Mini and discover the car that makes it fun to drive safely.



Mini motoring starts at a low, \$1578 (£789) (incl. tax)



## **SOUTHERN CROSS RALLY COMMITTEE**

**CHAIRMAN:**  
Mr. W. Northam, C.B.E.

**COMMITTEE:**  
Mr. R. Selby-Wood — Director of the Event  
Mr. S. Halloran — Administrator  
Mr. F. Pearse — Technical and Impounding Officer  
Mr. J. Whitton — Assistant to the Administrator  
Mr. F. McNulty — Representative of Rothmans of Pall Mall (Aust.) Ltd.

Timing by Longines

1.

## ROTHMANS AND MOTOR SPORT

Rothmans of Pall Mall, sponsors of the Southern Cross Rally, has emerged this year as the most generous supporter of motoring events in Australia.

The company's contributions in prize and appearance money goes well over \$40,000 and, just as importantly, perhaps, Australian motor sport will be given a world-wide boost from the company's policy of filming their sporting events whenever possible.

Last February, Rothmans Managing Director, Mr. D. N. Engela, announced at a Press Conference in Surfers Paradise, Queensland, that his company would sponsor the "Rothmans 12 Hour" at the new Surfers Paradise two-mile circuit. The prize money of \$12,000 for this top sports car event is the highest ever offered on an Australian circuit.

The company is deeply involved in the circuit itself. It has two magnificent signs at the entrance gate, the control tower is named Rothmans and is painted in the company's colours of blue and white and there is also Rothmans Straight.

But of most interest to those who follow rallies is the company's sponsorship of the unique Southern Cross Rally.

Again the company has offered prize money far in excess of anything provided for any other rally in Australia. The total is \$17,700 dollars.

The object of the company entering the motor racing and rally fields is to encourage Australian drivers to improve their skill and for Australian car makers to prove their vehicles in competition of International standard so that Commonwealth drivers can hold their own against the "Internationals".

While sponsorships of this kind are new to the Australian company of Rothmans, most people interested in the sport know that the company is the main supporter of the famous Guards Race in England.

The sport is also heavily supported by the company in New Zealand, where a racing car has been purchased by the company solely to give promising drivers a chance to compete against world-class competitors with a world-class car.

## THE AUSTRALIAN SPORTING CAR CLUB LIMITED

The Australian Sporting Car Club has been an integral part of motor sport in Australia since 1930. In that year, the New South Wales Light Car Club, as it was then called, was formed by a small band of enthusiasts who wanted to encourage the sport at a time when there were few organised events in which to compete.

Among the founder members were many of the legendary names of those years: men such as Charlie East who dominated Maroubra Speedway for years in his Bugatti, and Keith Dalziel, who also appeared at Maroubra, but on his motorbike.

Dalziel also rode mechanic to fellow-member Bill Northam in his Austin Seven for the 1932 Australian Grand Prix. They were annihilated — along with the rest of the field — by Bill Thompson's 37A Bugatti. Thompson also won the Australian Grand Prix in 1930 and 1933. Another early member, Tom Sulman is still competing successfully in sporting events.

These men were all personalities in their own right and it is understandable that when they all joined together to form the New South Wales Light Car Club, it dominated motor sport in N.S.W., and the years 1930 to 1940 were the Club's years.

The Club quickly organised meetings at Penrith Speedway. At the first meeting, held on Easter Monday, 1930, both events were won by Bill Northam, Peter Antill coming second in the main race of the day. Other meetings were held on the Avon Dam road; Northumberland Avenue, Canberra; Centennial Park Speedway and Bondi Esplanade.

New South Wales Light Car Club grew and prospered and in 1938 held the first race meeting at Mt. Panorama, Bathurst. This was an Australian Grand Prix and run on unsealed roads.

The era of the big red cars was dawning, and the Alfas and Maseratis were a magnificent spectacle as they thundered around the circuit. Club members John Snow and John Sherwood both won at Bathurst in big cars.

### CHANGE OF NAME

In 1945 the Club amalgamated with the N.S.W. Sporting Car Club and

the Amateur Drivers' Club and changed its name to the Australian Sporting Car Club Limited.

During these early postwar years motor sport was in a bad way. Petrol was rationed and new cars unobtainable; the enthusiasm was still there though, and the most popular events were short fast trials and speed meetings.

By the start of the 1950s, new cars were available and reliability trials began to gain in popularity. The A.S.C.C. was well to the fore in organising competitions to meet all tastes.

There was Gnoo-Blas circuit at Orange — Jack Brabham, Alec Mildren, and Bib Stilwell were a few of the many great names to race on this circuit in the South Pacific Championships held there. At this time the A.S.C.C. was also turning its attention to reliability trials, and in 1953 organised and ran the first Round Australia Redex Trial. It was an outstanding success and focused public attention on motor sport in a way that had never been achieved before.

Another and bigger Redex Trial was organised in 1954, then another in 1955.

In 1956, 1957, 1958, and again in 1964, the Club ran the Ampol Trials, long-distance events that aroused great interest.

Apart from these long trials — up to 10,500 miles — the A.S.C.C. has always organised many other events, varying in length from less than 100 to more than 1000 miles. Some have become classics, such as the Antill Rally, the Southern Mountains Rally, and the much shorter but highly popular Kevan Houley Memorial Rally. The Social side has not been forgotten either, and there are many outings, film nights, treasure hunts and so on.

For the A.S.C.C., 1966 is an important year; it marks the 21st Anniversary of the adoption of the name Australian Sporting Car Club. It is appropriate then, for the Club to be organising this year the Southern Cross Rally, which marks a new type of event in Australian motor sport.

William H. Northam, C.B.E., a founder member of the original N.S.W. Light Car Club — a brilliant driver who later gained greater

fame in the yachting world as an Olympic Games gold medallist — is Chairman of the Southern Cross

Rally Committee, thus spanning the years from the heroic days of motor sport in Australia to the present day.

## THE SOUTHERN CROSS RALLY

In the Southern Cross Rally, the Club believes it has filled the need in Australia for a rally of moderate length which emphasises driving ability for the whole of its course. Competitors will run through some of the best rally roads in Australia en route from Sydney to Melbourne and return. The name "SOUTHERN CROSS" was chosen for the Rally because the A.S.C.C. feels that, as the constellation known as the Southern Cross is unique to this hemisphere, so is the Rally. It is a type of event no longer possible on the more crowded roads of Europe and the Northern Hemisphere generally. The Club believes that any Non-Australian competitor who can make the journey to this country will be surprised at what Australian rallying has to offer.

THE SOUTHERN CROSS RALLY is listed in The International Calendar as "RALLY OF NEW SOUTH WALES". The event will begin on Wednesday, October 5, and end on Sunday, October 9.

### THE DIRECTOR

Bob Selby-Wood, from Sydney, New South Wales, is highly regarded as a consistent competitor and capable director. He has competed in that State for many years, with occasional trips into Victoria. On the organising side, he is best known as director of the well-known Southern Mountains Rally,

an event of more than 1000 miles which is commonly regarded as the foremost "drivers' trial" on the calendar. Those who know the "Southern Mountains" will be quite happy to have Bob directing



Bob Selby-Wood

their fortunes in the Southern Cross Rally; those who don't know Bob personally will surely be aware of the stature enjoyed by the events under his control. In private life Bob is a construction engineer, whose other hobbies include boating.

## The Director previews the Rally

For the connoisseurs of Rallying, who revel in driving over good surface gravel and dirt roads in mountainous terrain, here is an opportunity to savour of Australia's outstanding rally course.

I have selected a course which, I believe, will delight most drivers and as I have navigated for most of Australia's top rally drivers, including two 'Round Australia' winners and two 'Round Australia' 2nd place getters, I have come to appreciate the likes and dislikes of rally drivers.

You can expect an event with emphasis strongly in favour of the driver and machine. You will be given clear and concise instructions. No doubt will be left as to the travelling requirements. If the maps are inadequate at any point, additional instructions will be given to ensure your passage, thereby obviating any possibility of local knowledge being a deciding factor in your success or otherwise.

Special stages will be included where timing will be to quarter minutes. Driving will, in the main, be confined to the hours of darkness and rest periods will be during daylight only.

The initial course survey has been completed in my Mini Cooper and all roads have been found in good condition. I can assure all prospective competitors there are no 'horror' sections. We did not 'bottom' once in approximately 2400

miles of the survey trip.

For people not acquainted with the geographical surface profile of Australia, I feel that a word or two, regarding the type of country you will be rallying over, will not go amiss.

The rally is confined to the South-East quarter of Australia, in the States of New South Wales and Victoria. The Eastern coastline of Australia is very mountainous and these mountains run inland for some 50 to 60 miles, linking up with the Great Dividing Range, which runs through to the southern tip of Australia. Except for a minor deviation for our first-day stopover in Wagga Wagga, we will travel over the ranges of the Great Divide during the full course of the rally.

Accommodation should cause little trouble as all stopover places are cities with adequate facilities for competitors and officials during the event.

You should have no fear regarding the organising ability of Australia's oldest sporting car club, with a background of famous round Australia trials to its credit.

So there it is, an event you should enjoy from start to finish. One you will talk about and always remember.

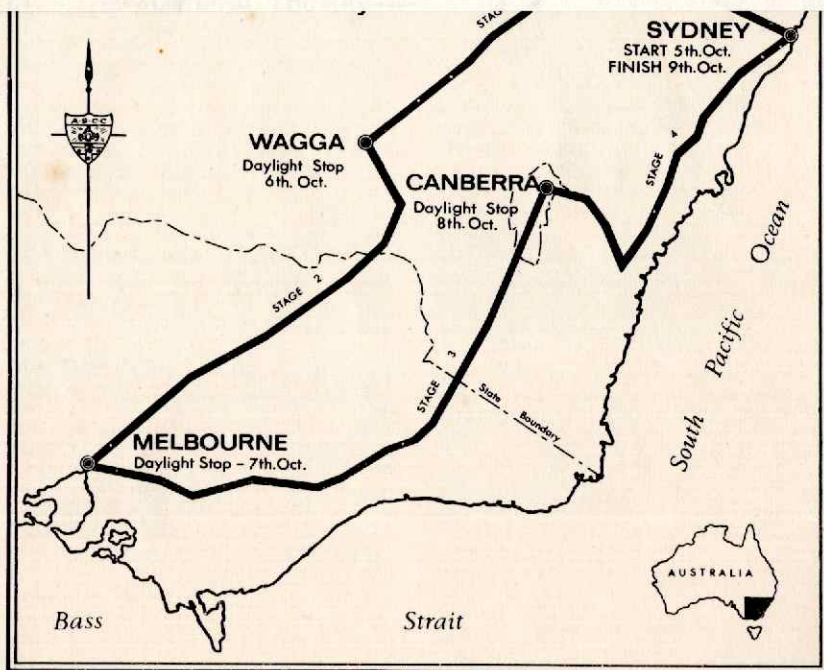
I wish you good luck and a successful rally.

Yours faithfully,  
Bob Selby-Wood,  
Rally Director.

## ADDENDUM

Reg.7(a) Page 7. Ammend the second sentence to read "The entrant and all crew members (all occupants of the car are crew members) shall be required to be in possession of a current and valid General Competition, Limited Competition, or Trials and Rally licence, issued by any A.C.N. under the code."

Reg.18(b) Page 9. Ammend to read "Times will be read to the forward minute ... " etc.



6.

under C.A.M.S. Permit No. A66/14.

3. Promoters & Officials: The promoters of the event are Messrs. Rothmans of Pall Mall (Australia) Limited, of Ferridell Street, Granville, N.S.W. The Organisers will be the Southern Cross Rally Committee of the Australian Sporting Car Club Limited, and the Director shall be Mr. R. Selby-Wood.

4. Stewards: The Stewards of the event shall be Mr. Ian Paul and Mr. Bill Daly.

5. Vehicle Eligibility:

- (a) Any roadworthy vehicle may enter provided that:
- It conforms with either Group 1 or Group 2 of Appendix 'A' of these Regulations;
  - It passes the Scrutineering Examination;
  - It is approved for road use in the State of New South Wales, is registered by an appropriate Civil authority and is covered by a Third Party Insurance Policy.

(b) Four wheel drive vehicles, and vehicles designed primarily for the carriage of goods are specifically excluded.

(c) The same vehicle must be used throughout the event.

6. Scrutineering:

(a) Before the start, cars shall be required to be submit-

## CROSS RALLY"

### THE CONDUCT

ed for examination by scrutineers appointed by the Organisers. At any point 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 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 event, competitors whose vehicles are impounded must supply for use by the Scrutineer a Workshop Manual applicable to the vehicle.

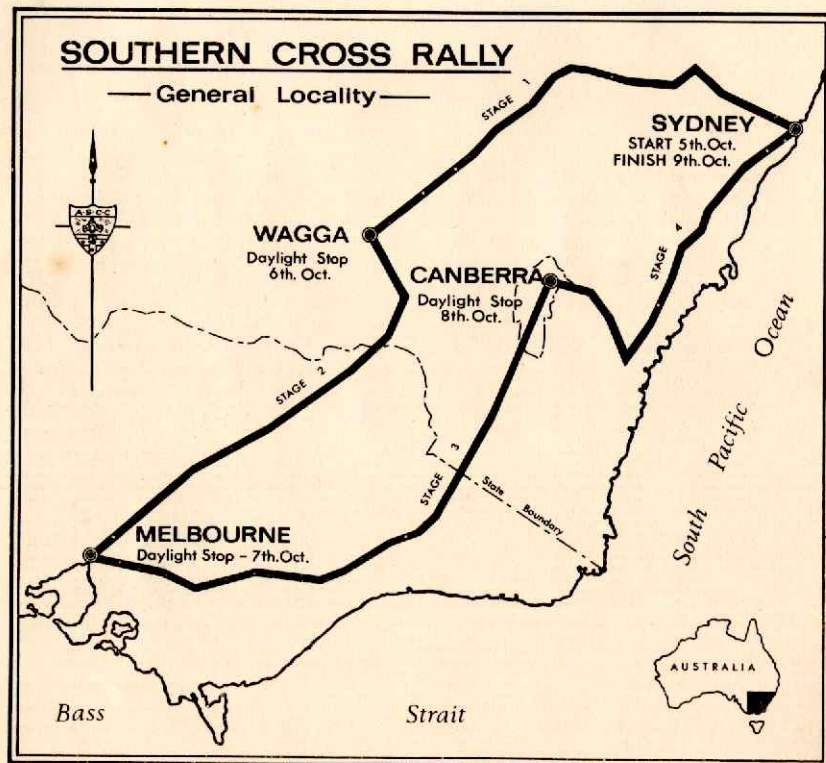
7. Crew and Eligibility:

(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 (all occupants are crew members) shall be required to be in possession of a current and valid General Competition Licence, issued by any A.C.N., under the Code, or, in the case of Australian Nationals, of a current and valid

7.

# ROTHMANS "SOUTHERN CROSS RALLY"

## REGULATIONS PERTAINING TO THE CONDUCT OF THE EVENT



6.

Date of Issue: 31.3.66

1. The Event: The event will be known as the "Southern Cross Rally" and will be run as an event on the 1966 International Calendar from October 5th to 9th inclusive.
2. Authority: The event shall be conducted under the International Sporting Code of the F.I.A., the National Competition Rules of the Confederation of Australian Motor Sport, these Supplementary Regulations and such further Regulations as may be necessary. The event shall be run under C.A.M.S. Permit No. A66/14.
3. Promoters & Officials: The promoters of the event are Messrs. Rothmans of Pall Mall (Australia) Limited, of Fern-dell Street, Granville, N.S.W. The Organisers will be the Southern Cross Rally Committee of the Australian Sporting Car Club Limited, and the Director shall be Mr. R. Selby-Wood.
  - (b) The Organisers reserve the right to re-classify any competing vehicle at the initial scrutineering.
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4. Stewards: The Stewards of the event shall be Mr. Ian Paul and Mr. Bill Daly.
5. Vehicle Eligibility:
  - (a) Any roadworthy vehicle may enter provided that:
    - i. It conforms with either Group 1 or Group 2 of Appendix 'A' of these Regulations;
    - ii. It passes the Scrutineering Examination;
    - iii. It is approved for road use in the State of New South Wales, is registered by an appropriate Civil authority and is covered by a Third Party Insurance Policy.
  - (b) Four wheel drive vehicles, and vehicles designed primarily for the carriage of goods are specifically excluded.
  - (c) The same vehicle must be used throughout the event.
6. Scrutineering:
  - (a) Before the start, cars shall be required to be submitted for examination by Scrutineers appointed by the Organisers. At any point 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 Judge of Fact in this respect.
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7.

Limited Competition or Trials Licence, issued by the C.A.M.S. 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 forms, the consent of their parents or legal guardians, for them to compete in the Rally.

- (b) Crews shall consist of 2 or 3 persons; one member may leave a crew due to illness, but the crew must never be fewer than 2. Having left a crew, a member may not rejoin it.
- (c) Provisionally or conditionally licensed civil drivers must not compete as drivers.
8. Carriage of Passengers: At no time shall any person, other than a nominated crew member, ride in a competing vehicle except under the following circumstances:
- Any official of the event, upon showing his Authority, may, at the discretion of the crew, ride in a competing vehicle; and
  - Any crew member of a disabled vehicle may be carried to the next main control.
9. Entries: All entries shall be made on the Official Entry Form, accompanied by an Entry Fee of Forty Dollars (\$40) (Aust.) and lodged with the Secretary of the Rally, Australian Sporting Car Club, Ltd., Box 72, P.O., Redfern, N.S.W. Entries will be accepted from June 1st, 1966, until 12 noon, September 20th, 1966. Entries received after September 10th must be accompanied by a Fee of Fifty Dollars (\$50) (Aust.).
10. Refusal of Entry: The Organisers may refuse any entry; the Organisers may refund the Entry Fee of any Entry so refused.
11. Change of Entry: Entrants may, at any time up to 7 days prior to the start of the Rally, change any details of their entry, subject to the approval of the Organisers.
12. Starting Order: The order of starting shall be determined by

a Ballot to be conducted at a place and time to be nominated.

**DURING THE COURSE OF THE EVENT THE FIELD MAY BE ROTATED IN A MANNER TO BE ADVISED IN FINAL SUPPLEMENTARY REGULATIONS.**

13. Cancellation & Termination: In the event of the course being impassable, the Organisers reserve the right to abandon or postpone the Rally.

The Director may re-group the field or re-route any stage of the Rally. The Director may terminate the Rally during its progress. If the Rally is terminated when only part-run, the Organisers shall adjudge placings from competitors whose Route Cards have been completed up to the last Main Control. Should it be necessary to terminate the event, every effort will be made to do so at a refuelling or meal break.

14. Obstruction to the Route: "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 instructed otherwise by the Director.

If a section is affected by conditions constituting "force majeure", such that no car completes that section within the latest allowable time (see Regulation 20), or if different competitors suffer unequal conditions, the Director may, at his discretion, delete that section from the Event. In such a case, time lost on that section shall be considered allowable time.

15. Duties of Officials: The Director or his nominee will be in charge of the Start and Finish of the Rally. He or his nominee will hear complaints and receive protests for transmission to the Stewards.

The Stewards will be at the Start and Finish of the Rally to receive any protests arising out of the organising or running of the event.

16. The Start: The start of the Rally will be at Sydney,

N.S.W., at 6.00 p.m. on Wednesday, October 5th, 1966.

Competitors will leave the start at 2-minute intervals in the order determined by the Ballots. Competitors must report to the start at least one hour before their scheduled starting time.

Drivers' Licences, both Civil and Competition, must be presented at the start.

17. The Finish: The Rally will be scheduled to Finish at Sydney, N.S.W., at approximately 11.00 a.m. on Sunday, 9th October, 1966.
18. Timing:
  - (a) Timing shall be by Official Timepieces set to Australian Eastern Standard Time.
  - (b) Times shall be read to the next forward minute, except in Special Stages, 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.
  - (d) No protest shall lie against the alleged inaccuracy of any Official Timepiece, but, in such a case, the Director may, at his discretion, make allowances as necessary.
  - (e) The 24-hour clock system shall be used.
19. Time Schedule: All competing vehicles are required to maintain the same time schedule.
20. Late Time Limits:
  - (a) A Late Time Limit shall be set for each Division and will be notified in Route Instructions. Competitors whose late time at a Control exceeds this limit shall be regarded as having failed to report to 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 event.

- (c) Notwithstanding clause (a), competitors exceeding the Late Time Limit for a Division by 30 minutes or less at the end of such Division will not be excluded.
21. Making up Time: Time lost in a section between Main Controls cannot be made up in later sections unless otherwise specified in Route Instructions.
  22. 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 the Route Instructions within the specified time (see Regulation 20).
    - (b) Route Instructions will contain the following information:

Location of next Main Control, Direction of Entry, Route to be followed, the time allowed for that section and the official map for that section.
    - (c) The following abbreviations, taken in context, may be used in Route Instructions:

S.O.	Straight On
T.R.	Turn Right
T.L.	Turn Left
B.R.	Bear Right
B.L.	Bear Left
T.H.R.	Turn Hard Right
T.H.L.	Turn Hard Left
P.W.C.	Proceed with Caution
R.X.	Railway Crossing
N.	North
S.	South
E.	East
W.	West
- "Broadbents 321c" Map referred to in Reg. 39 (a) i.  
"Central Coast" Map referred to in Reg. 39 (a) ii.  
"West Slopes" Map referred to in Reg. 39 (a) iii.  
"Murray" Map referred to in Reg. 39 (a) iv.  
"South Coast" Map referred to in Reg. 39 (a) v.

"Broadbents No. 4" Map referred to in Reg. 39 (a) vi.

23. The Route:
- The route will be displayed before the start of each stage.
  - The overall distance of the event will be approximately 2,500 miles of public and/or private roads in the States of New South Wales and Victoria and the Australian Capital Territory.
24. Non-existent 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.
25. Railway Level Crossings: All gated Railway Level Crossings will be manned by a Control official. If the gates are closed, competitors will be booked into Control. They will be held until the gates are opened, and will be booked out at 2-minute intervals. Time held shall be added to the running time for that section.
26. Gates across the Route:
- All gates found closed must be closed after the passage of each competitor.
  - 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".
27. Average Speed Sections:
- "Maximum Permitted Maintained Average Speed" may be used. Competitors exceeding this M.P.M.A.S. will be penalised in accordance with Regulation 49. In sections where this is used, time will be calculated from the start of the section to each time check encountered. The main Control at the end of such a section shall not be used to compute M.P.M.A.S.
  - Where M.P.M.A.S. is used, the speed set as maximum shall exceed the calculated average speed for that section by at least 5 m.p.h.
- (c) No other form of average speed timing will be used.
28. Control Types:
- MAIN: A normal control at the end of a section. Refueling and/or Rest Breaks may be taken at Main Controls.
  - PASSAGE: A control, the location of which may be disclosed or not, for the purpose of checking time, and/or route and/or time in relation to passage through other Controls.
  - Route Check Questions may be used as unmanned Passage Controls.
29. Control Identification:
- 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 light by night. The lateral boundaries of the Control Area shall extend from fence-line to fence-line, or if there be no fence line, then for a distance for 30 feet to either side of the centre-line of the carriageway.
  - 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 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.
  - All controls will display a sign "Southern Cross Rally" with "Main Control" or "Passage Control", as the case may be.
30. Control Procedure:
- 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 book into a Control must park in such a manner that

10.

# “ RALLY EQUIPMENT

## Ausrüstung für Autos

### ÉQUIPEMENT de RALLYÉ

モーターカーラリー用 自動車長用品 ”

WHATEVER LANGUAGE YOU'RE MOTOR CAR SPEAKS, YOU'LL FIND

'RACE & RALLY' THE SPECIALISTS, WITH EQUIPMENT TO SUIT.



Australian agents for Halda Rally Instruments - the instruments that guide the world's great rally drivers. The new Mark V Halda Speedpilot registers time, distance and average speed and automatically computes these factors to tell you at a glance how far ahead or behind schedule you are, eliminating all guesswork and mathematics en route.

The Halda Twinmaster is designed to give all the answers on accurate distance measuring. All mechanical, silent precision instrument. Unique + 0 - gear permits correct distance reading on return to a point of error after erroneous detour. Unique twin counters with gearshift giving the invaluable facility of simultaneous or alternate work as required.

The perfect team for distance and average speed: TWINMASTER + SPEEDPILOT  
Halda Tripmaster has same features but with single counter.

You will also need double power - super brilliance - cool performance automobile lighting when competing in the Southern Cross Rally, and the Marchal Quartz Iodine driving and fog lamps are undoubtedly supreme in their class.

With the revolutionary new Quartz Iodine bulb, which is only 55 watt, an output of 180,000 candlepower is obtained in the axis of the beam which is twice the brilliance or more of the normal driving and fog lamps.

Marchal lamps are the answer to the rallyists night driving problems as tremendous lighting power is obtained with "cool external performance". Available for both 6 and 12 volt systems.



Other items of rally equipment and motorsport accessories may be inspected at our showrooms or by writing for our illustrated catalogue.

**RACE & RALLY**  
129 LIVERPOOL ROAD  
BURWOOD, - N.S.W.  
PHONE . . . . 74-8603

11.

- they do not obstruct the road or constitute a hazard to other road users. At night, parking and tail lights are to be left on. A car may be required to move into or out of a Control Area by the Official in charge, but need not book in or out when obeying such instructions. In the event of a car not being able to leave control under its own power, after booking out, the competitor shall remove the car outside the Control Area for the purpose of working thereon.
- (b) Competitors will be booked out of Main Controls 2 minutes after booking in, and may not leave Control until started by the Official.
- (c) The Official in Charge of a Control may extend or reduce the time interval between cars, depending on the circumstances.
- (d) Passage controls. Cars will not usually be required to stop at such controls longer than is necessary to record the time or fact of their passage.
- (e) At a passage control in a Maximum Permitted 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 stated in Route Instructions or directed by an Official, Competitors will not execute a 'U'-turn. Cars will not be permitted to pass through Controls in the wrong direction.
- (g) At Main Controls cars will be despatched at intervals of not less than 2 minutes.
31. Control Opening and Closing:
- (a) A Main Control will be considered open (for the purposes 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 passed correctly through all Passage Controls, if any, in that previous section. A car arriving early may be booked in, but will be held until its due time of departure.
- (b) Controls will remain open for a time equal to at least 2 minutes for each car leaving the start of the Division (i.e. Running Time of Field) plus time as specified in Regulation 20.
- (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 that section has elapsed since the first car has booked in.
32. Working on Vehicles:
- (a) Vehicles may be worked on at any time except during Meal Breaks and Rest Breaks as defined in the Route Instructions. Competitors' attention is directed to Regulation 30.
- (b) Notwithstanding the foregoing, fuel, water and lubricants may be added and glass area cleaned, lamps, glass and tyres and/or wheels changed and repaired at any time without penalty.
- (c) A servicing period of 1 hour will be allowed approximately half-way during the Rally. The point at which this is scheduled will be advised in Final Regulations.
33. Obstructing the Roadway: Should a competitor wish to overtake, the overtaken vehicle will allow that competitor to pass immediately by moving to the edge 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 will immediately be given, assistance by the crew of the obstructing vehicle to assist him to pass.
34. Movement of Vehicle: A competing vehicle may not be pushed, pulled or carried more than 200 yards other than under its own power.
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 15 minutes may be allowed to the two (2) following competing cars without penalty, but Controls will not remain open for longer than specified. Adequate proof of accident and delay must be furnished at the next Main Control and these circumstances must satisfy the Director (e.g. Signature and Car Number of assisted party, and note of time lost, on back of Route Card).
36. Advertising and Signs:
- (a) With the exception of both front doors, both front wings and the roof, advertising on competing vehicles is permitted, except 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 and 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, and the serious penalties which may be inflicted for breaches.
37. Insurance: Public Risk (Third Party) Insurance is required by the C.A.M.S. and the premium for this is included in the Entry Fee. Vehicle Insurance, both Accident and Third Party, should be arranged by the competitor. Evidence of adequate Compulsory Third Party Insurance will be required at Scrutineering.
38. Briefing Meeting: A Briefing Meeting for all competitors will be held in Sydney at a time and place to be notified. Attendance at this meeting is compulsory for at least one member of each crew, or a nominee.
39. Maps:
- (a) Maps required for the event which must be supplied by the competitors are:
- i. Broadbents Eastern Victoria and Southern N.S.W. No. 321 c.; and N.R.M.A. District Maps.
- ii. Central Coast and Illawarra, No. 076212, Rev. 066401.
- iii. Western Slopes and Southern Tablelands, No. 256307.
- iv. Murrumbidgee and Murray, published August 1964.
- v. South Coast and Snowy Mountains.
- vi. Broadbents Map No. 4, Gippsland and East.
- (b) Maps are available from the Touring Department, N.R.M.A., Clarence St., Sydney.
- (c) Any other maps necessary will be supplied by the organisers at no cost to competitors.
- (d) Unless otherwise specified, competitors must use only those roads shown on the nominated map/s for each section.
- (e) For the purpose of this event, 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.
- (f) Old road alignments will not be used as navigation traps.
40. Refuelling and Rest Breaks: Times of and Distances between Rest Breaks will be advised in Final Regulations. Generally, Rest Breaks will be taken in provincial towns during the day. An accommodation list will be sent to competitors on receipt of entry.
41. Impounding of Cars:
- (a) Competing vehicles will normally be impounded during Rest Breaks. Access to vehicles will be prohibited from the time of impounding until fifteen minutes before the car's scheduled departure time.
- (b) Specific arrangements at Meal, Refuel and Rest Breaks will be advised in Route Instructions.
42. Teams:
- (a) Any 3 cars of the same model may combine to form a team, to compete for the Team Award. The cars need not be of the same year model. Ex-

- amples would be: 3 Morris/Austin Minis, mixed 850, De Luxe, etc., but not Morris Coopers, etc., or 3 Ford Cortinas, mixed 1200, 1500, G.T., etc., but not Lotus-Cortina, G.T. 500, etc.
- (b) All teams must be nominated on the Official Team Entry Form, which must be received by the Organisers not later than 12 noon on October 5th, 1966. All nominations must be accompanied by a fee of Two Dollars (\$2) per car, per team. Cars may be in any number of teams.
- (c) To be eligible, cars must have basically the original model power unit.
- (d) The Organisers will make a separate award to the manufacturer of a winning team of 3 cars. This will be decided by adding the points of the leading 3 cars from each manufacturer. Nominations are not required for this award.
43. Protests: Any protests arising out of the Rally must be made in conformity with the requirements of Part xii of the National Competition Rules of the C.A.M.S.
44. General Route:  
**1st NIGHT:** Sydney, Bell, Jenolan Caves, Crookwell, Cowra, Boorowa, Jugiong, Cootamundra, Wagga Wagga.  
**2nd NIGHT:** Wagga Wagga, Tumbarumba, Jingellic, Albury, Bright, Whitfield, Jamieson, Woods Point, Noojee, Melbourne.  
**3rd NIGHT:** Melbourne, Leongatha, Morwell, Bairnsdale, Bruthen, Buchan, Jindabyne, Cooma, Canberra.  
**4th NIGHT:** Canberra, Captain's Flat, Nimmitabel, Tantanawango, Moruya, Braidwood, Nowra, Kangaroo Valley, Wollongong, Sydney. Daytime rest periods will be taken in Wagga Wagga, Melbourne and Canberra.
45. 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.
46. Ties: If, at the conclusion of the Rally, two or more competitors have equal scores,
- then the winner shall be that competitor who travelled furthest without loss of points: if the tie is unresolved, then the winner shall be that competitor who completed most sections with no loss of points; if the matter is still unresolved, then a tie shall be declared, and the prizes to which those competitors would be entitled shall be divided equally among them.
47. Classes: Competing cars shall be divided into classes in the following manner:—  
 Class A: up to 1000 c.c. Group 1.  
 Class B: 1001-1300 c.c. Group 1.  
 Class C: 1301-2000 c.c. Group 1.  
 Class D: over 2000 c.c. Group 1.  
 Class E: up to 1000 c.c. Group 2.  
 Class F: 1001-1300 c.c. Group 2.  
 Class G: 1301-2000 c.c. Group 2.  
 Class H: over 2000 c.c. Group 2.
48. Awards:  
 (a) In each of Classes A, B, C, D, E, F, G, H:  
 First in Class ..... \$600  
 Second in Class ..... \$400  
 Third in Class ..... \$200  
 To which will be added the following awards as applicable:  
 First Outright - \$2,000  
 + the Rothman's Trophy.  
 Second Outright \$1,200  
 Third Outright - \$800  
 Fourth Outright \$600  
 Fifth Outright - \$400  
 Best performance by an 'All Ladies' crew — \$400  
 To each of the 3 cars in the Winning Team (vide Regulation 43 (a)) — \$300  
 Plus additional prize-money yet to be allocated together with trophies to value of \$1800.  
 (b) The Organisers reserve the right to add to this Prize List. Further Conditional and Unconditional Prizes will be advised in Final Regulations.
49. Penalties:  
 (a) 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 a Control Official and the competitor.
- (b) Exclusion from the Rally shall be the penalty for:  
 i. Pushing, pulling or towing a vehicle for more than 200 yards other than as in Regulations 30 and 33.  
 ii. Wilful interference with public or private property.  
 iii. Loss of Route Card.  
 iv. Deliberate obstruction as in Regulation 33.  
 v. Arrival at the end of a Division outside the Late Time Limit as defined in Regulation 20.
- (c) Loss of points shall be incurred as under for the following offences:  
 i. Late or early arrival, or departure from, Controls (unless otherwise specified) . . .  
 Normal Sections . . per minute or part thereof 1 point  
 Special Stages . . . per quarter minute 1 point  
 ii. Late arrival for scrutineering . . per minute . . 1 point  
 iii. Incomplete or incorrect entry on Route Card . . unless corrected by an Official . . per entry 10 Points  
 iv. Official assistance by Salvage Vehicle 20 points  
 v. Stopping, turning or deviating in sight of Passage Controls 20 Points  
 vi. Failure to correctly answer Route Check question . . . 20 points  
 vii. Entry to or departure from Control in other than the direction specified . . . 25 Points  
 viii. Entry to Controls in a particular section in the incorrect sequence, each control . . 25 Points  
 ix. Failure to pass through Passage Control . . 30 Points  
 x: Working on vehicle by any person other than as

- permitted under Regulation 32 . . . 100 Points
- xi. Failure to report to any Main Control within the Late Time Limit as defined in Regulation 20 . . . 150 Points
- xii. Any breach of these Regulations for which there is no other prescribed penalty . . . Points loss at the discretion of the Director. To a maximum of: 100 Points
- (d) The penalty referred to in (c) ii. of this Regulation may be waived subject to satisfactory prior arrangements being made with the Secretary of the Rally.
- (e) The maximum penalty in any one section shall be 200 Points.

## APPENDIX A

### GROUP 1

#### 1. ELIGIBILITY

Automobiles must be of a series production type, and of a model of which at least 1000 identical 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", 2nd Category, Group E cars, of the N.C.R.s.

#### 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 shall conform 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 sixteen gauge. It shall be so designed that it:  
 (i) does not overhang the crew's heads.  
 (ii) shall be higher than the crew's heads when they are seated normally.  
 (iii) shall be wider than the crew's shoulders when they are seat-

- ed normally.
- (iv) shall be affixed to the frame of the car with adequate longitudinal bracing.
  - (v) shall be so designed that its fitting shall neither weaken nor strengthen the original vehicle design.
  - (vi) may take the form of two separate roll-bars provided that the foregoing requirements are met.

- (c) Automobiles of closed bodywork design may also fit interior roll-bars provided that they are in compliance with 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 Victoria.
- (g) External appearances may only be altered by the fitting of extra lamps, extra fuel tank fillers, and such accessories as contribute to the safety and/or comfort of competitors.

### 3. MECHANICAL

The following modifications only are permitted.

- (a) Standard proprietary components, e.g., spark plugs, muffler, battery, ignition coil, shock absorbers, brake linings, etc., may be changed provided that the general type and 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 manu-

facturers.

- (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 resulting increase in capacity does not make the automobile pass into the next engine-capacity class.

### 4. GENERAL

- (a) The standard for any Scrutineering examination will be the manufacturer's workshop manual applicable to that particular vehicle.
- (b) All competing cars must
  - (i) carry a satisfactory First Aid Kit.
  - (ii) carry an approved Fire Extinguisher of at least one quart capacity (the 1966 C.A.M.S. Manual contains a full list of approved extinguishers).
  - (iii) be fitted with Seat Belts for each crew member, such belts to comply with A.S. 35, and to be satisfactorily mounted.
- (c) Entrants are reminded of Regulations 5 and 6 regarding arbitration on the method and execution of any modification.

### GROUP 2

- 1. **ELIGIBILITY** as for Group 1 of this Appendix in that the basic model before permitted modifications must comply with eligibility ruling.
- 2. **BODY** as for Group 1 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 original type of cylinder block and crankcase must be employed.
  - (e) The method of valve actuation must not be altered.
- 4. **GENERAL** as for Group 1 of this Appendix.

Plan 1300  
 Chapman 250  
 Lucas 250  
 H. Santos 250  
 500  
 Man

**ARMSTRONG**  
 2550



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