

FOUR times N.S.W. Rally Champion and unlucky loser of the 1966 "Rothmans Southern Cross" Rally, Barry Ferguson, made amends on October 4-8 by running right away from the big field to capture the lion's share of the \$13,000 prizemoney.

Ferguson, driving a 1,600c.c.-engined "works" VW Beetle, and navigated by Sydney surveyor Dave Johnson, also made world headlines by downing the "big three" International rally stars, Timo Makinen, Paddy Hopkirk and Tony Fall.

In fact, the International challenge crumbled after only 700 miles, when both Hopkirk and Makinen were outed by broken gearboxes, leaving Tony Fall to uphold the BMC honour. And he was having plenty of trouble, too.

Star Studded Entry

A total of 84 entries was received for this year's "Rothmans"—an increase of 15 over last year—and quality of preparation was the keynote. Only one car was rejected by the scrutineers, an old VW with plenty of equipment and "sting", but fitted with perspex windows.

Last year's winner, Harry Firth, presented an awe-inspiring, brand-new 1,600 c.c. twin-cam Lotus Cortina fitted with a beautiful array of instruments, lights, tools, rally seats and what-all. It was headed for an undeserved and sticky end.

Other Ford entries included new GT Cortinas for Ian and Roger Vaughan and Frank Kilfoyle/Doug Rutherford, with private entries from Ian Roberts/Greg Mecak, P. Walters/E. Vigar, Bruce Hodgson/Ted Stibbens and race driver Gary Cooke making his rally debut with Ken Baxter.

Supporting the factory Cooper S's—Hopkirk's and Makinen's were sent from England, but Tony Fall's was prepared by Bob Holden—were the local "works" cars for Evan Green/Roy Denny and Bob Holden/George Shephard. Following the lead of these local cars, Hopkirk and Makinen's cars were also fitted with front shock absorbers. Local navigators were Gary Chapman (Hopkirk), Bob Forsyth (Makinen) and Fred Logan (Fall). They were in for a thrill.

Volkswagen Australia were strongly represented with their four factory cars—1,600c.c.-engined Beetles in VW blue, with discs, limited slip diff., enlarged fuel tank and plenty of "zot", reported at over 90 b.h.p. (and not, as many sceptics thought, from a Porsche engine!). Crews were Ferguson/Johnson, Tony Theiler/Bruce Ford (Vic.), Stewart McLeod/Jack Lock (S.A.) and Ray Christie/Joe Dunlop. Backing these were six private VWs, including Sydney crew Dave Hansen/David Sandeman, ladies crew Ann Ross/Lyn Dalton and all the way from Perth, W.A., Bullock and Stonehouse.

The Holden onslaught was equally as strong, with the Victorian Dealers' cars—new 186S with discs, limited slip diff., four-on-the-floor and some 90 b.h.p. at the rear wheels—crewed by Reg Lunn/Mike Osborne, Ron Phillips/Jim McAuliffe and the State Champions, Tony Roberts/Peter Haas. N.S.W. Champions Greg Garard/Frank Goulbourn were going to be a threat, even though they had removed the l.s.d. from their car. Brother John Garard, with Barry Waldron, completed the official "works" line-up and only three other Holdens appeared—one an old FE (1957 model), plus two other 186S models—one for motoring editor Clyde Hodgins.

Official Renault entries—1,255c.c. Gordins with a 1-2 victory in the BP Rally to their credit—were handled by Mal McPherson/Bob Sharpley (Vic.), Bruce Collier/John Boon and Gerry Crown/Nigel Collier (N.S.W.). The factory also entered an R10 for motor-noter Barry Cooke and John Sproule.

With three full-house rally Volvos entered by Swedish Motor Importers, plus a 122S for ladies crew Lyn Keeffe/Pam Elam, their chances looked good. Heading the list was the dynamic John Keran, with Steve Halloran, winner of

the "Snowy" and the "Shelleys 300", and now pressing Doug Chivas hard for the N.S.W. Rally Championship. They were backed by Max Winkless/Graham Mewburn and Bill Nolan/Peter Meyer. Experts were tipping John Keran to win "if he stayed on the road". He didn't.

The Japanese onslaught was moderate, though the leaders were undoubtedly the incredibly well-prepared Colt Fastbacks. A four-page letter from Australia of suggested requirements in a rally Colt had been followed implicitly by the Mitsubishi factory, and a figure of \$20,000 was freely mentioned as their development cost. From their 1,088c.c. engine, with twin carbs. and extractor, close-ratio gears and wide rims, to their lavish instrumentation, the cars looked real "goers"—and they were. Colin Bond/Brian Hope were to cover themselves in glory, Doug Stewart/John Bryson in another kind of glory. Two other Colts, normal 1,000c.c. versions, were crewed by Barry Lloyd/Albert Brown and Vince Brown/Barry Field, the latter destined for success.

Datsun were represented by two 1000 sedans for Bruce Wilkinson/Ian Inglis and D. Anderson/B. Cain, while Daihatsu had all their eggs in one GT for Jack Mullins/John Hall. Unfortunately, some of them were to get broken.

Completing the major "factory" entries were four Fiats—three of the new 124s, the fourth an 850 coupe for veteran Bill Burns with Bruce Kaye. Sydney distributors, Grenville Motors, lavished preparation on two of the 124s for R.C.N. Editor Max Stahl (navigator George Stefanoff) and Sydney police officer Col Roser with Alan Terrason. Though equipment was good, little things went wrong and large misfortunes followed. The third 124 was stark by comparison, was crewed by Victorians David Forster/Peter Batterick, and finished.

Internationals "on Fire"

Leading the field from Sydney shopping complex, Bankstown Square, at 6.30 p.m. on Wednesday, October 4, was the Stahl/Stefanoff Fiat 124. Their hopes of a great advantage out front, with clouds of dust behind them, had been dashed by heavy rain in the immediate past 24 hours. But they led out of the rally point at Mittagong and were well into the third section before being overtaken by the McLeod/Lock VW, from number five.

Section two was the notorious Wombeyan Caves road, only recently repaired and readmitted to rally use. Carved out of the side of a mountain, 10 ft wide, loose dirt, cliff on one side, sheer drop on the other, a corner every 50 yards, it was to be covered at 41 m.p.h. average. Impossible—yet two cars were "clean" at the end of the 14-mile screamer. Bob Holden was the local hero, while Timo Makinen lived right up to his reputation by storming into the control with his disc assemblies glowing red-hot.

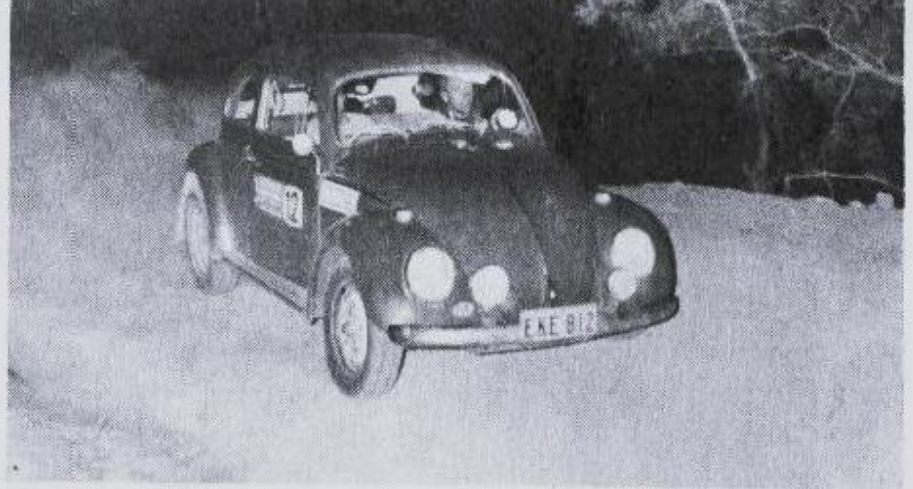
GOODMANS FORD (14 miles 20 minutes—downhill winding gravel road). Holden, Makinen, 0; Hopkirk, Fall, McLeod, 3; Bond, 4; Stewart, Firth, Theiler, Roberts, Kilfoyle, J. Garard, Green, 6.

Many cars were to suffer their first complete brake-loss on this section, raising doubts about their durability for the 2,100 miles yet to come. Doug Chivas was one whose 1100S completed the last five miles without stoppers, while Bob Holden credits his clean-sheet to the same reasons.

WOMBEBAN CAVES (10 miles 15 minutes—uphill winding gravel road). Makinen, 8; Green, Fall, 9; Hopkirk, 10; Bond, J. Garard, McLeod, Ferguson, Keran, 11.

Northwards to Mt. Werong over a twisting, narrow forest trail took the field into fog. Thick, swirling patches that hid tricky corners and sudden drops. Roser's Fiat locked a rear brake here and left the road, straddling a log and tearing out its front end, while the Hurley/Fleming Peugeot 404 also ran off and tried to climb a tree.

Now the McLeod VW was in front and putting the miles rapidly behind it. Makinen and Ferguson ran the section only 15 seconds late, while Evan Green, from position 80, tore through the dust and fog to cleansheet.



Down the twisting Wombeyan Caves Road, the Ferguson/Johnson shows the style which carried it to its devastating victory over the nation's best rally teams.

LANCE RUTING

MT. WERONG (22 miles 30 minutes—rough dirt forest tracks). Green, 0; Makinen, Ferguson, 1; Stewart, Bond, Keran, Collier, Fall, G. Garard, J. McLeod, Hopkirk, Garard, Christie, Kilfoyle, 2.

The climb up the precipitous, rocky road to Richlands daunted few of the leaders and Makinen, Chivas and Co. were setting a rapid pace. The rugged eight miles to Big Hill, with five gates to be opened (by all bar the BMC drivers, who were helped somewhat by loyal supporters), took points from all bar Makinen.

RICHLANDS (34 miles 42 minutes—twisting, loose surfaced forest tracks). Makinen, Fall, 0; Tubman, Kilfoyle, Chivas, Bond, John Garard, 1; Stewart, Firth, G. Garard, Green, 2.

Skirting Goulburn, the field headed for Collector and the end of the first division. McLeod was first in, down 24, followed by Stahl on 51. Then Peter Janson/Dick Bainbridge in their well-equipped Hillman Hunter stormed in from position 10 with 36 points. Kilfoyle was better on 25, and the best Holden was John Garard on 23.

Soon the stars began to arrive and a pattern emerged. Keran, Ferguson and Holden were happy on 24, as was Firth on 31. Green scorched in with 21, as did Bond's amazing Colt. But then Hopkirk arrived, down 20, followed by Tony Fall on 15—and 9 of these had gone replacing a flat tyre.

FERGUSON/VW

Dynamic Win in Rich "Rot"

Here a "horror stretch" tested drivers' patience as they wound down to a river crossing filled with large river stones, and the pace was down to a crawl for several hundred yards. The big cars charged through, undaunted, but the small wheels of the Minis were often left hanging, the sump guard being perched on the centre pile of rocks.

BIG HILL (8 miles 13 minutes—rough, rocky gorge crossing, five gates). Makinen, 0; Fall, 1; Stewart, Hopkirk, 2; Ferguson, Hansen, Collier, Firth, J. Garard, Christie, Cheeseman, Keran, Janson, G. Garard, Bond, Phillips, 3.

Tony Fall/Fred Logan tried hard, but mechanical troubles dropped them back.

LANCE RUTING



Mike Osborne looks pensive as driver Reg Lunn wrestles the Dusting Holden down the Wombeyan Caves Road.

LANCE



Accidents Reduce Field

Only 12 miles into the next section Stahl came undone on a deep-looking water crossing. The Fiat hit the mud, understeered into a tree, crunching the guard and pushing the wishbones back. With a new wheel the car was still drivable but the holed radiator could not be repaired and the car was retired for repairs at Canberra, to take advantage of the late of late time limit on the first stage to continue on the second night.

Makinen also had a lucky escape at the same spot, understeering like the Fiat but missing the tree by only a hairbreadth. He pressed on to use another of his nine lives on the next special stage—the 29-mile Sawyers Gully road.

On a corner which claimed four roll-overs—including Ditton's Falcon, Mullins' Daihatsu and McLeod's VW—Makinen also left the road, but elected to steer into the bush rather than try to regain the road. Leaping a gully and somehow missing rocks and trees, the Mini rejoined the road after cutting off several hundred yards of corner. "We probably saved about five seconds going that way," said Forsyth.

Despite the torrid pace and the roughness of the narrow tracks, eleven crews were clean on the section, with Firth, Stewart, Kilfoyle, Ferguson and Keran dropping one. It was still worth taking it easy.

COTTER DAM ROAD (14 miles 20 minutes—half very rough, all winding). Keran, Hopkirk, Thellier, Fall, Makinen, 0; Holden, Kilfoyle, Firth, 1; Green, Lunn, 2.

At Canberra, the seventy remaining cars trickled in from 9 a.m. onwards, many heading for the mechanical repair dept—others, still immaculate, for the impound area. One non-arrival was Janson's Hunter, stuck out at Brindabella with its sump plug missing.

Behind Makinen came Tony Fall, who had dropped another 4, to be down 19. Hopkirk was next on 22, and the Internationals were impressing all but the seasoned local drivers. Firth just pursed his lips; Ferguson smiled and said, "It's going to get much harder, I think," and John Keran could hardly wait to get going again—"Who needs sleep?"

Incredibly enough, the best locals were Bond/Hope on 27, and their Colt was still unmarked. Then came Keran/Halloran (29), Holden/Shepherd (30), Lunn/Osborne, Kilfoyle/Rutherford and Ferguson/Johnson (32). Firth/Hoinville were still biding their time on 34, just behind John Garard/Waldron on 33.

Thursday in Canberra was a quiet day for most, but an anxious one for BMC and Tony Fall. The vigorous use of the throttle by the visitors was ripping tyres to pieces, placing heavy demands on the supply of SP4's. In addition, Fall's driving on his earlier flat tyre had shattered the rear sub-frame



Bright, shiny and full of pep at the Bankstown Square start, the Hopkirk/Chapman Cooper S was headed for a disappointing retirement. SCOTT POLKINGHORNE

trees. It can also be covered at a 48-m.p.h. average at night, as thirteen crews proved. Makinen did it too, but as he retired on the next section he failed to hand in his card and be recorded.

It was disappointing that Makinen should retire. His drive had certainly been inspiring. But the high speeds and heavy use of first gear had taken their toll. A gear broke, holed the casing and releasing the oil, causing the engine to seize.

On the same section, two housing bolts holding the diff. guard on Stahl's Fiat 124 vibrated loose, releasing the oil and stripping the diff. Retirement number 2 for the Fiat and the crew joined Makinen/Forsyth in the Kiandra Chalet for the night.

COOLEMAN CAVES (22 miles 32 minutes—rarely used transmission line roads, hilly). Hopkirk, Kilfoyle, Fall, Green, 0; Greg & John



First away from the start was the Stahl/Stefanoff Fiat 124. Its bright exterior was soon dulled, too! SCOTT POLKINGHORNE

third division, total points were: Kilfoyle/Rutherford 40, John Garard/Waldron and Keran/Halloran 47, Ferguson/Johnson 48, Green/Denny 49 and Holden/Shepherd 52.

Heading into home territory raised the hopes of many Victorian crews, particularly the Holden boys. Firth, too, was hoping to close the gap, or even establish a lead, in the country he knows so well.

Firth Out, Garard Near Miss

After some intriguing clashes with the police in Corryong, the field headed south towards Donovan's Hut. Victorian legislation decrees that extra lights to headlights must be of equal intensity—not one spot and one fog. The cars which had Hella foglights had quite an advantage.

Sixty-four cars departed Corryong, but only 58 made it over the 28-mile snake's-back road soaked in rain. There was no need for special timing on this section—even Ferguson lost 28. Back in the field, even the small cars were putting in hot runs to highlight the battle for class honours.

The Lloyd/Brown Colt 1000 was 17th fastest overall on the longest section (38 lost) but had close competition from the Drane/Pettitt Mazda coupe (39) and was even bettered by the Ryder/French 998 Cooper, on 36. Peter Brown/John Simmonds (Morris 850) lost only 35 and their spirits brightened after an agonising first night when their fan-belt flew off seven times.

UTRUM "BIG THREE"

ans Southern Cross"

Into the forests west of Canberra, the special stages of Couragogo, Argalong and the Goodradigbee River gave drivers some exciting moments. The dirt was perfect—only the shape it was in could be criticised! But they permitted high speeds and the powerful Holdens were starting to make an impression at last.

COURAGOGO (14 miles 18 minutes—much twisting and climbing gravel roads). Keran, Hopkirk, Holden, Hodgson, Fall, Bond, Firth, Makinen, 0; Thellier, Kilfoyle, 1.

ARGALONG (27 miles 34 minutes—rough forest trails). Cheeseman, Keran, Ferguson, Phillips, Makinen, 0; Hopkirk, Firth, 1; Stewart, Roberts, Green, J. Garard, Kilfoyle, Chivas, Collier, Fall, Bond, 2.

With daylight showing the way over the last few sections to Canberra and the end of the first stage, point losses were comparatively light. Makinen had cleaned every section and added nothing to his first-division score of 7. He still looked very much a winner, but there was 1,700 miles to go.

GOODRADIGBEE RIVER (18 miles 20 minutes—undulating downhill to a tight finish). Vaughan, Firth, Makinen, 0; Keran, Ferguson, Hopkirk, Chivas, Hodgson, Stewart, Greg Garard, Bond, Phillips, John Garard, Green, 1.

and a new one was necessary. Only 15 minutes was allowed, but the job took 53, costing Fall 38 on the first section that night.

The Hopkirk and Makinen cars again were fitted with new tyres and brake pads, and Timo's took on a new rear radius arm. Mullins' Daihatsu was beaten out here and there after its mighty roll-over, and the Stahl/Stefanoff Fiat 124 just made it to the start after an all-day panelbeating and front-end replacement session.

Broken Gearboxes End Run

The run from the Cotter River through Uriarra to Brindabella is always inspiring. At a 48-m.p.h. average, it becomes awesome. The first part of the section, to Piccadilly Circus, is wide and climbing and, though very loose, can be covered in fine style at high speed. This lasts for some 15 miles, before turning on to some of the most demanding rally conditions ever to be experienced.

BRINDABELLA (24 miles 33 minutes—half very rough, all winding). Cheeseman, Keran, Ferguson, Hopkirk, Vaughan, Kilfoyle, Collier, Fall, Stewart, Greg & John Garard, Phillips, Green, 0.

The road is narrow, rocky, quite precipitous and there are many anxious

Garard, 2; Collier, 3; Phillips, Bond, 4; Stewart, Ferguson, 5.

There too were Hopkirk/Chapman. They had reached Rules Point, then Sue City, but just afterwards had their gearbox go as well. Paddy had top gear only with which to return to Kiandra—against the traffic. Here he made an "amazing discovery" about Australian rally drivers—they dip their lights for oncoming traffic! Paddy couldn't get over it.

One near-retirement was running again—Janson's Hunter, its sump plug replaced once, then lost again, and the hole plugged with a lump of wood. But it got him to Sue City before he nudged a bank and had to skip several sections to get back into time.

A non-runner by this time was the Chivas/Adcock Morris 1100S. After putting in fine times, for a loss of 53, they were out with failing oil pressure at Brindabella.

MARAGLE RANGE ROAD (13 miles 16 minutes—down and up the Sioux City gorge). Kilfoyle, 8; Keran, Thellier, 9; Green, Ferguson, 10; Lunn, Roberts, J. Garard, 11.

TOOMA (14 miles 17 minutes—open country after a twisting first half). Houghton, Keran, Ferguson, Vaughan, Kilfoyle, Hodgson, Cooke, 0.

The Maragle Road special stage took a heavy toll, but the Tooma run, then on to Corryong and the Victorian border was easier. At the end of the



It was foot down hard all the way for the Bond/Hope Colt Fastback — even over "jump up" cattle grids. Its stamina was repaid with fourth outright.

SCOTT POLKINGHORNE

The road is now notorious as "Firth's Leap". Fighting the slippery corners, the Lotus Cortina's diff. suddenly stopped working and teetered on the edge. It was an agonising moment for Bruce Hodgson, too, following close behind to use Firth's lights after his alternator packed up.

The Lotus slipped, toppled and plunged over the edge. It was a sheer drop, and the Lotus slid straight down on its roof for sixty feet before jamming against a tree. But they were still lucky — it was another 150 feet to the bottom! Hodgson, naturally, stopped and leapt over the edge, plummeting fifteen feet before hitting the deck and slithering to the car. Firth and Hoinville were O.K., unhurt, surprised that the road was "right up there" — but the car was wrecked. Jack Mullins came along soon after and carried Firth to Bairnsdale.

DONAVAN'S HUT (28 miles 35 minutes — bending and climbing all the way). Ferguson, 28; Green, 29; Keran, Bond, Greg Garard, 30; John Garard, Roberts, Watman, Theiler, Holden, 31; Stewart, Fall, 32.

DEPTFORD (21 miles 30 minutes — wet, slippery leaf covered forest roads — rough). Theiler, 0; Crown, Kilfoyle, 2; Janson, Keran, Collier, 3.

NOWA NOWA (35 miles 45 minutes — up and down hill, twisting and slippery). John Garard, Mullins, Green, 0; Ferguson, Collier, Phillips, 1; Janson, 2; Holden, Keran, Hansen, Ryder, Greg Garard, Bond, Crown, Christie, 3.

Then it was Greg Garard's turn for notoriety. His Holden found a slippery wooden bridge, tripped on the kerb and lay down on its roof in the creek, bonnet on one bank, boot on the other. An hour and a half later, with the help of the Toyota Land Cruiser, the Holden was righted, refilled with oil and away again, headed for a class win!

OLD BUCHAN ROAD (20 miles 25 minutes — forestry roads). Theiler, 0; Roberts, 4; Keran, Ferguson, 5; Phillips, 6.

ORBOST ROAD (27 miles 38 minutes — forestry roads). Fall, Christie, 3; Keran, Ferguson, Phillips, 4; Vaughan, Roberts, John Garard, 5.

"Moments" came thick and fast on the run through Swan Reach towards Bairnsdale. The Bond/Hope Colt went bush to avoid another competitor backing out of a bog just around a corner. "We heard you coming for miles," they said. But they didn't bother to set up a warning light before the corner! The excursion cost them 19 points and probably a third place outright.

A fallen tree in the area — and one believed to have been felled by a trouble-maker, as the pilot car didn't come across it — delayed the field heavily. Many competitors skipped sections to reach Bairnsdale in time, but others pressed on, arriving very late at Bairnsdale but under the impression that the "late arrival limit" would not be enforced.

And, indeed, it wasn't — until the finish, and many cars were excluded after covering a worthless 1,000 miles.

SWAN REACH (23 miles 28 minutes — forest and then open dry country). Keran, Ferguson, Theiler, Vaughan, Roberts, Winkless, Collier, Crown, Phillips, Green, 0.

The leader at Bairnsdale was now the Ferguson/Johnson VW on 90, but breathing down its smooth blue neck was the Keran/Halloran Volvo on 91, and a great battle was heralded for the home run to Sydney. Further back came Kilfoyle/Rutherford on 114, Phillips/McAuliffe, 117, making a great effort through the Omeo Highway run, then Green/Denny on 130, Holden/Shepherd 137, John Garard/Waldron 141 and the Collier/Boon Gordini on 145.

The careful, patient crews were reaping their rewards, and the original field

of 83 was down to 59. Service crews, too, were patient in the trying conditions. Most of them were having a harder time than the competitors.

The BMC team was hard at it again, making effective repairs to the cylinder head of Tony Fall's car. The head had blown a gasket, then cracked, and the game "Pommy" was down in spirit as well as in points — 191.

Keran's Hopes Dashed

The third night began with Division Five, an easy run for some 60 miles through Lakes Entrance to Orbost and the Bonang Highway. But easy as it was, it was John Keran's downfall, as Steve Halloran made one of those incredible, once-in-a-lifetime mistakes and turned John right instead of left out of Bairnsdale.

Thirty miles later they realised they were heading west for Melbourne, not east for Lakes Entrance! A rapid return brought them back to Lakes Entrance and trouble. A local miscreant being pursued by the law lost his car on a slippery corner and pranged another car.

The police car also lost it, then a service car from the rally swerved to miss the pair of them and hit a palm tree off the road. Then Keran arrived, swerved to miss all of them, did miss the cars and the tree but skated over the grass verge, over a six-foot embankment and into the lake! Undaunted, Keran had the now slightly crumpled Volvo extracted and continued.

On to the Bonang Highway — and whoever named it had a keen sense of humour. The surface was good, but for every mile forwards it twisted another mile sideways. Special stages through this and the magnificent Victorian forest areas through Sardine Creek and Geengerah varied in intensity, but only served Ferguson to increase his lead.

SARDINE CREEK (18 miles 23 minutes — sloppy, twisting gravel "highway"). Green, 0; Theiler, Fall, 1; Ferguson, Phillips, 2; Kilfoyle, 3; Janson, Bond, Collier, 5.

GEENGERAH (23 miles 29 minutes — sloppy twisting gravel). Stewart, Bond, Fall, Green, Theiler, 0; Ferguson, Kilfoyle, 1; Collier, 3; Vaughan, 5.

One of the retirements here was the Cooper S of Cheeseman/Pratley, which had been going particularly well on most of the special stages down to Bairnsdale. The Burns/Kaye Fiat 850 had its first miscue, too, with a bingled guard against a tree.

The "Bendoc Crawl"

Originally intended to be a repeat of the 1966 "Bethanga Stampede", the loops at Bendoc failed miserably. Heavy rain had turned some roads into a quagmire and the epic stories of courage and determination will live long.

The local council tried to help by filling one thick muddy patch with large concrete slabs. Hitting these at 50 m.p.h. was like leaping over the Gap — and if you drove steadily to get through undamaged, you bogged.

Ferguson made it carefully, but was overshadowed by Greg Garard, making a superb effort to recover his previous lost time. The Phillips/McAuliffe Holden suffered a flat tyre just as it hit the bog. Keran's Volvo became hopelessly bogged and the game effort was over.

BENDOC (SW) (9 miles 11 minutes — slippery with heavy fog). Green, Fall, Ferguson, Holden, Winkless, Kilfoyle, 2; Janson, Stewart, Theiler, Hodgson, Bond, Crown, Christie, 3.

The Fall/Logan Cooper S arrived behind a line of 20 cars waiting their turn to be towed through the quagmire and Tony became distressed when they



The Kilfoyle/Rutherford Cortina Mk. II has its nose high under speed. The new model proved itself with a fine second place.

LANCE RUTING



Full power on, the Green/Denny Cooper S takes a wide line on loose dirt.

JOHN HUSH

didn't take him straightaway! He was probably just browned off. Kilfoyle/Rutherford gave their Cortina everything in an effort to peg Ferguson back, but were still 14 minutes slower. The end was in sight, and Ferguson was flashing his happy smile for the first time.

BENDOC (E) (21 miles 29 minutes — rough, boggy forestry roads). Greg Garard, 7; Ferguson, 11; Kilfoyle, 17; Green, Theiler, Vaughan, Roberts, Holden, 21.

Many cars elected not to risk the bogs, preferring to stay in time. The Wilkinson/Ingis Datsun and the ladies teams of Wendy Taylor/Carole Waldron (Imp GT) and Keffe/Elam (Volvo) gave the mud a miss.

GUNMARK ROAD (20 miles 27 minutes — rough and boggy with a slippery hill climb). Ferguson, Kilfoyle, 26; Bond, 27; Green, 28; Vaughan, Holden, 29; Theiler, 30.

BENDOC (W) (14 miles 18 minutes — rough forestry tracks, some fog). Christie, 4; Ferguson, Kilfoyle, 18; Bond, 20; Roberts, Winkless, 22; Holden, 23.

At the Delegate refuel point the late time limit was under critical discussion. Would it be applied? Many believed it

would and took short-cuts in a scramble to Merimbula on the coast, the 53 remaining runners headed up the long, fast, demanding climb on the Tanta-wango Mountain through Knox's Valley. The Janson/Bainbridge Hunter was in full cry again and cleaned the section, along with Ferguson, McPherson and four others.

KNOX'S VALLEY (16 miles 13 minutes — climb up Mt. Tanta-wango). Janson, Ferguson, Theiler, Vaughan, Holden, McPherson, Kilfoyle, 0. The Green/Denny Cooper S was in the running, too, but a sudden tight corner tricked Evan and the car teetered on the edge of a 20-ft. drop. Two wheels hung over the edge and it looked all over, till Ron Phillips arrived. The Holden was running third, but they stopped and pulled the Mini back on the road. That's rally sportsmanship for you.

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The Stewart/Bryson Colt "Strongback" shows the results of its 100 mph crash. JOHN HUSH

matched that of Ferguson's VW, Vaughan's Cortina and Phillips' Holden, and Colin Bond's Colt continued to amaze. Stewart/Bryson's Colt amazed, too, but in a different fashion.

As Stewart glanced down at his safety-belt coupling, a "dip" sign flashed by at almost 100 m.p.h. and next thing the Colt hit. The first leap carried 17 yards, the second (including a complete end-of-end somersault) 83 yards, and three tyres burst on the impact. Slewing off the road, the car hurdled an embankment, hit once more, then Stewart lost it and the car crashed into a fence. Howzat!

But it takes more than that to stop a Colt "Strongback", and the service crew, quickly on the scene, straightened things out, and the car made Canberra, was further repaired and continued to Sydney to finish third in its class!

MICHELAGO (18 miles 23 minutes—open, but twisting roughish roads). Winkless, Ferguson, Vaughan, Bond, Phillips, O; Killfoyle, Green, 1; Lunn, Roberts, 3.

At Canberra the scene was one of complete contrast. Still many cars were unmarked and sounding very healthy. Others were in advanced stages of disquiet, but their crews were determined. Even Stahl's Fiat was going to run again, now fitted with a replacement diff and diff guard. The Tubman/Short Hillman Arrow, however, after a magnificent run to date, was out with a broken sump, down only 312 points.

Fifty-three cars arrived and the points were: Ferguson/Johnson 166, Killfoyle/Rutherford 202, Bond/Hope 242, Phillips/McAuliffe 257, Holden/Shepherd 267. The Roberts/Haas Holden now seemed out of it after breaking its diff housing.

The Toughest Night of All

Selby-Wood had promised the last night to be the tough one, the decider—and he was so right. Through Queenbeyan to Bombay and it was on in earnest. Points were tumbling fast and cars were dropping out almost as rapidly.

BOMBAY (17 miles 23 minutes—extremely rough, rarely used timber track). Killfoyle, 5; Ferguson, Bond, Holden, 7; Roberts, Winkless, Vaughan, 8.

Then came the Reidsdale loops, one north, the other south—both made more difficult by fog patches, loose gravel, tricky corners and jumps and a grinding two-mile climb up the Majors Creek mountain, narrow, rough and steep.

Here Ferguson struck his only trouble of the whole rally—the fan-belt slipped off and he lost 17 points replacing it. The game little Datsun 1000 of Anderson/Cain left the road on a tricky right-hander and broke a tie-rod end.

REIDSDALE (12 miles 15 minutes—foggy, fair roads). Hansen, 2; Vaughan, 5; Phillips, Killfoyle, Hodgson, 6; Janson, Houghton, 7.

REIDSDALE (18 miles 24 minutes—6 miles downhill, 8 miles uphill; all twisting). Vaughan, 4; Roberts, Killfoyle, 6; Holden, 7; Janson, 9; Lunn, Phillips, 10.

MOGDOUNRA (41 miles 63 minutes—down the Araluen Valley and over Larry's Mountain). Ferguson, Killfoyle, Vaughan, Holden, 2; Janson, Bond, 1; Winkless, Roberts, Fall, 2.

Alternator trouble was catching up with many cars now, Green's Cooper S and Phillips' Holden among them. Stahl's Fiat was announcing its arrival everywhere with a clatter from its trailing sump guard, held somehow with wire.

The Araluen Valley provided enjoyment for many, though the twists were somewhat tiring, and south of Moruya the Eurobodalla forest sections held drama in store for others. This one was really impossible, as were the loops round Bodalla, where Ferguson lost 24 and 32 and Killfoyle came good again to drop 17 and 29.

EUROBODALLA (22 miles 27 minutes—foggy, slippery and twisting). Ferguson, 14; Killfoyle, 17; Holden, 18; Vaughan, 19; Janson, 20.

BODALLA (22 miles 26 minutes—foggy, slippery and twisting). Ferguson, 24; Treloar, 32; Killfoyle, Roberts, Janson, 33; Theiler, Vaughan, Holden, 34.

The Treloar/Monaghan Hillman Arrow ended its run here with loss of electric, and the Keeffe/Elam Volvo left the road and sat in the bush for an hour before help arrived. The sump guard on Stahl's Fiat finally let go here, too, causing the car to leave the road and impale itself end-on into a 45-ft. log. And he'd just blown off Gary Cooke's GT Cortina, too!

BODALLA (27 miles 27 minutes—foggy, forestry tracks). Killfoyle, 29; Janson, 31; Ferguson, Roberts, Holden, 32.

Back to Moruya for a meal-break, the remaining 43 cars took stock of their points and possibilities. Ferguson/Johnson, on 274, were comfortably ahead of Killfoyle/Rutherford 312, with Bond/Hope well back on 374. But then came Holden/Shepherd 376 and Vaughan/Vaughan 381. There could be no let-up in this group.



Broad smiles from Barry Ferguson (left) and Dave Johnson, richer by almost \$2000 after their epic drive. SCOTT POLKINGHORNE

NAROOMA (6 miles 11 minutes—gravel forest tracks). Ferguson, 2; Janson, Vaughan, Roberts, Holden, Killfoyle, Hodgson, 3.

More forestry roads round Nelligen and Termeil, then back to Nelligen only managed to increase Ferguson's lead, though Killfoyle was far from beaten.

NELLIGEN (14 miles 19 minutes—narrow timber tracks). Theiler, 14; Killfoyle, 15; Ferguson, Fall, Vaughan, 16; Janson, 19.

TERMEIL (27 miles 34 minutes—narrow timber tracks). Ferguson, 22; Holden, Killfoyle, 24; Vaughan, Winkless, McPherson, 25.

Back up the Araluen Valley to Reidsdale, Ferguson shot further ahead when Killfoyle dropped 15 to Ferguson's 2. Making a fine recovery effort at this point was the Collier/Boon Gordina, down on points because of a missed route check, but still heading for a class win.

NELLIGEN (26 miles 34 minutes—narrow timber tracks). McPherson, 11; Ferguson, 13; Killfoyle, 17; Winkless, 25; Holden, Theiler, 27.

The fast run to Sandy Point and the virtual end of the competition gave many drivers a chance to loosen up and relax, shake the tiredness from their limbs, and reflect on the event.

SANDY POINT (45 miles 56 minutes—open country with deceptive corners and twists). Holden, Ferguson, Killfoyle, Bond, O; Vaughan, Collier, 1; Houghton, Janson, Winkless, Lawson, Hansen, 2.

A refuel at Marulan, an assembly stage at Leppington, and the thirty-nine cars remaining convoyed to Bankstown Square.

The Rothmans Southern Cross was over. It was a rally which surely gives Australia an equal to the famed International events, particularly the East African Safari. Director Selby-Wood may not have concerned himself with the administration, but he certainly provided a route which can well be used for year after year and still be the toughest test of all.

One feature highlighted by the "Rothmans" is that the private owner must

drive according to his pocket. The sponsored or "works" drivers were given wide-open country to try their talents and, with nearly \$13,000 prizemoney to spur them on, it is doubtful whether so many crews ever tried so hard for so long.

They will all be back again in 1968.

The rally was an A.S.C.C. promotion directed by Bob Selby-Wood with John Keeffe as administrator and Peter Mulder of Race & Rally as secretary. Backing the club was a host of enthusiasts from most of the CAMS clubs with-in driving distance of the rally.

RESULTS

OUTRIGHT	
1. Volkswagen Aust.: B. Ferguson/D. Johnson (VW)	330
2. Ford Motor Co.: F. Killfoyle/D. Rutherford (Cortina GT)	379
3. BMC (Aust.): R. Holden/G. Sheppard (Cooper S)	464
4. Griffon Mtrs.: C. Bond/B. Hope (Colt Fastback)	467
5. Ford Motor Co.: I. Vaughan/R. Vaughan (Cortina GT)	482
CLASSES	
STANDARD "A": 1. B. Wilkinson/I. Inglis (Datsun 1000) 1174; 2. R. Drane/J. Pettit (Mazda) 1349; 3. B. Lloyd/A. Brown (Colt Fastback) 1384.	
STANDARD "B": 1. B. Collier/J. Boon (Ren. Gordina) 614; 2. G. Crown/N. Collier (Ren. Gord.) 736; 3. R. Bullock/R. Stonehouse (VW) 938.	
STANDARD "C": 1. I. Vaughan/R. Vaughan (Cortina GT) 482; 2. P. Winkless/G. Mawburn (Volvo 122S) 552; 3. P. Janson/R. Bainbridge (Hillman) 1579.	
STANDARD "D": 1. G. Garard/F. Goulbourn (Holden 186S) 1402; 2. C. Hodgins/M. Brown (Holden 186S) 2085.	
MODIFIED "E": 1. P. Walters/E. Vigar (Cortina) 2488; 2. V. Brown/E. Field (Colt F back) 2514; 3. T. Crawford/B. Graber (Cooper) 3112.	
MODIFIED "F": 1. C. Bond/B. Hope (Colt F back) 467; 2. A. Fall/F. Logan (Cooper S) 1533; 3. D. Stewart/J. Bryson (Colt F back) 3016.	
MODIFIED "G": 1. B. Ferguson/D. Johnson (VW) 330; 2. F. Killfoyle/D. Rutherford (Cortina GT) 379; 3. R. Holden/G. Sheppard (Cooper S) 464.	
MODIFIED "H": 1. A. Roberts/P. Haas (Holden 186S) 512; 2. R. Lunn/M. Osborne (Holden 186S) 964; 3. S. Steer/L. Barron (Holden FE) 4138.	
LADIES' AWARD: Wendy Taylor/Carole Waldron (Imp. GT) 4062.	
MANUFACTURERS' AWARD: Ford Motor Co.	

YOU GET