



CHOOSE BEST TRACK

Official Newsletter of the Endurance Rally Club of Australia Inc

July 2018

RALLY REPORTS

TransAmerica

Road to Saigon

Himalayas by Royal Enfield



Secretarys' Soapbox

We are coming up to the middle of 2018 already, and once again there's a lot going on in Rally world.

As I write this newsletter the **ERA Trans America Challenge** has just completed. The 22 day event starts in Seattle and finishes on the East Coast in Charleston Georgia. ERCA Members Phil and Lyndy Blunden, Bill and Kathy Bill, and Paul Hickman are competing in this year's edition. Unfortunately there have been a few minor bingles including Paul Hickman's beautiful Bristol. It's ok but a shame to see these sorts of things when they happen. Paul's Facebook page has a few pics – [Click Here](#).

Another recent event featuring ERCA members are the **Road to Saigon** which was held in February this year. ERCA Patron, the evergreen Gerry Crown along with Matt Bryson, finished second overall in the Classics, with Dave Gainer and Kerry Finn coming home in 3rd. Other ERCA members who took part included Paul and Ben Smith in their Mercedes, Heather Worth in the trusty Volvo, and Steve and Ruth Lambert in the cool little BMW 2002.

Our 2018 Classic Outback Trial Tour is now only a month away and everything is coming together nicely. One issue that has caused us a few headaches is the Australian Customs increased activity in **asbestos testing** for cars being imported into Australia. If you are sending a car overseas for an event you really need to prepare for this on its home-ward journey. Check out the article later in our Newsletter to make sure you don't get caught out.

The 2018 COTT commences on Wednesday 8 August from when we head off from the RACV club in Melbourne. On Monday the 6th of August we will be holding a welcome cocktail party for all of our COTT competitors including a number of teams from overseas. If you would like to come along for what promises to be a great social evening you will find details later in the newsletter.

Just as we are celebrating the start of our Classic Outback Trial Tour, we are also celebrating the finish with a fantastic Gala Dinner at Sydney's brand new Sofitel Hotel on Darling Harbour. This is once again a chance for all you ERCA Sydneyites to come along for a great night, swaps some yarns, renew friendships. Enjoy some great food and wine and immerse yourself in Rally World. The Gala Dinner will be held on Tuesday 4th of September and once again, details are in this newsletter.

In the Last few newsletters we have talked about getting our NSW ERCA Chapter going. I'm please to report that we have held our first NSW event, a great dinner organised by Greg Newton. Not resting on his laurels, Greg is also planning a club run this coming Sunday 8th of July, so once again check the details in this newsletter.

Finally, a Club Membership Renewal email was sent out to all members a month ago. Thank you for everyone who has renewed. If you haven't yet we would like to invite you to do so, simply [Click Here](#). Remember, your membership funds help keep our club viable and active.

Hope you enjoy the read – Until next time.

Paul Kirkham

Choose Best Track*

The official Journal of the Endurance Rally Club of Australia Inc.

Edition 2/ 18.

If you have to ask why the name of the journal, then you need to join this club.

Articles should be submitted regularly to reflect the activities of our club members and what our membership are interested in.



Front Cover: "Silvia" at Bonneville Salt Flats (photo: Bas & Paul)

El Presidentes Palabra (a word from the President)

Its been winter down under, so you all know what that means... yes sir, it is time to go to the Northern Hemisphere and rally !

Meanwhile your committee have been knee deep in paperwork, permits and planning. Paul K has been exceptionally busy tip toeing through the tulips (tulip diagrams that is) mapping the whole tour, and Blair and Mary took time out of their busy travel schedule to do a recce last month from Mount Isa to Warwick. Blair and Mary have now driven $\frac{3}{4}$ qtrs of the course, so they will be the local knowledge on the COTT for the coldest beer. Matt Bryson has been prepping rally cars and the service vehicle for Skippy for the COTT and Peter Washington has just come back from the top of the world, but is helping us enormously with the back office.

A huge thankyou to Greg Newton. As you are aware Greg organised a dinner in April in Sydney seeking expressions of interest for NSW based members to get together and organise some ERCA based events. As it turns out, there was interest expressed, and this chapter is now go. Thank you Greg.

However, the club does not revolve around the people mentioned above, it revolves around you, We don't want to be a full commitment club, and would like to keep it relevant for the members and our little niche. We aim to provide social and endurance rally car events, as well as support for our members preparing and participating in classic endurance rally events. However, we are not precious, if you have an idea or would like to organise an event dont be bashful.

Whilst a lot of our talk is about the COTT which is only a month away, we need to start thinking about a major event next year, do we organise a Tas-sie tour in conjunction with the Baskerville Historics (yes – I have already thought of the team name, "the howls of Baskerville") ? We have been invited. Or the new TAFE V8 Supercars facility & short track at Wodonga has been opened and can offer some spirited competition somewhere between Melbourne & Sydney. Or even just lunch at Broken Hill. Ideas please, and we will publish a proposed 2019 calendar in the next newsletter.

May the dust be behind you and the corrugations be on the other track ...
Rhys Timms

Young nun runs out of fuel ...

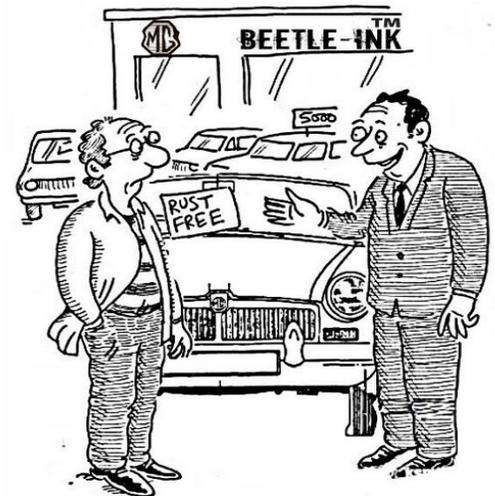
A young nun who worked for a local home healthcare agency was out making her rounds when she ran out of gas. As luck would have it there was a gas station just one block away. She walked to the station to borrow a can with enough gas to start the car and drive to the station for a fill up. The attendant regretfully told her that the only gas can he owned had just been loaned out, but if she would care to wait he was sure it would be back shortly.

Since the nun was on the way to see a patient she decided not to wait and walked back to her car. After looking through her car for something to carry to the station to fill with gas, she spotted a bedpan she was taking to the patient. Always resourceful, she carried it to the station, filled it with gasoline, and carried it back to her car.

As she was pouring the gas into the tank of her car two men watched her from across the street. One of them turned to the other and said, "If that car starts, I'll go to church every Sunday for the rest of my life!"



*El Presidente and son Cam at 2.45am
on VSCC Night Trial*



*"... Oh, no. That just means we won't charge
you for the rust."*

ERCA NSW Chapter formation

The NSW Chapter of ERCA kicked off with a great dinner on Thursday 28th of April, organised by Greg Newton. We had a very good turnout of ERCA members and friends and all bodes well for the future of ERCA in NSW. In attendance were:

- Bob Smith
- Martin Kass
- Heather Worth
- Greg Newton
- Matt Bryson
- Jill and Gunther Schmidt-Lindner
- Dorothy and Paul Hickman
- Mariella and Paul Kirkham
- Lyn and Gerry Crown
- Ruth and Steve Lambert

A number of other members sent their apologies with a promise to come along to the next event.

During a delicious Asian meal (and several glasses of wine!), a number of club initiatives were discussed, and a plan was hatched for a club run later in July. We urge all our NSW ERCA Members to get involved in the run and help make it a fun day. Details are on the next page.



ERCA NSW Lunch Run



Our first club run for the NSW Chapter is on this coming Sunday 8th July and we are looking forward to a strong roll up. The details are

The details will be firmed up shortly but current plan is:

- 8.30am - meet at an Thornleigh McDonalds, 218 Pennant Hills Rd**
- 9.00am - depart for Wololombi**
- 12.00am - lunch at Wololombi Tavern (need numbers asap)**
- 2.00am - visit to Ron Kaplan's private Sculpture Park, Congewai Valley**
- 5.00pm - arrive back in Sydney**

If you haven't already done so and would like to come along please let Greg Newton know **ASAP** by dropping him an email:

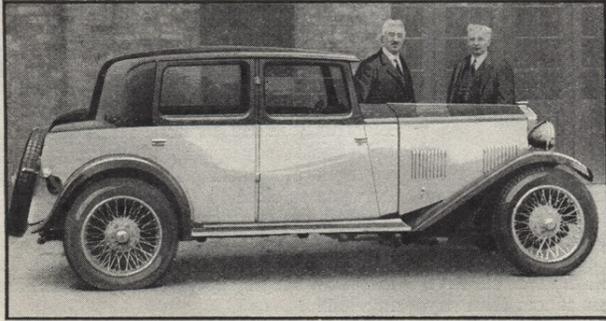
Greg Newton: thenewtons5@icloud.com

ASBESTOS

ENGLISH CAR HAS ASBESTOS BODY

HERE is the first picture of the new "asbestos automobile" built in England, of which an advance report appeared in the July issue of POPULAR SCIENCE

MONTHLY. The original car so equipped has just passed its experimental tests in which leading motor car and bus companies are cooperating. Although it resembles a standard sedan in outward appearance, the fire-proof body of this car is completely made of asbestos. Engineers have succeeded in making thin plates of this material that are durable, lighter in weight than steel, and which will take satisfactorily the enamel paints used on motor cars.



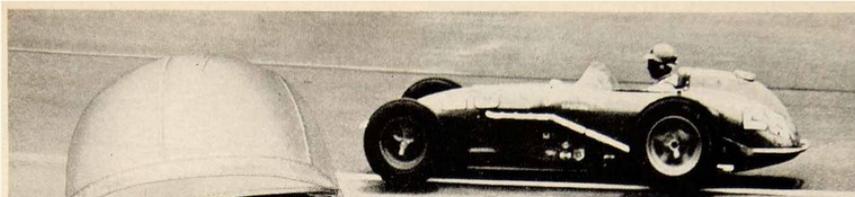
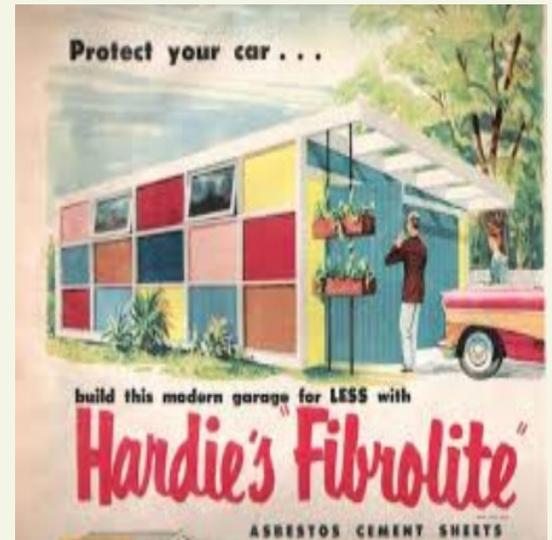
phil-are-go.blogspot.com

In March 2016 the Border Force started enforcing the ban on importation of asbestos into Australia in Vehicles.

This has become a nightmare as the change of policy and enforcement of the existing law was badly implemented and even now current guidance issued to the classic car importers is still unclear with different treatment at different ports of entry.

In summary, the owner of a vehicle imported into Australia (or returning from a rally to Australia) must declare the the vehicle is asbestos free and may submit evidence. Secondly the Import Agent must report if a NATA approved LAB certificate (or overseas equivalent) declaring asbestos free has been supplied.

If an asbestos free certificate is not supplied, then the imported vehicle is screened for the likelihood of asbestos, and the Border Force may require the lab test to be conducted anyway, at your cost. On top of this, there are additional costs of demurrage, mechanics time and potential damage. New cars are not at much risk of being selected (although some new Chinese cars still have asbestos detected), but older cars seem to be get picked on.



**"HEAT and WEAR hurt my brakes?
Not with Raybestos Linings!"**

—says Jim Rathmann, "500" runner-up

In finishing second at Indianapolis to Sam Hanks, who also depended on new and improved Raybestos Brake Lining, Jim Rathmann estimates he used his brakes about 500 times. Says Jim: "For almost 4 hours I was giving my brakes a really terrific beating. Time and again I counted on them to protect me at speeds anywhere from

125 to 170. There was never a sign of 'fade'—always that same great pedal feel that tells you you're safe."

With the brake lining that Raybestos manufactures for every make and model car, you too can enjoy that same reassurance under all driving conditions. So make sure you're safe. Insist on Raybestos.

RELINE WITH

Raybestos®



RAYBESTOS DIVISION of Raybestos-Manhattan, Inc., BRIDGEPORT, CONN.

AMERICA'S BIGGEST SELLING FRICTION MATERIAL

RAYBESTOS-MANHATTAN, INC. Brake Linings • Brake Fluid • Brake Blocks • Clutch Facings • Industrial Rubber • Mechanical Packings • Asbestos Textiles • Engineered Plastics • Sintered Metal Products • Rubber Covered Equipment • Laundry Pads and Covers • Abrasive and Diamond Wheels • Industrial Adhesives • Bowling Balls

We have reports of NATA Asbestos Reports costing from a couple of hundred dollars from the US based exporters to a few thousand pounds in the UK.

If you have had a good experience with receiving an asbestos report in Australia, or overseas, please email us and let us know who you recommend so we can help other members. Ultimately we would like to have a preferred suppliers page on our website with asbestos tester recommendations.



Classic Outback Trial Tour Update

Day	Date	Overnight	Stage
-2	06 Aug 18	Melbourne	Competitors Arrive
-1	07 Aug 18	Melbourne	Scruitneering/ Briefing
1	08 Aug 18	Warrnambool	Tour day 1
2	09 Aug 18	Hahndorf	Tour day 2
3	10 Aug 18	Barossa Valley	Tour day 3
4	11 Aug 18	Parachilna	Tour day 4
5	12 Aug 18	William Creek	Tour day 5
6	13 Aug 18	Coober Pedy	Tour day 6
7	14 Aug 18	Uluru	Tour day 7
8	15 Aug 18		Rest day
9	16 Aug 18	Kings Canyon	Tour day 8
10	17 Aug 18	Alice Springs	Tour day 9
11	18 Aug 18	Alice Springs	COT Rally
12	19 Aug 18	Alice Springs	COT Rally
13	20 Aug 18	Alice Springs	COT Rally
14	21 Aug 18	Alice Springs	COT Rally
15	22 Aug 18		Rest day
16	23 Aug 18	Alice Springs	COT Rally
17	24 Aug 18	Alice Springs	COT Rally
18	25 Aug 18	Alice Springs	COT Rally
19	26 Aug 18	Tablelands	Tour day 10
20	27 Aug 18	Mt Isa	Tour day 11
21	28 Aug 18	Longreach	Tour day 12
22	29 Aug 18		Rest day
23	30 Aug 18	Roma	Tour day 13
24	31 Aug 18	Warwick	Tour day 14
25	01 Sep 18	Coffs Harbour	Tour day 15
26	02 Sep 18		Rest day
27	03 Sep 18	Port Stephens	Tour day 16
28	04 Sep 18	Sydney	Tour day 17

First of all, we would like to unveil our Rally Plate for the COTT – in the classic green and gold colours of Australia! Thanks to Ben Kirkham (Paul’s son who also designed our original ERCA Club logo) for putting this together. We know it’s a bit late in the piece to issue our rally plate as many of our overseas participants have already shipped cars however we should be able to help fit them to the overseas cars when they get here and we will send the plates to each team as soon as we have them. We will also have plenty of decals available as well.

Your rally organising team has been busy with reces plus all the little behind the scenes things needed to make our event run smoothly. Thanks to Mary and Blair Healy who recce’d the Mt Isa to Coffs Harbour section, while Paul and Marie Kirkham completed the Port Stephens to Sydney section.

The Classic Outback Trial part of our journey around Alice Springs should also be a fantastic experience. We have had a number of meetings and planning sessions with the COT organising team of Phil Bernadou and Tom Snooks, both of whom you will meet at our welcome cocktail at the start of our rally in Melbourne. During our week in Alice Springs we will have 6 days of competition with about 1,400kms of driving and 300kms of competitive regularity. Just for good measure there will be 3 different types of regularity to tackle so it should be a great challenge and a lot of fun.

If you are participating in the COTT you will have received some further documentation and the final balance owing. If you haven’t already done so, please get on to these for us ASAP.

Drought: please note that a lot of Australia is facing severe drought, Alice Springs and outback Queensland is particularly hard hit. The organisers of the COT at Alice Springs are still watching the weather as some of the roads may be impassable due to lack of rain, ie they are too soft and become “bulldust boggy”. We will watch this space

MAJOR EVENTS—CLASSIC OUTBACK TRIAL TOUR



COTT Cocktail Party

Monday 6 August 2018

RACV Club Melbourne

If not competing, why not come along and wish the crews good luck

\$70.00 PP

Tickets: Try Booking

<https://www.trybooking.com/book/event?eid=383046>

COTT GALA DINNER

Tuesday 4 September

Sofitel Darling Harbour, Sydney

All ERCA family and friends are invited to the GALA evening, this is black tie and we will celebrate the end of our Outback Trials and Tribulations.

\$150.00 per person

Tickets: TryBooking

<https://www.trybooking.com/book/sessions?eid=383106>



INVITATION—1968 SYDNEY TO LONDON & INTERNATIONAL RALLIES *



ATTENTION ! INTERNATIONAL RALLYISTS

Saturday August 18, 7 pm for 7.30 dinner.

RACA Clubrooms, 89 Macquarie Street, Sydney

Black tie or business suit.

\$148 per head or \$1350 per table of 10.

Price includes 3 course dinner, wine, beer & soft drinks

Panel hosted by Will Hagon will include Max Winkless, and Barry Ferguson (both finishers in the 1968 event) and John Smailes co-author of an original book on the 1968 LSM and author of a new book on the event 50 years on to be released this year.

Bookings to be finalised by 31st July

Contact: Dave Johnson, david@nswrallyheritage.com 0428 299 443

** 1970, 1974 & 1995 World Cups Rallies, 1977, 1993, 2000, 2004 & 2014 London to Sydney Marathons, 1997, 2007, 2010, 2013 and 2016 Peking to Paris.*



RALLY REPORTS—TransAmerica 2018



27 May—17 June 2018

Entry	Competitor	Vehicle	Engine size
11	Paul Hickman(AUS) / Bas Gross(AUS)	1954 - Bristol 403	1976
19	Phillip Blunden(AUS) / Lynda Blunden(AUS)	1965 - Austin Healey 3000 MkIII	3000
34	Bill Gill(AUS) / Kathy Gill(AUS)	1972 - Mercedes Benz 350 SLC	3500

*First day , our regularity section was a shocker , some people ten seconds out , we managed ten minutes out , 6 u turns later !!!
Tomorrow another chance - Bas*

There were 3 crews entered in the 2018 TransAmerica from Australia. All entrants are members of our club, and are all seasoned rallyists.

The all new route was from Charlestown to Seattle, East to West via the Southern states, middle America and finishing in the hipster capital of the world, Seattle. The route was run over 3 weeks and 8,000 kilometres of driving. Included in the rally was highlights such as the Bonneville Salt Flats, NASCAR Hall of Fame, Nashville, New Orleans and Aspen, where the detour was via Pike Peake at 4,300 metres.



All 3 crews completed the challenge, however it was not without incident. The exceptionally beautiful all alloy polished Bristol 403 was rear ended by some drug affected locals, not only did it crunch the rear end, the impact also catapulted the Bristol into the Mustang rally car in front, hence damaging both fore and aft. Fortunately the crew were unhurt, and miraculously the Bristol was back on the road after some fettling.

So Eddy the Panel Man will be working hard to get that bit of a parking bump out !!!

Pleased to say that all 3 crews finished the event, and the Paul and Bas and Phil & Lynda collected silverware for minor places.



RALLY REPORTS—Road to Saigon 2018



4 Feb 2018—2 March 2018

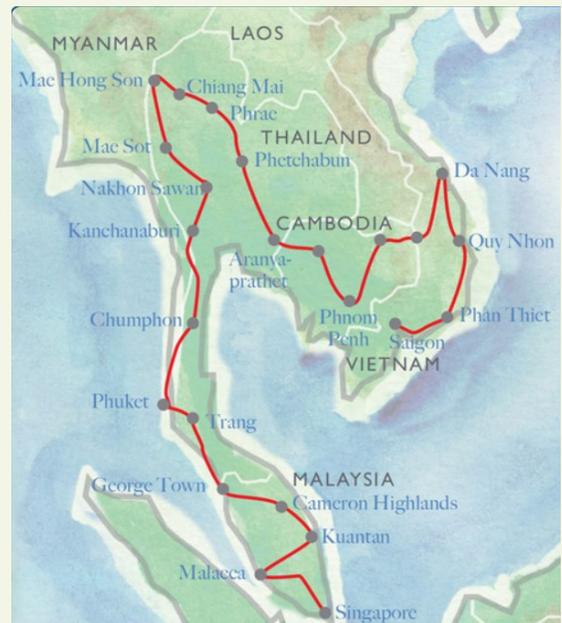
Entry	Competitor	Vehicle	Engine size
18	Heather Worth(NZ) / Glenda Lawrence(AUS)	1968 - Volvo Amazon 122S	1958
23	David Gainer(AUS) / Kerry Finn(AUS)	1972 - Datsun 240Z	2393
24	Steve Lambert(AUS) / Ruth Lambert(AUS)	1972 - BMW 2002 Ti	1990
27	Gerry Crown(AUS) / Matt Bryson(AUS)	1974 - Leyland P76	4400
30	Paul Smith(AUS) / Ben Smith(AUS)	1977 - Mercedes Benz 280E	2800

We refuelled just before the time trial, and 30 minutes later we were motionless ... the engine spluttering and stopped dead on the racetrack, dirty fuel. There goes the lead. Matt Bryson

Five ANZAC crews started and completed the Road to Saigon Rally in February earlier this year.

The route was simply straight up the Malay Peninsula, and then Thailand, Cambodia and Vietnam. There has been issues with getting RHD vehicles into Vietnam, however no problems this time.

Pleased to say no accidents for our ANZACS, but drama on day when Gerry and Matt who were in outright lead stopped dead in the middle of a time trial. The format made is difficult to make time up after this, but the incredible P76 team finished second outright.



Gerry loved every minute of the Rally, however his comment was that it was that the rally surprised even the most seasoned travellers, however as usual, a 5 star rally in route and organisation.



Above: Matt Bryson and David Gainer... in a country that does not speak English, they made a special sign in English just for them, which they ignored anyway



Right: One of the most iconic and rallied motoring cars in the world, the 1907 Itala of David and Karen Ayre ... one pot hole too many

RALLY REPORTS—Rode to Everest

13 May —26 May 2018



The hardest physical motoring adventure I have ever undertaken, long days, no rest at the handle bars and all at extreme high altitude. Peter W



Peter Washington recently returned from a two wheeled adventure. A journey over 2,000 kms to Everest Base Camp, across vast landscapes and glittering peaks, remote high altitude deserts, densely forested precipitous gorges and virtually unpopulated high altitude moorlands to the end of its borders whilst visiting the fabled cities of Lhasa and Kathmandu in Nepal. On the way to Everest Base Camp, the rally stayed in monasteries, visited the Dalai Lamas spiritual winter home and finished at Everest Base Camp at 5,200 metres.

The bikes supplied were Royal Enfield Himalayan motorcycles, which were designed for the high altitude and the extreme epic motorcycle adventure.



SEEN AT WINTON HISTRICS MAY 2018



Right: ERCA club member Harry Hickling had the 1963 Rennmax BNI out and about on the track.

Below: the Overland Vehicle Club had a display on. Note: these vehicles regularly go outback, towing caravans. Anticlockwise: Dodge, bit of everything camper and a Hudson..

If they can make it outback, so can we !



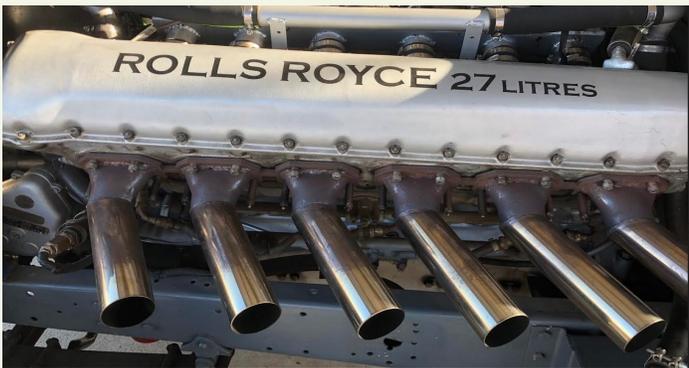
Above: The French contingent out in force



1911 Le Zebre Type A Series 3 Torpedo. Made in France. Single cylinder, 600 cc engine, rated at 4 HP. 2 forward gears & one reverse. Imported into Australia in 1911.



1911 Fiat TIPO 1 Spider. 4 Cylinder, 1846cc, 20 HP. 4 speed & reverse. Original import, taken off the road in 1930 and barnfind in 2006. Restored 2009–2012.



Yes, that's a jet engine under the hood. All 27 litres of it. Formerly a one World War 2 Centurion tank engine built up on an old truck chassis. A 1934 RAILTON Rolls-Royce Special is the product of his grand obsession to re-create a racing car on the lines of the machines that competed at Brooklands.

The engine is a V12-cylinder Rolls-Royce Meteor. It produces an estimated 850 horsepower (634 kiloWatts) and torque of 1250 foot-pounds (1700 Newtonmetres). The 4.7 metre beast theoretically is capable of 160 miles an hour (257 kmh) – but the owner says it won't go far because it drinks petrol at the rate of **one litre every 600 metres** and the power will shred its tyres long before they

Your Committee



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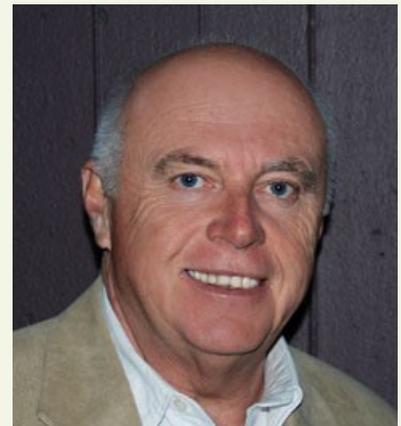
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