

HOME-TOWN SUCCESS: P. Hookway reverses his TF to place second in tricky test at his native Scottsdale.

TASSIE'S TEST-FILLED RALLY

Woman won European-style contest, reports Brian Nichols

COMPETITORS in the recent European-style rally sponsored by the Launceston Examiner all had their troubles, but none so great as R. E. Wright, of Somerset, whose Singer 9 was stolen and stripped while he slept on the first night of the contest.

The three-day rally, organised by the Light Car Club of Tasmania, was won by a woman driver—Mrs. Max Imber, of Launceston, driving a Y-type MG tourer.

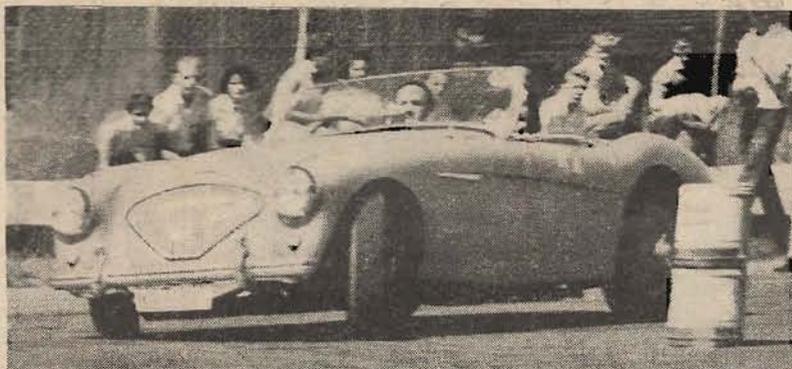
Main prize was a 100-guinea purse and a 30-guinea silver tray, donated by the Examiner. The L.C.C. and other local organisations awarded other trophies and cash prizes.

Several of the competitors were private drivers who don't belong to any club and had little or no trials experience.

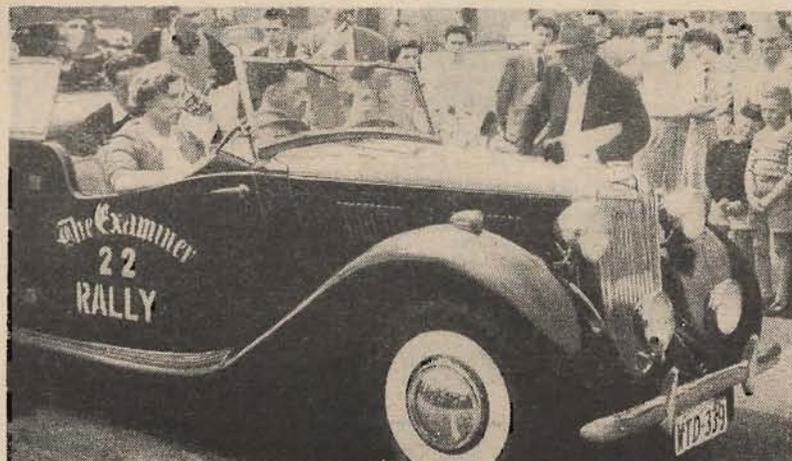
The event was divided into three round-trip stages, each of a little over 200 miles. Each day the cars left Launceston and finished there, after going through a number of various skill and speed tests in addition to covering the road mileage.

The rally started at 9 a.m. on a Saturday, January 28, the first car (Wright's) being flagged off by Sir Gordon Rolph, governing director of the Examiner and patron of the Light Car Club. Cars left at three-minute intervals, and immediately underwent the first of several special tests.

This was a quick dash into a "garage" (spaced oil drums), then reverse out, and a short sprint to the finish line. Penalty points were incurred



REVERSING again — this time it's Lyn Archer, of Jericho, whose Austin-Healey topped Class D. **BELOW:** Mrs. Imber, with husband Max as co-driver, checks out her MG Y at start. She won the three-day contest.



for touching the drums. Winner here was Bob Young, of Hobart, driving a Porsche.

After the test the cars left Launceston and headed for Devonport via the Bass Highway. Here P. Hookway (MG TF) won the next test, which was mainly acceleration and braking.

From Devonport the cars went to Ulverstone, where R. Bessant (MG TF) won the roundabout test.

At the next stop, Burnie, two tests were held—a fast parking test against the clock, and a slow parking test in which the distance from the kerb was the winning feature.

Best time in the fast test was gained by B. Turner (Morris), with Mrs. Imber second. Mrs. Imber was second also in the slow parking test, which

was won by Max Butler in a Morris Minor.

A TR2 driven by A. S. Baker recorded fastest time in the double garaging test held at Wynyard, although Baker lost points for touching a barrier. Next best were N. Marr (MG TF) and Mrs. Imber.

At the end of the first day Mrs. Imber, Bob Young, Baker, Hookway, and Bessant were the provisional leaders. Only retirement at that stage was the Renault of G. Lappage, which had transmission trouble at Wynyard.

It was during Saturday night that Wright's Singer 9 was stolen while he slept. The stripped car was found at the bottom of the cliff at Cera Lynn.

The cars set out again at 9 a.m. on

Sunday on the second leg, which was a 219-mile trip through Conara, St. Marys, St. Helens and Scottsdale.

Baker (TR2) was successful in the first test at St. Marys, before the cars set off up the coast to St. Helens.

From there the route lay through the Weldborough Pass to Winalahah, where the next test was won by W. B. Downie (Vanguard). At Scottsdale Marr won the tests held before a large crowd.

Few competitors had lost points on the road, but had accumulated large penalties during the tests. Mrs. Imber was now alone as provisional leader.

It was an early start on Monday, the first car leaving at 4 a.m. on the trip to Melton Mowbray, via the main highway, then back on the Lake road to Launceston. The first car reached Launceston at 11 a.m., and went immediately to King's Wharf, where a large crowd was gathered.

There were complicated tests at the wharf, including fast reversing between drums, fine parking, accelerating and braking. Marr, W. D. Boughton (Riley), Young, and Hookway were successful in these tests. Marr gained several points, but not enough to overcome Mrs. Imber's lead.

On the provisional results, L. Greig (Holden) was second to Mrs. Imber, with Marr third, Hookway fourth, and Baker fifth. Later Greig was moved back to fourth, giving Marr second place.

On Monday night a Concours d'Elegance was held, points not counting in the rally. Winners were:

Cars priced up to £1500: N. Williams (Fiat 1100), 1. Over £1500: R. Oliver (Bristol), 1; R. Young (Porsche), 2; W. Boughton (Riley), 3. Open Sports Cars: A. Baker (TR2), 1; L. Archer (Austin-Healey), 2; Mrs. Imber (MG Y) and R. Bessant (MG TF) equal third.

The rally was so successful that next year the organisers hope to hold a much larger contest, in which cars will converge on Launceston from various towns, as in the famous Monte Carlo Rally. . . .



"That's a nice car, young man, but if I were you I wouldn't run a full-race cam without dual headers."

MODERN MOTOR — April 1956



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