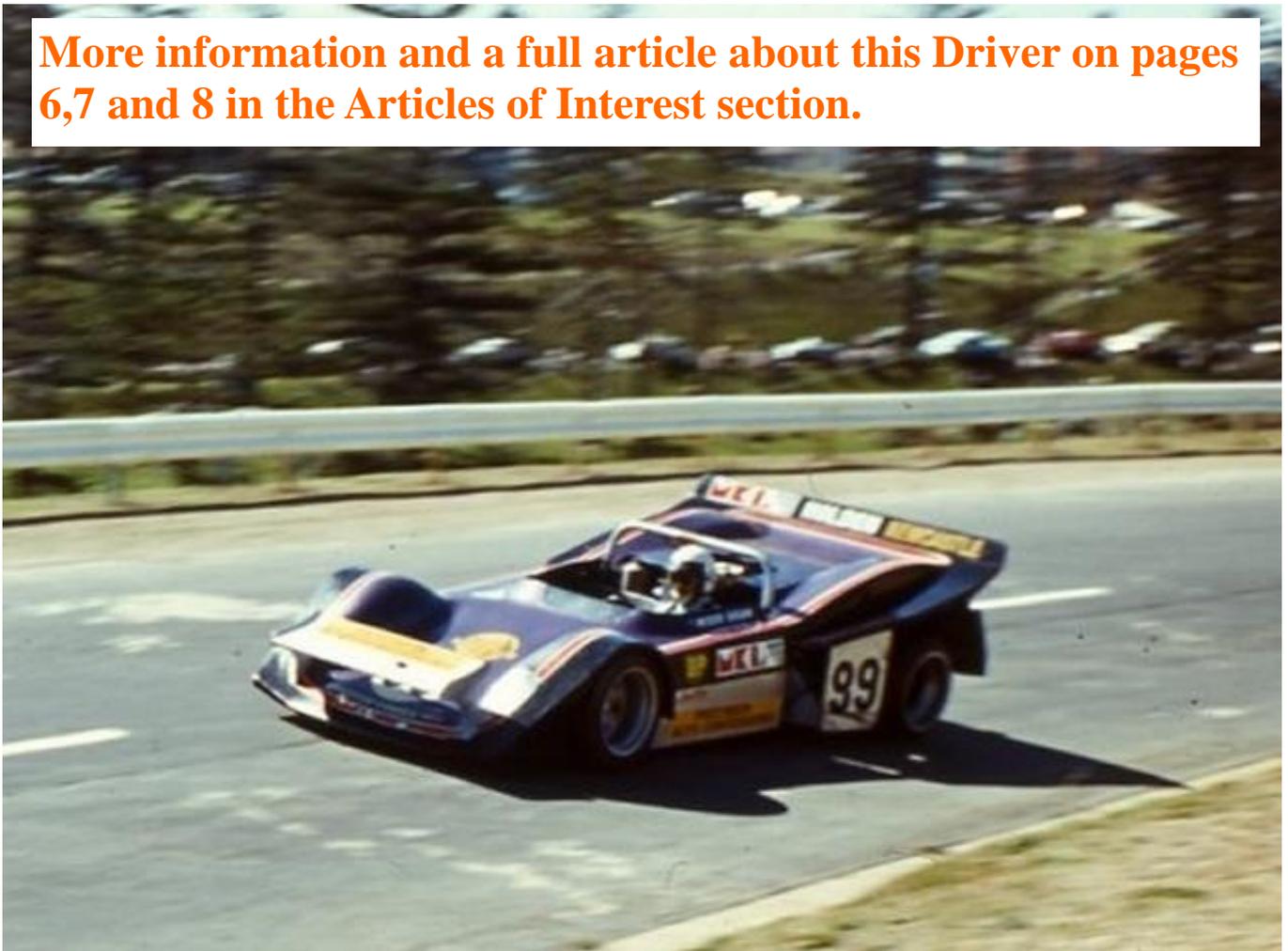




RALLY NOTES

In this issue:
Hals column,
The Club Presidents report,
Members notice board
Articles of interest

More information and a full article about this Driver on pages 6,7 and 8 in the Articles of Interest section.



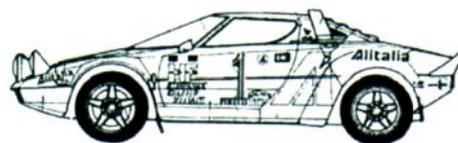
**OUR NEXT CLUB MEETING WILL BE
8th of MAY
7:00pm @ WALLSEND DIGGERS**



AHRG is a CAMS affiliated club.

Australian Historic Rally Group Inc.
c/- P.O. Box 405 MORISSET NSW 2264
info@historically.com.au
www.historically.com.au

PRESIDENT'S REPORT



President's Report April 2012

Hello to all club members, sorry for the delay in correspondence. A new committee was elected at the February AGM (Positions listed in front of magazine). Thank you for your HUGE support during a turbulent 2011 and a special thanks for re electing me as president. As all committee positions are voluntary, I would like to thank previous and present committee members for their precious time.

As you are aware our club is incorporated and as such comes under Corporation Law in the State of N.S.W. Therefore I must stress ALL information gathered by our club, including members e mail /mail addresses is "The intellectual property of AHRG Inc". The misuse of this information by ANY individual being a financial member or not is a criminal offence and punishable in a court of law.

Now having said my piece lets get on with the successful running of this great club of ours. The March committee meeting was back to being a friendly group of like minded Motorsport people intent on organising premier events . John Collins presented the committee with a Template for our future supplementary Regulations. Each section was discussed and agreed upon by majority or put to a vote. We now have a document template which will ensure all of our events are covered by the club and CAMS regulations for touring assemblies. This is a great asset for future event directors and my personal thank you to John for compiling this document.

The Fluffy Duck has been run and won, fantastic to have 20 entries for our first event of the year. Congratulations to our winners who were equal first, John & Ada Collins, Phil Horn and Ben White. The Night Owl will be our next event in June, and I know Arthur Evans and Paul O'Neal have put in a huge effort in setting this premier event. Remember we are now a member of Newcastle Area Motorsport and as such are competing against other clubs. So come on members put in the effort and support the organized events in this championship and prove we are a winning club. Martin Reeves has set the Lake Macquarie Classic for MGCC Newcastle in May which is part of the championship so let's get as many members as possible to attend.

Congratulations to Mark Pickering and Dave Body for completing the London to Capetown Rally in their Datsun 1600. Anyone who followed their daily blog would realize the grueling and car breaking toll this rally enacts. Perhaps, we can invite them to describe the conditions they endured on their epic journey. I would like to wish previous Editor Glen Bryant, a quick recovery from a stint in hospital. Also, great to see Andrew Park has made an excellent recovery from open heart surgery. Darval Thomas is also on the mend hopefully.

Patron: Des West, Ruth West

President/Vehicle Examiner	Geoff Thomas	49570999
Vice Pres.	Paul Meddows	0408 640 580
Secretary	Dan Robinson	0425 847 150
Treasurer	Karen Piggott	0412 133 899
Membership Sec.	Karen Piggott	0412 133 899
Club Captain	David Mitchell	0407 450 053
Eligibility	Peter Meddows	49361588
Public Officer	Darval Thomas	49207961
CAMS delegate	Rod Towers	0408 291 203
Club Capt./scorer	David Mitchell	0407 450 053
Editor	Ben White	0408 635 984
Club Scrutineer	Brian Lawler	
General Committee		
	Rod Piggott, Carey Fraser, John Collins	

Remember, if you are listed on the historic vehicle registration scheme with our club, you must compete in at least one event per year to ensure continuation of your registration. Hal Moloney, Rob Towell and I will be competing in Targa Tasmania when you read this newsletter. A total of 10 club members will be in Tassie to cheer us on and offer support if needed. A Rally Club of like minded motor sport people, what more could you want?

Yours in Rallying,

Geoff Thomas.

2012 Calendar Notes

Club MEETINGS Dates

Our meetings are held every second Tuesday of each alternate month excepting the AGM. At 7:00pm

Meetings will continue to be held at Wallsend Diggers unless otherwise advised.

Tuesday the 8th May @ 7:00pm

Club EVENT Dates

(See website for full sup regs and info)

Lake Macquarie classic	Saturday 12th of May
Night owl	23rd and 24th June (Saturday and Sunday)
Heart of the Hunter	Saturday 18th August
Evan Green Memorial Touring Assembly	Saturday 17th November

NOTICE TO ALL MEMBERS

All members with historic registration please note:

The Committee has voted and passed the following: Historic Plate Holders registered with AHRG must compete in **at least one organized event** during 2012 to retain certification by the club. ALL Historic Plate holders must be financial members of the club or their Registration is null and void i.e. your car is unregistered. The club registrar will keep a record of members' participation in club events and has Committees approval to decline renewal of registration if the above is not adhered to.

This has been decided for the benefit of the club and its members. Some members cars have not been seen at club events for years and the same can be said of the members.

On the subject of membership please note that all memberships end at the end of December each year and should be renewed BEFORE then to maintain your membership of the club and also legal registration of historic vehicles registered under the club.

AHRG WEBSITE

Visit www.historicrally.com.au

Many thanks to all those who have made valuable contributions to the website.

If you would like to contribute, please contact : info@historicrally.com.au.

CLASSIFIEDS

Just a notice to all Members that if anyone wants to sell or buy or swap club car related parts or vehicles please feel free to email a short text and minimal amount of pictures through and I will endeavour to get it into the Rally Notes.

You can email an advert to me on :- ben.chef@hotmail.com

Any losses (or scam attempts) will be handled by police but AHRG accepts no liability whatsoever.

For Sale Brian Lawler PHONE 49753734

1972 V8 Mercedes Benz SL 3.5 Sports Car

Soft & Hard Top 92160 MLS Rego AFK 98P Factory Special Alloy Wheels
Pirelli P600Tyres 205.60.15 Show Car RED \$28K

JAG 3.6 XJS

Rego XJS36V ???? plates worth 1995 Factory Special 5 speed GETRAG box
2010 Targa Class Winner 26K spent on it for Targa
100200MLS 215.15 Yokohama Tyres Alloy Wheels \$13K

MOTOR BIKE WITH SIDE CAR BMW K75 1994

11/2 Premier Side Car BRAND NEW cost \$13700 spent with frame & forks adjusted
Leading Link Front Suspension Not registered will take \$13K

For Sale Halda trip meters

One steel cased and also a plastic cased Twinmaster with numerous T pieces and gears
available contact Phillip Horn 49362094 for a deal.

For Sale BMW 316

Tyres good, Rego July 2012, calypso red paint fair, interior OK, 170,000 k's, auto. Nice
little weekend rally car. \$3,880 David Brown 49682020 mobile 0415498771

For sale:

5 speed "dogleg" gearbox to suit "L" series Datsun motors

It is a 63 series gearbox, comes with the X member, clutch fork and pivot.

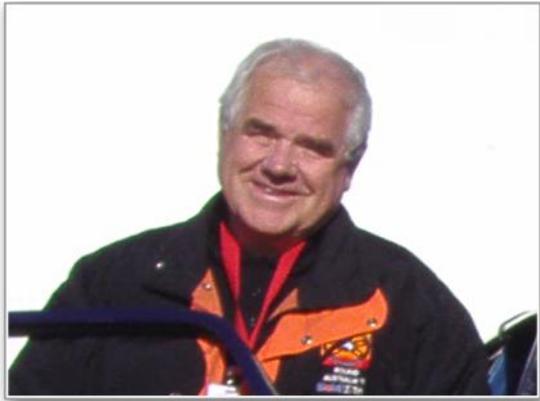
Pick up only, so contact Dan on 0425847150 **\$500 O.B.O.**

For Sale:

Fully rally prepared Skoda with a new Skoda Motorsport engine. It has all rally
equipment, roll cage and factory modifications to make it ideal for rally events. Price is
\$6000. Contact Hal Moloney on 0409 139 922



Hal's Column



I should call this Hal Moloney's column as I am the only person it seems who can spell my name correctly.

I am looking forward to this year's Targa Tasmaia that starts on April 17th. I will be calling the Pace Notes for local competitor Col Braye in his ex works Falcon XR6 Remember the Mattara rallies. During the 1960's the Mattara rallies attracted over 100 entries. They started in Parnell place and each car ran up onto a starting ramp for a publicity start.

The entry list in 1968 was a who's who of rallies

Dave Boddy & Kevin Lewis Cortina GT were car 2, Kevin Mason & Doug Thompson in the VC Valiant were car 3, Tony Crossey & Ted Hayes were in a 403 Peugeot at car 8

Looking further down the list we have Ron Fraser & Either Bruce or Phil Morley in a Peugeot at car 14 and Richard Harris & John Bryson's Cortina at car 15

Which Morley was it Ron?

My old navigator from the that time Paul B'Bryan in an XP Falcon at car 35 John Collins in a 203 Peugeot was car 53.

Jim Williamson and his wife Diane were in a Holden HD car 64. Car 66 was Meddows & Shaw in a VW, was this our Peter?. Michael Kloster, yes he who owned the Ford dealer in Newcastle, was in car 67 and had Chris Hall, my old navigator with him. (Not the Chris Hall from Riverwood Downs).

Murray Finlay & Neil Dickinson had their Mercedes at car 82

Robbie Wilson and his brother Paul were car 99 in a Datsun.

There are so many more that deserve mention but time does not allow.

To finish off I see Brian McIlvenna in a Simca P60 car 18 and Paul Gray & Brian Mephram in a Mini at car 109 and of course car 1 was Max French & Jim Lonrdregan in a Vw.

All up there were 113 starters. Oh to turn back the "Good old days"

Hal

Who is Murray Bingham?

We were picking up leftover engine parts in the grass after an engine re-build program recently, in an outside workshop when the name came up. Dropping vital nuts and bolts in the dirt doesn't help get a good result in the long run, but when you've got to work in a backyard with a 4 litre empty paint tin as a bench, together with a tarp spread out on the grass to catch the extras, a friendly debate on motoring personalities helps break the tension, and in some cases outright rage that can build when you know full well that spare pieces left over mean you have to pull the whole thing apart again. So after you have searched the far end of the yard for the spanners you threw there in a violent temper, it's better to take an hour and get into a less heated argument with a mate about drivers who had that extra talent, and who lived in our town, Newcastle.

Thermal said, "Would an Australian Champion do?" He had a smirk on his face as he cleaned the grit out of some conrod nuts after giving them a blow by mouth (we had no compressor to do the job) and got a good smear of oil on his moustache which covered his entire mouth, and did tend to act as a soup strainer at the kitchen table or worse at the car club dinners. But without him at a mechanical operation where he turned up wherever that might be, with his tools and blue/black overalls (that it has been recorded were stiff enough to be used as a plank in creek crossings in some of the rallies where he had performed as navigator). He put the nuts in a top pocket of his overalls for safekeeping and started unscrewing the sump bolts, which had been tightened only minutes before while we stopped to think. You would have to say certainly an Australian Champion would deserve our utmost consideration.

Murray Bingham.....that certainly rang a bell. A special talent in anybody's judgment. I decided I should run through the results of the various events he competed in over the years.

Even as a young man, he saw in the small Renault 750 a potential motoring special. He became an owner, living with Mum and Dad in far away Willow Tree. Even so, being a long way from anywhere, the Willow Tree Country Women's Association organized a Sprint and Motorkhana. This was in 1956 and he entered the little Renault in 3 events and won the 3. In 1957 he ventured south and tried out in a hill climb at Nelson Bay, a gravel course and he won that. We all know how motoring can get to you; he decided to have a run in the big league, being a very senior event, a full on blood and guts road event. In those days the Regie Renault, and keep in mind it was a free-for-all those days as cars went, when any and everything was being driven by some very talented peddlers, eg. Barry Ferguson, the Garrard brothers, Bob Holden, Peter Houghton among others, not forgetting Ken Tubman. And what about the cars, Ford Cortinas, Holdens, Vanguard's, VW's, Minis and a few I can't think of. Average entry those days might have been up to fifty give or take, with horsepower to match and no limit on how you put your machine over the gravel. And here we have a young Murray in his little Renault 750, lining up at the start control with the official almost getting down on his knees to get close enough to get a route card signed, the car being so small. He got a 4th outright which was a wonderful effort with the gear he had, compared with the opposition. Keep in mind; he did nice things to that amazing little engine, having it apart many times over the years. I remember visiting his workshop under his home in Cardiff and saw a set of conrods laying on the workbench that were highly polished sort of special even to the naked eye. He did all his own mechanical work in the early days to my knowledge, and said very little to outsiders as to what he did and how he got so much horsepower increase over the original standard motor. Indeed why should he give anything away. Indeed.

Between 1961 and 1963 he decided to try the car on the circuit type event, and turned up at Oran Park and had to compete against the money of the movers with their high-class machinery, and yet was never out of a place.

After a re-think he decided to step up a little, and got himself a 1100 Gordini motor (how did he get? - Rare as rocking horse manure) a 4 speed gearbox, and fitted 4 wheel discs. This then was now classed as a Renault Sports car. Up to this point he had 100 trophies placed wherever there was space available at this Cardiff home, but now there was evermore-impressive things to come. Mind you, all through this period Murray was making a living as a builder, hands on, plus one apprentice, who as I recall doubled as assistant mechanic when things got busy from the motor side of things. Of course standing in the wings was Murray's wife Barbara, who lucky for him was always sympathetic to the cause. Always had a smile for everyone, no matter who you may be, and hasn't changed to this day. Sympathetic for the cause! Better than winning the lottery.

The new machine proved to be a rocket. There were class wins, and places against the bigger machines at Catalina, Bathurst and Oran Park, and set a fastest time at Grafton. Obviously having done the mods to make a special, you have to have the trailer to transport the car around the country to the various meetings. It gives a certain amount of standing and stature when you drive into the circuit towing a beast of some sort. Well in this case, it was different. He got the Renault road registered, put on a tow bar, got a small trailer to suit, loaded it with the spares which might be required, family luggage and drove to the track or circuit, unhitched and went out and caused no end of trouble to the other competitors. Still there was a lot more to come. Ideas kept niggling at him. What next can I do to create some motoring excitement?

He got hold of a sports car shell of Manx design and manufacture, and still using a Renault motor, bored it out to 1487cc, this time with a five-speed gearbox (Gordini). This now a true blue sports car built of fibreglass, light as a feather, carrying massive wheels 10060 x 450 tyres. He made 19 starts in various events in the car and won 18 out of 19 starts, and created records everywhere, too many to record here, but included 1970 NSW Hill climb outright, Qld outright, Aust. Group outright, NSW Motorkhana title – Greedy bugger I reckon.

Keep in mind he is still working his building business with one assistant basically, financing himself to keep things rolling, and still got other ideas about what next he might be able to bring onto the motoring scene. It came into being in the form this time of a real McCoy Porsche racing shell, no doubt imported by a wealthy enthusiast, and which he was able to get custody and after a lot of study and thought, fitted it out with a Cobra motor. I can still see Murray standing and looking at the shell, deep in thought, with himself planning exactly how the car had to be put together and to some extent ignoring some of the advice being issued by the mechanics involved. I'm sure some of them resented his determination to do things exactly the way he saw fit.

In 1971 he won the NSW Group A Hill climb for the 2nd time, the Qld Group A, for the 2nd time then both state titles outright. (This to me is monotonous typing the same reports over and over).

In 1972 he did a rebuild on the Cobra and in a final hurrah won the NSW Racing Car Championship, the South Aust. Racing Champ., the NSW a 2nd time the Aust. Group A the 2nd time and the grand finale outright in the Australian National Title.

Now during this time Murray had joined car club M.G Newcastle, when I was and still a member, or rather an associate these days, and have been for close to 50 years on the books you might say. Those days showed you were a full member with or without owning a MG. In their wisdom today, you can't. The point is, when Murray joined, the club had a National Champion in its midst, he stood for and became the President. As always as I recall, he was very active, came up with some new ideas, for example, suggested that all committee members wear a badge on club nights so that new members, strange to the club itself, could approach to get information. Also new members to be greeted as they came into a meeting for the first time, get a handshake and made to feel at home. But after 2 years some people, for some reason best known to themselves, stood another candidate against him. And he lost the vote. I personally have always at that particular time, wondered why. If it was personal and I think it was, you will never get a comment from the man himself.

In 1967 in the midst of his rampaging run through the motoring competitive events, he had a spinal injury, whereby the doctors said he might not walk again, but he worked with a blind osteopath and amazed everyone by getting back to normal. But his health was not to be fully that way for long. A dreadful illness raised its nasty head and bowel cancer struck him in its most deadly form.

Murray had always in my presence been a very courteous, quietly spoken person, and never ever uttered any sort of rough language, never ever said something like bum or shit no matter what the circumstances, and if some of we of the uncouth fraternity, who thought it essential to swear to emphasize a point, be it over a lousy motoring problem or a nagging mother-in-law, there would be a tolerant...smile.

In 1975 he was too sick to work, was a walking skeleton, and almost died and after an 8-hour operation, the whole of his bowel and anything else they saw fit to whip out they did. He puts his survival to his faith and who is to argue this point of view.

Murray was a very good looking bloke, tallish with good features, dark eyes that looked through you, dark slicked back hair, plenty of white teeth which were always on show because it was in him to smile anytime he came in contact with anyone – always made it his business to shake hands whether he liked the people or not, but let it be known, he never to this day said a bad word against anyone ever, which is more than I can say. And last but not least, to go with the smile was the pencil thin moustache that was perfect for the rest of his features.

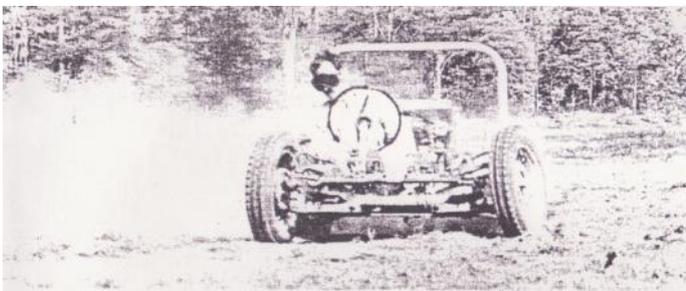
The word jealousy rears its ugly head when I think about it. Some of those people may not have had one ounce of his talent and certainly good looks, and resented that he liked to make the occasional mention of how he was happy to have knocked over another top event somewhere in the country, certainly liked to give you a run through how well he was doing at the time, certainly not bragging, but just mentioning the facts. Some of them might be like me, haven't got anything to brag about on the motoring side of things, and worst of all certainly again like me, are ugly as buggery to match.

And where is Murray today? Together with Barbara, they have a magnificent motor home with everything on board as any modern apartment, and he is now a fulltime Minister travelling around the whole of the country, conducting church services and helping those who need it. He is a credit to himself and I hope he lives a long and satisfied life finally doing what he really wanted to do.

Ron Fraser.



Returning to the Titenholder's circle after six years (Alan Hamilton won with this chassis in 1966), Bingham's Porsche Cobra streaks up Lakeland to victory. DAVID HASSALL



The "Umbergingham" – as he is fondly known – wheels his very spartan Renault special through the motorkhana course.

ANY CAR EVER MADE!

REGAIN ✓ 4, 6 or 8 CYLINDER
 NATIVE ✓ 6, 12 or 24 VOLT
 LINES ✓ REGULAR TRANSISTOR
 or MAGNETO SYSTEMS

MODEL 155

METER

AMERICA'S FOREMOST INSTRUMENT
 DESIGNED ORIGINALLY FOR THE
 AUTOMOTIVE TECHNICIAN, MODEL 155
 HAS BEEN USED BY MANY TIMES OVER FOR THE
 MOST OR EXPERIMENTER.

Its optimum performance and
 gas economy with model 155.

THIS METER	Tach. Range	Dwell Range
Timing.	4 cyl. 0-6000rpm	10-90°
spark plugs.	6 cyl. 0-3000rpm	20-60°
ignition correct.	8 cyl. 0-3000rpm	5-45°

4 cyl. readings obtained by double 8 cyl. scale.

Operating and repair procedures, **\$35.95**
 for all domestic and foreign cars.

Sole Aust. Agents
S & EXPORTS
 R, N.S.W. 2428 All orders post free

In the 19 starts the car has had since it was built it has had 18 wins and one second place. In it Bingham has captured sports racing records on all of the State's hill-climb courses, and has scored 10 outright fastest times-of-the-day. And, just to show his and the car's versatility, he competed on the Amaroo Park dirt circuit, clocking a time of 33.1 secs., which is also probably a record.

As well he won the class title at the Australian Hill Climb Championships at Mt. Cotton, and the story behind that effort illustrates some of his "Overcome all-obstacles" enthusiasm! The week before the Australian titles Murray made one of his rare mistakes and damaged the front end of the car on the Amaroo Park Climb. He worked flat out to repair the car, dashed back to Oran Park on the Friday to try it out and cracked a liner in the engine. Undaunted he raced back to Newcastle, worked all night fitting a 1100cc engine and then drove to Queensland to win the under 1500cc class, and in fact was the fastest sports car under or over 1500 cc.

And, in between climbs, he managed to win the State Gymkhana Championship in another Renault-powered special – this time using R4 components. By special permission from CAMS he competed in the last round at Bungool and Silverdale on the same day, dashing back and forth the odd 60 miles between the two places.



Membership Renewal

0412 133 899
Email: info@historically.com.au

AHRG Inc.
c/- P.O. Box 405
Morisset, NSW. 2264

RENEWAL OF FULL MEMBERSHIP

(Voting rights, Committee eligibility, CAMS Licence validity, Newsletter)

RENEWAL OF ASSOCIATE MEMBERSHIP (Newsletter)

Full Name of applicant:

Change of Address Y/N.....
(Write new Address if changed from last years membership)

Email:
(only if you check your emails and want info sent there)

Historic Car Registration (if applicable).....

I desire to renew as a Member/Associate Member. (Cross out non applicable words) In the event of my admission as a Full Member, I agree to be bound by the Rules of the Australian Historic Rally Group Inc.

..... Date:
(Signature of Applicant)

<u>CAMS Licence No.</u>	Single Membership:	\$35
Competition :.....	Family Membership:	\$55
Official: Categories.....	Associate Membership:	\$10

CHEQUES ARE TO BE MADE PAYABLE TO : THE AUSTRALIAN HISTORIC RALLY GROUP

AND POSTED TO:

**P.O. Box405
Morisset N.S.W 2264**

The "Rally Notes" Newsletter– will be emailed unless you indicate preference for a hard copy-
Hardcopy? Yes/NO

Please keep in mind hard copies make the time taken to produce the document and the cost to the club higher and those costs are eventually passed onto all members.

Email for the Rally Notes Newsletter to be sent to
if we do NOT previously have your email Address

.....
.....
(write email Address here please)

0412 133 899
 Email: info@historically.com.au

AHRG Inc.
c/- P.O. Box 405
Morisset, NSW. 2264

APPLICATION / RENEWAL OF FULL MEMBERSHIP

(Voting rights, Committee eligibility, CAMS Licence validity, Newsletter)

APPLICATION / RENEWAL OF ASSOCIATE MEMBERSHIP (Newsletter)

.....
 (Full Name of Applicant)

.....
 (Address) (Postcode)

Email: Home Ph:
 (only if you check your emails and want info sent there) Mobile:.....

I desire to become/renew as a Member/Associate Member. (Cross out non applicable words) In the event of my admission as a Full Member, I agree to be bound by the Rules of the Australian Historic Rally Group Inc.

..... Date:
 (Signature of Applicant)

<u>CAMS Licence No.</u>	Single Membership:	\$35
Competition :.....	Family Membership:	\$55
Official:	Associate Membership:	\$10

Categories.....

MADE PAYABLE TO : THE AUSTRALIAN HISTORIC RALLY GROUP

VEHICLE

(Year)	(Make)	(Model)	(capacity)
(Year)	(Make)	(Model)	(capacity)

Do you have a vehicle/s with Historic Rego? Yes/No Facilitated by the AHRG.? Yes/No
 Details:.....

Why do you want to join/renew? In one word or more-.....
(P.T.O. if more space required)

What would you like more of?.....

Newsletter- indicate preference- Hardcopy? Yes/NO or Email? Yes/ NO

NEW MEMBER: PROPOSER

I, a member of the AHRG. Nominate the applicant, who is personally known to me, for membership of the AHRG

(Signature) Date:

SECONDER: I, a member of the AHRG., Second the applicant, who is personally known to me, for membership of the AHRG.

(Signature) Date: