

VOL. 1, No. 2



The Duke of Edinburgh (center) speaks with (left) Minister for Civil Aviation

On Wide



Sydney pilots Margaret (left) and Anne Carter alongside the Cessna 182 as they won the recent car plane "race" around Australia. Flying only by day, they beat non-stop "Gelignite" Jack Murray and Green in a Morris 1100 nine hours. From an aviation viewpoint provided a unique opportunity for Castrol to test the Cessna the quality of the ashless dispersant lubricant Castrol Aero A.D. Type 2. Said Anne Carter after the race: "We thought at first a fair

MARATHON AUSTRALIA



- Above: With its distinguishing tortoise painted on the hood, the Morris 1100 S certainly did not behave like a tortoise on this road, between Broome and Derby, on the 10,000-mile run around Australia. The car, photographed from the escort plane, maintained an impressive average.
- Top, left: Word had got around Carnarvon, Western Australia, about the "horror stretch" masks with which Jack Murray is apt to startle bystanders. So Evan Green and Jack obliged by posing with the masks in the 1100 S.
- Left: Shown being refuelled at Port Augusta, South Australia, the Cessna 182 had the insignia of a hare on the fuselage. Evan and Jack called the Cessna "the harecraft." The plane operated throughout on Castrol oil.
- Below: Jack Murray demonstrated, at B.M.C.'s factory in Sydney, the comfort of the full-length bunk built into the 1100 S and made of rubber webbing on a steel frame.

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While the "tortoise" drove through the night to maintain an average of over 1000 miles a day, the girls were able to catch up on some much-needed sleep.

"Every morning we would get up and find the car was a few hundred miles in front again," Anne said.

"It wasn't until they struck flooding at Tennant Creek that we were able to open up any sort of a permanent lead," she said.

"And even then we had to go full throttle from Townsville on to beat them home."

Evan and Jack also experimented with food on the trip—and claim to have come up with the "ideal" diet for the London-to-Sydney epic.

"We denied ourselves water for the full trip," Evan said.

"Instead, we drank about two pints of milk each every day."

"Fruit was our staple diet, especially grapes and dried currants, although we took some cold chicken along as well."

lapsed if we had not forced ourselves to eat something several times each day.

"And at four major petrol stops we sacrificed five minutes to have a decent meal of bacon and eggs to give us the bulk we needed to carry on."

Water 2ft. deep on road

Both Evan and Anne were pleased with the performance of their vehicles.

"I ran into storms and headwinds, but the old girl stood up to it beautifully," Anne said.

"From Townsville onwards I ran with the throttle wide open to keep ahead of the car, but the Cessna did not overheat once."

Anne and Margaret covered 8157 miles in 66 over-all flying hours to average 145 m.p.h. The Cessna used 732 gallons of petrol averaging a little over 11 m.p.g.

Jack and Evan encountered appalling road conditions from Port Hedland (W.A.) right on to Townsville (northern Queensland).

"At one stage near Broome we were driving through water almost 2ft. deep for a quarter-of-a-mile at a time," Evan said.

"Then we had to make a 250-mile detour when we found the main road linking Mt. Isa and Normanston in northern Queensland had been cut."

"And at another stage we ended up trapped in a filling river bed until four

young blokes whose car had broken down further up-stream came and pulled us out.

"But despite all this, we had only five punctures one flat battery—and we used only two pints of oil between four normal oil changes."

"And we didn't hit anything, which must be some sort of record for a round-Australia run."

Evan and Jack arrived in Melbourne only eight hours behind the aeroplane after a straight 197 hours and 40 minutes of non-stop driving.

Two-man crew

Their car averaged 50.7 m.p.h. over 10,020 miles and used approximately 350 gallons of petrol to average 28.65 m.p.g.

And how did the two drivers feel about their epic run?

"We'd like to do it again," Evan said.

"We both feel remarkably fresh—and I think this is one of the secrets of long-distance motoring," he said.

"The car took us through shocking conditions, and at times we were both covered with mud from pushing out of bog-holes and changing tyres."

"But we cleaned ourselves off immediately, and we

THE TORTOISE AND THE HARE together. The Cessna 182 swoops over the tiny Morris 1100 on the Nullarbor Plain.

snatch a few hours of sleep outside a control point.

"This is the most tiring form of driving imaginable."

"The Marathon will be won by a crew who drive as Jack and I did around Australia—at a medium pace, conserving their energy and sleeping COMFORTABLY en route."

Plane beats car in unique marathon



Plane, car, and the four competitors all ready to go. Imagine driving a car, day and night, for 10,020 miles at an average speed of 50.7mph.

That is what two Sydney men did last month when they drove around Australia in less than nine days in a unique race with a plane manned by two women.

The plane won—but it finished only nine hours five minutes ahead of the car.

The plane, a single-engine Cessna 182 "Skylane," was piloted by Anne Carter, 22, a Sydney flying instructor, and Mrs Margaret Kentley, a Sydney housewife.

The car, a Morris 1100 S deluxe, was driven by Castrol test driver "Gelig-nite" Jack Murray and B.M.C.-Castrol rally driver Evan Green.

The car had a long-range fuel tank to give a range of up to 800 miles without refuelling, and a full-length bed, ice box, food bins and special water containers.

The plane flew only during daylight, but the car travelled virtually non-stop, pausing only briefly to take on petrol and food.

For instance, during the first 24 hours, the car

travelled from Melbourne to within 20 miles of the West Australian border—a distance of 1,333 miles. And the total distance for the first three days was 3,940 miles, much of it over rough and deserted outback roads.

The race, which began and ended in Melbourne, was intended as an exercise in non-stop driving, which will be required in the London to Sydney car marathon scheduled to start in November.

The map on this page shows the route of last month's race.

Luck with the weather played an important part in it. The men completed the long Nullarbor crossing in pouring rain which closed the road to all traffic several hours later.

In the North-west, a cloudburst flooded part of the road when more than three inches of rain fell in less than half an hour, but the car got through—and delivered an urgent appeal

for food from three stranded truck drivers.

A fresh growth of grass in the North-west also attracted scores of kangaroos to the roadside and on one 600-mile stretch the car had to dodge 165 of them.

In the Kimberley region, the Morris 1100 was the first car to negotiate the Fitzroy Crossing — Halls Creek — Wyndham section after heavy rain had flooded creeks and rivers and turned vast sections of the road into a quagmire.

In North-western Queensland, flooded creeks and muddy roads forced the men to make a 250-mile detour to Normanston — costing them an extra 11½ hours travelling time.

The women fliers also showed extraordinary skill and resourcefulness. They left Kalgoorlie just before heavy rain closed the airport for light aircraft, and in the closing stages took off from Rockhampton and Wagga despite the threat of heavy fog and squally weather.

For the overall journey, the car recorded a fuel consumption of 28.56 miles a gallon and used only two pints of oil.

Murray and Green were members of the team which two years ago made the first east-west crossing through the middle of Australia as part of a "figure eight" journey around the continent.



MAN'S POLE FLIGHT

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In the air over a job

Joy-riding the sky-ways of Sydney started Miss Anne Carter on a six-year road leading to an unusual career and the 1968 award for being Australia's outstanding woman pilot of the year.



Miss Anne Carter

Miss Carter has been an instructor with Rex Aviation Ltd., of Bankstown, for the past two years. Now she plans to concentrate more on the promotional side of aviation by talking to schools, Rotary, and parents and citizens' associations about the interesting careers rapidly developing within the industry.

"Most people are inclined to think that aviation offers work only for pilots, mechanics and airline hostesses," Miss Carter said. "But the truth is that there are many other interesting and well-paid positions on the commercial, technical and administrative side."

"There is a shortage of men training as air traffic control officers and the Department of Civil Aviation is currently accepting girls for these positions. There are two women already working as A.C.T. officers, using the most modern electronic air traffic control equipment."

"Yes, there's been terrific interest shown by the schools, and the young people I've spoken to have wanted to know all they can about aviation," she added.

However, the road to the freeways of the air isn't an easy one.

"I was working as a stenographer when I first started flying lessons and I had to put most of my wages into the one-hour weekly lessons—I even worked as a train waitress for six months to take advantage of the shift-work rates of pay," Miss Carter laughed.

50 HOURS

Finally, she notched up the required 50 hours' flying time and an unrestricted private pilot's licence was hers. Soon afterward she won an award under the Australian Flying Scholarship Scheme which paid roughly 70 per cent of her flying expenses.

Perhaps the highlight of her flying years came last July when Miss Carter and a fellow instructor, Miss Carmel Brown, won a 605-mile leg between Tulsa, Oklahoma and Albuquerque, New Mexico, in the Powder Puff Derby which is one of the main features of the aviation year in north America.

This is said to be the first time a foreign team or foreign pilot has won a "leg" prize in the 21-year history of the Derby. Also during this race, which began at Atlantic City, New Jersey, on the east coast and finished at Torrance, California, on the west, they were placed third on a 400-mile "leg" of the 2,500-statute-mile journey.

CAR, PLANE TO RACE 10,000 MILES

A car will challenge an aircraft in a unique around-Australia endurance contest, due to begin in Melbourne next Friday.

Both the car and the plane will follow a 10,000-mile course.

The crew of the car will try to prove they can keep up with—or even finish ahead of—a light aircraft under continuous travelling conditions.

The aircraft is scheduled to complete the journey in 10 days. To keep up, the car will have to travel virtually non-stop and cover an average of 1,000 miles a day.

The aircraft is a Cessna 182 and the car is a Morris 1100 S.

Two of Australia's most experienced outback and rally drivers will be in the car. The aircraft will be flown by two of Australia's best-known women pilots.

The women are Anne Carter, 21, a flying instructor with Rex Aviation, Sydney, and winner of the 1967 award of Australian Woman Pilot of the Year, and Turramurra housewife Mrs Margaret Kentley.

The men are former around-Australia trial winner and Castrol test driver "Geligmite" Jack Murray and B.M.C.-Castrol works rally driver Evan Green. The women in the Cessna

and the men in the Morris will each leave Essendon, Melbourne, at noon on Friday. They will then follow this route: Geelong, Warrnambool, Mount Gambier (South Australia), Adelaide, Port Augusta, Ceduna, and then to the Western Australian border. The aircraft will follow the railway line and land at Forrest and Kallaroo, while the car will travel the Eyre Highway through Eucla, Baladonia and Norseman.

They will then follow a similar route via Albany and Bunbury to Perth. From the W.A. capital, they will go north through Geraldton, Carnarvon, Roebourne and Port Hedland to Broome and then via Hall's Creek, Wyndham and Katherine (N.T.) to Darwin.

The course then leads through Tennant Creek to Mount Isa (Queensland), Cloncurry, Normanton, on the Gulf of Carpentaria, and on to the eastern coast at Cairns.

The route back to the Melbourne finish will be via Townsville, Mackay, Rockhampton, Brisbane, Casino, Coff's Harbour, Newcastle, Sydney, Goulburn, Wagga and Albury.



FAREWELLS to Brisbane will be waved by Miss Marian Hagedorn, of Cooper's Plains (standing), Mrs Rowland Lording and Mrs Clive Summers (right) both of Mt. Gravatt, when they begin their flight to Adelaide on March 28. They will pilot the single-engine Musketeer for their trip to attend the Australia Women Pilots' Association annual conference on March 29, 30 and 31.

for women

3 Women plan a long flight

At first light on Thursday, March 28, three women pilots will wing away from Archerfield Aerodrome on a 1200 mile 10-hour trip, with a carefully checked flight plan, a prayer and a supply of chewing gum.

In a single engine, four-seater Musketeer, they will fly to Adelaide to attend the annual conference of the Australian Women Pilots' Association.

For Mrs Rowland Lording and Mrs Clive Summers, of Mt. Gravatt, and Miss Marian Hagedorn, of Cooper's Plains, this will be the longest and potentially most difficult trip they have made.

Far from having any qualms, however, they are looking forward to the flight and three days of conference activities and social outings in Adelaide.

All details

The next two weeks will be devoted to making their detailed flight plan, checking on possible airstrips in case of emergency, and arranging re-fuelling stops at Bourke and Broken Hill, and at Mildura, Dubbo and Coffs Harbour for the return journey.

The one thing they can't arrange is the weather—hence the prayer at take-off.

Light planes were very dependent on favourable weather conditions, Mrs Lording explained.

Good time

"But we shouldn't have any trouble," she said. "This is a good time of the year for the trip, particularly as we will be flying over the dry western districts of New South Wales and South Australia."

And the chewing gum? That was a very feminine answer to the problem of possible mechanical difficulties.

Marian Hagedorn joked about taking along a supply as she admitted that, beyond basic maintenance, none of the three pilots knew what made the engine tick and how to fix it if it stopped.

She's leader

Protesting about her impromptu election as flight leader, Mrs Lording, who gained her pilot's licence three years ago in Sydney, suggested they toss a coin to decide that.

"That will then solve the problem of who is at the controls for the first long leg of the trip, from Brisbane to Bourke," she said. Former pilot, Mrs Joan Salter, of the Gold Coast, will be a passenger in the Musketeer.

About 15 Queenslanders will be among the 100 women pilots from all States attending the conference.

It will begin with a meeting on Friday night, and on Saturday a reliability trial, over a triangular 130 nautical mile course, will be held.

The award for the trial, and the association's annual Pilot of the Year award, for the woman who has contributed most to flying during the year, will be made.

New office bearers will be elected. On Sunday, a conducted tour in Adelaide, and a boat trip have been arranged.

A lifetime spent up in the air

THE thing that most perturbed Lady Burke, wife of the vice-chairman of the Hawker Siddeley Group (Sir Aubrey Burke), on her arrival in Australia on Thursday was the general impression here that Britain's "going down the drain."

"Please," she said passionately on Friday, "do tell all the British people here, and Australians, too, that they mustn't take too seriously all that they read about the present crises. "We're NOT passing out, as the news reports would have it, we're simply acting like any good housekeeper — burning out our superiors and reorganising our finances. "We have a wonderful young generation growing up, and most people at home believe sincerely that we will indeed get over our present difficulties. Her statement carries weight . . . because Lady Burke is no hollow moralist. She sparks independence and enterprise like a generator sparks electricity. Not only that, she has a career background that would leave most men at the starting post. As a young girl called Rosalind Norman, she first surprised her family by taking out a pilot's licence. "Let me see now, I took my ticket in '32," she recalled. Inspired by some one like Amelia Earhardt, perhaps? "No, not at all, I'm not inspired by anybody," Lady Burke said crisply. "I simply wanted to fly."



LADY BURKE, who is visiting Sydney with her husband, Sir Aubrey Burke.

At present, the Burkes are travelling the world in a company aircraft, and after looking at business interests in Australia and New Zealand will continue on to Singapore, Ceylon, India, Teheran, and Beirut on their way home. Rather appropriately, they will be celebrating their 32nd wedding anniversary up in the air, high above the Tasman Sea, on their way to New Zealand on Leap Year's Day.

Flew

"At the time I flew mostly De Havilland machines — Gypsy Moths and such. After maintaining her licence five years, she then decided to enter business. "I wanted a job, there was nothing for me, so I had to make one of my own," she said matter-of-factly. Logically, Lady Burke turned to the one thing she knew something about . . . aviation. "The wind-tunnel and scale model aircraft business was what I decided upon. "There was no competition — no one else was doing anything like it when I began. "Like everybody else who starts off on his own, I began in a small way with just one male assistant in some tiny premises in London. Using knowledge she learned "in the hard school" and not in the engineering faculty of a university, Lady Burke built model aircraft from plans submitted by their designers. "During the war, to help out, we switched to making aircraft components and at that time were employing about 700 men. "However, after the war I sold out. "Possibly because Lady Burke wanted to devote time to her family (she married Sir Aubrey in 1936) and look after their four children. But that didn't mean instant retirement. Their mutual interest in aviation has always kept Sir Aubrey and Lady Burke vitally interested in each other's careers. Lady Burke chose to become more interested in her husband's. "He has to travel a lot, of course, and I go most places with him so I always have a lot of entertaining to plan, and little organisational details to look after." Her present responsibilities range even farther than that — Lady Burke



QUEENSLAND branch members of the Women Pilots' Association yesterday met their patron, Lady Casey, the wife of the Governor-General (Lord Casey) at an informal afternoon gathering at the home of Mr. and Mrs. Keith Kennington, of Fig Tree Pocket. With Lady Casey, on the lawn overlooking the river, were Mrs. Kennington (left) and Mrs. Peggy Kelman, of Kenmore, who is president of the Queensland Branch.

The Sydney Morning Herald, Wed., May 22, 1968

Bog traps buses in outback

ALICE SPRINGS, Tuesday. — Miss Christine Davey, pilot of a Conellan Airways plane, today air-dropped supplies to several passenger buses bogged down along an unsealed dirt road 300 miles south of here today.

She said she had seen five or six buses stranded along the road, eight or more heavy transports and a number of cars.

One of the cars was moving, she reported, but it was the only thing that was in the whole landscape.

More than 200, possibly 300, people are believed stranded.

Eight of the big transports bogged down are part of a convoy of 16 headed from Melbourne to Darwin, loaded with beer.

Police say that at least 14 cars are stranded by boggy roads south of the border, some believed to be carrying families with young children.

Miss Davey said she dropped cartons of meat and "hard rations" to two big buses stranded at Maria Bore.

Later she flew to Oodnadatta and early tomorrow will make another food drop to three or four buses nearer Welbourne Hill.

She said there were many people around the buses and a small camp of tents had sprung up beside some — apparently camping tours which carry own supplies and equipment.

They would be among the lucky ones—another cold, bleak night was expected.

No word had been received late this afternoon of two Ansett Pioneer buses battling through rain-lashed country from Ayers Rock to Alice Springs.

They were not expected to arrive until late tonight.



Car Leading In Race With Plane

A Morris 1100S competing with a Cessna 182 aircraft in a round-Australia challenge arrived in Perth yesterday at 6.50 a.m.—3½ hours ahead of the plane. Car drivers Jack Murray and Evan Green spent about 25 minutes in Perth to refresh themselves while the car was serviced. The plane is being flown by Miss Anne Carter and Mrs Margaret Kentley, both of Sydney. ABOVE: Miss Carter (left) and Mrs Kentley at the Perth Airport. The plane arrived at the Perth Airport at 10.20 a.m. and left for Carnarvon at 1.10 p.m. Both were expected to arrive last night. The aircraft's crew plan to rest overnight in Carnarvon. The car's next major stop will be Broome. The 10,000-mile trial started in Melbourne on Friday.

NORTH SHORE TIMES, Wednesday, May 1, 1968

Plane, car racing

Two North Shore women plane pilots are racing a car around Australia.

They are Anne Carter, of Mosman, (pictured) and Margaret Kentley, of Turramurra. The car and the plane are following a 10,000 mile course around the continent. The car will have to travel virtually non-stop and cover an average of one thousand miles a day. The plane flies only in daylight. Anne Carter has been flying for six years and last year won the 1967 award of Australian Woman Pilot of the Year. She is a flying instructor and has logged over 1300 hours.

Considered as one of the most experienced women pilots in Australia, Mrs. Margaret Kentley started flying in 1953 and at 21 obtained her licence in a Gipsy Moth (a two-seater aircraft with an open cockpit). The aircraft is a Cessna 182 and the car is a Morris 1100 S De Luxe. Two of Australia's most experienced outback and rally drivers are in the car. They are former round Australia trial winner and Castrol test driver "Gelig-nite" Jack Murray and BMC-Castrol works rally driver, Evan Green.



Anne Carter... everyone was against her.

GIRLS FIRST HOME IN BIG RACE

By CLYDE HODGINS, "Sun-Herald" Motoring Writer

Fighting off influenza since last Monday, Australia's wonder girl of present day flying, 22-years-old Anne Carter, yesterday won the 10,000 miles Round-Australia air versus road marathon by over nine hours.

With Mrs Margaret Kentley, a founder member of the Women Pilots' Association, who was flying before Anne was born, Miss Carter landed her Cessna 182 at Essendon airport at 8.35 a.m. yesterday, over a day ahead of schedule.

Her opponents, Castrol works drivers Evan Green and Jack Murray, finally conquered exhaustion, muddy outback roads and Queensland holiday traffic to finish at 5.40 p.m., a day ahead of schedule.

They had driven for 197½ hours on alternate shifts, with only stops being for fuel and food. Their Morris 1100S went like a charm, their only worries being three dead batteries, which they found out later were caused by the smooth inside of a fan belt.

Green and Murray were using the exercise as a practice run for the London to Sydney race (only 7,000 miles) in November.

They drove four hours each, then three each and

finally two hours each prior to stops for fuel and food. They averaged around 60 miles per hour for the 10,000 miles, but rarely exceeded 80 m.p.h.

The pair had a V.D.O. tachograph fitted to the car to prove this point in the interests of road safety. This graph records the speed and distance covered at any time of the day.

Daylight hours

Apart from fellow fliers and Department of Civil Aviation traffic officers in outback fields throughout Australia, Anne had almost everyone against her.

People could not understand how a car could possibly race a plane which had almost double its speed.

But Anne was restricted to daylight hours under Visual Flying Regulations, which meant she was grounded in even the slightest cloud.

The men were allowed to drive for 24 hours each day

Woman's angle

IT'S SAFER, THE HIGHER YOU GET



Margaret Kentley (left) and Anne Carter with the Cessna 182 that took them around Australia.

COMPLETING and winning a Round Australia Marathon in a light Cessna aircraft is all in a day's fun for flying instructress Anne Carter, but the mere thought of negotiating Sydney's traffic by car terrifies her.

Miss Carter, who has logged some 1,400 flying hours in six years, and was last year chosen Woman Pilot of the Year by the Australian Flying Magazine, admitted her fear of city traffic at Bankstown Aerodrome yesterday.

Not so her co-pilot, Sydney company director, Margaret Kentley, who, with Anne, flew round Australia early this month in the "Tortoise and Hare" race sponsored by a local network.

The two women hit the headlines early this month

when they won the tussle between the "tortoise" (a Morris 1100 car) and the "hare" (the Cessna aircraft). The race allowed the Cessna to fly during daylight hours and the car to be driven non-stop, day and night.

Margaret admits quite cheerfully she loves driving or flying and the more traffic the better.

Since their nine and a half-hour victory over Jack Murray and Evan Green who drove the Morris 1100, Anne and Margaret have been keeping to a busy schedule of talks and discussions with clubs and schools.

And do they ever stop to think if all those hours spent in flying light planes

is absolutely safe for them?

"Well," laughed Anne, "I often think of that comment made by an American aviator... 'Flying will never be really safe while we have to drive to the airport!'"

AVIATION NEWS, May, 1968

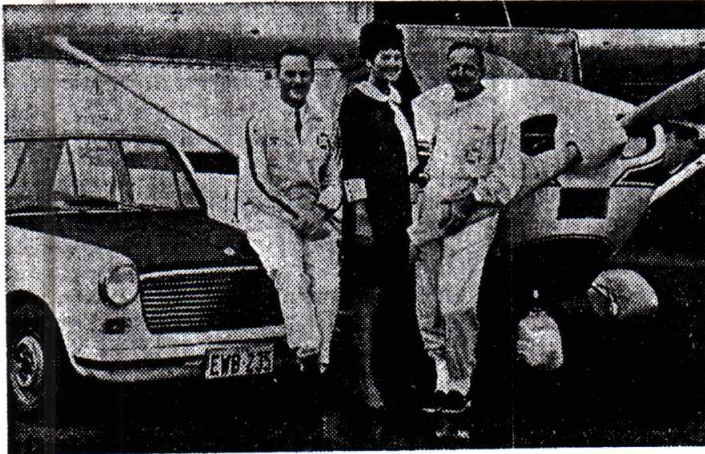
The Sun, Thursday, May 23, 1968

PLANE PEOPLE



Participants in an unusual race around Australia due to end this week are Sydney flying instructor Anne Carter, trials' drivers Jack "Gelig-nite" Murray and Evan Green. Green and Murray are driving a BMC Morris 1100-S saloon. Miss Carter, with Mrs. Margaret Kentley, are flying a Cessna 182.

THE CAR versus



EVAN GREEN (left), Anne Carter and Jack Murray talk over the round-Australia race before the start in Melbourne on April 26.



HALFWAY—and Jack Murray (foreground) and Evan Green survey their maps at a fuel stop near Darwin.

TWO of Australia's leading rally drivers last weekend completed a unique practice run for the London-to-Sydney Marathon in November — they "raced" a light aeroplane non-stop around Australia.

The drivers, Evan Green and "Gellignite" Jack Murray, lived in their small car for eight days — to average an outstanding 50.7 m.p.h. over more than 10,000 miles of some of the country's worst roads.

And they followed the plane piloted by Sydney fliers Anne Carter and Margaret Kentley across the finish line in Melbourne by only eight hours . . .

Exhaustion fears

"Jack and I had originally intended to drive non-stop around Australia purely as a practice run for the London-to-Sydney Marathon," Evan Green said last week.

"The marathon will require competitors to get from London to Bombay in one long hop without a

More than 50 Australian drivers have requested entry forms for the Daily Telegraph London-to-Sydney rally in November. This month two of the drivers, Evan Green and "Gellignite" Jack Murray began their pre-rally preparations—with a race. JOHN SMAILES reports . . .

scheduled stop," Evan explained. "We wanted to make sure we could last the distance without collapsing from exhaustion," he said.

"One night, while we were going over our maps, Jack suddenly claimed he could drive around Australia in about the same time it would take a light aeroplane to fly the distance.

"The whole thing snowballed—and the next thing we knew, the race was on.

Banksstown flying instructor Anne Carter, 22, from Mosman, was quick to take up the challenge, and contacted her friend, Turramurra housewife Mrs. Margaret Kentley, to act as co-pilot.

"We were handicapped immediately," Anne said.

"Neither Margaret nor myself were licensed to fly at night, so we were restricted to a maximum of about eight hours travelling each day."

"The two drivers outfitted their Morris 1100S basically the way Evan said he would like his London-to-Sydney Marathon car prepared.

Full-length couch

"The engine and running gear remained the same, but we gutted the interior," Evan said.

"Then we fitted a fully adjustable driver's seat," he said.

"On long distances you can get very tired sitting in one position, so we wanted to be able to alter the seat rake from time to time."

Next to be fitted was a full-length bed in place of the left-hand passenger's seats.

"It was made of light steel with rubber webbing as the mattress," Evan said.

A small ice-box was installed behind the driver's seat, along with tools and spare parts—and the driver's personal effects, completed the cabin fittings.

Two spare tyres and a spare tube were squeezed into the boot, next to a 20-gallon fuel tank, to give

Continued next page

MOTOR WORLD

How the hare just beat the tortoise

FOUR Australians made headlines when a standard model car took part in a 10,000 miles race against an aeroplane.

After worries about wet roads for the car and cloudy skies for the plane, the venture came through successfully.

The idea started 18 months ago when Castrol works drivers Evan Green, Jack Murray, B.M.C. engineer Alan Kemp and the late Scott Polkinghorne did the "Crossroads Alice" film while testing a new car oil.

They had plenty of time to talk to avoid the boredom of long Outback trips

and thought up the idea of a car racing against a plane. Green approached Rex Aviation, distributors for Cessna (the biggest selling aeroplane), who thought it a good opportunity to show their flag in the Outback.

Green and Murray were to crew, leaving behind Kemp as there would not be time for any major repairs to the car.

Cessna chose a young flying instructor Anne Carter, who was woman "Pilot of the Year" in 1967 and won

Conducted by CLYDE HODGINS

a leg of the international Powderpuff Derby in America.

She took as her partner Margaret Kentley, who has been flying for 33 years and has a son who is a first officer on a DC4 with Ansett.

The men reckoned they could cover 1,000 miles daily. Then Anne was told to work out her fuel stops to cover this distance daily.

It was felt mechanical breakdown, wet roads, or cloud (as the plane could only fly under visual flying regulations) would decide the winner.

The plane could fly only in daytime, a 10 hours maximum, while the men could drive for 24 hours daily.

After the car, a Morris 1100S, ran faultlessly they had taken an 18-hours lead on the plane at Darwin.

Then Anne, who caught a virus which affected her ears and made her fly at low altitudes, with consequent slower speeds, had to go all out with the engine pushed to its maximum of 2,500 revolutions and 130 knots.

Even then the men may have won except for getting bogged when they had to make a detour via Julia Creek to get up into the Gulf town of Normanton.

Luck with the weather played a big part in the outcome of the challenge. The men crossed the Nullarbor in pouring rain, which closed the road to all traffic several hours later.

In the north-west a cloudburst flooded part of the Port Hedland to Beema road a day before the car was due.

More than three inches of rain fell in less than half an hour, but the 1100S got through, carrying



Competitors in the Hare versus Tortoise race, Anne Carter, Margaret Kentley, Evan Green and Jack Murray, at Essendon Airport before the start.

a message for food supplies for three stranded truck drivers.

In the Kimberleys, the 1100S was the first car to negotiate the Fitzroy Crossing to Halls Creek-Wyndham section after heavy rains had flooded creeks and rivers, turning vast sections of the road into a quagmire.

In northern Queensland floods and muddy roads forced the car to make a 250 miles detour to reach Normanton, costing them 11 1/2 hours' travelling time.

The girls in the Cessna showed skill in completing their journey in such a short time.

They left Kalgoorlie in heavy rain just before low clouds and rain closed the airport for light aircraft.

Heavy fog bound in Rockhampton airport, but they were ready for the first slight break in the weather. Again at Wagga on the

final day they made a dawn take-off just before the weather closed in.

The car covered some remarkable distances, including 1,333 miles for the first 24 hours, going from Melbourne to within 20 miles of the West Australian border.

At the end of the second day the car had crossed the Nullarbor, travelled through the south-western tip of the continent and was 170 miles north of Perth.

After three days they were near Anna Plains homestead, south of Broome.

In this period the car had travelled 3,940 miles, much of it over rough and deserted Outback roads.

By the fifth day they had gone to Darwin and back, then down to Tennant Creek, for a total of 5,912 miles.

Black soil bogs and flooded creeks delayed the car during the sixth day, but it still reached a position east of Normanton (on the Gulf of Carpentaria).

For the overall journey the car returned a fuel consumption of 28.5 miles per gallon and used only two pints of oil.