

UNICAR

MELBOURNE UNIVERSITY CAR CLUB



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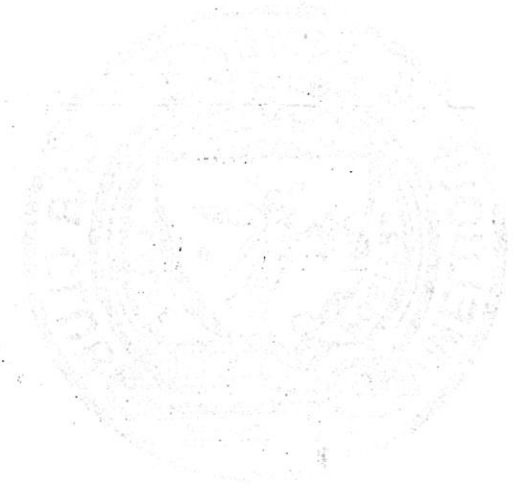
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UNICAR

DECEMBER 1972
VOLUME XVII, NO. 12

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CALENDAR
JANUARY 1973

JANUARY

6	New Zealand Grand Prix - Pukokoho	Tasman 1	
13	Levin International Races	Tasman 2	
14	PRESIDENTS PURSUIT - Annual Treasure Hunt		MUCC
20	Wigram International Races - Christchurch	Tasman 3	
21	Calder Races		CMR
27	Teretonga International Races - Invercargill	Tasman 4	
# 28	Argentine Grand Prix - World Drivers Ch/ship I		
28	Phillip Island Races - Aust. Sports Car Ch/ship 1		PIARC

DOUBTFUL

*Greetings for
Christmas
and the
Coming Year*

PRESIDENTS PRATTLE

From the aftermath of the Christmas Party, one is reminded in certain terms that that time of the year is back! Why else would the garage be a haven for empty bottles and a bowl half full of a 'punch' of dubious origin - though it looked and tasted a sight better the night before.

So having admitted the festive time of the year is back, it is my pleasure to wish one and all a Merry Xmas and a Happy New Year. (From the look of the typing of this copy so far it would appear that W.J.D. enjoyed the party! ... Ed.)

One is now expected to say something about the last year and prophesise how the next year will be one of change/improvement/consolidation/worsening of our affairs etc., but this is really a bit old hat rather, I will simply say "HAVE A GOOD YEAR"!

Best Wishes
Bill Denvil

SEC'S NOTES (or what he would have said had he written them)

The President has set the theme of brevity for comments on this page this year so I will be equally brief and confine myself to adding to his wishes of festive greetings and seasonal best wishes for the forthcoming year.

All the very best
Clarke Ballard

EDITORIAL COMMENT

To all members of MUCC, and others in the sport lucky enough to be able to peruse this unique document I will add my wishes for the current season and the rapidly approaching New Year - may 1973 bring you success, if not fortune, in your motor sport endeavours.

More Best Wishes
Don Humphries

COMING EVENTS

PRESIDENTS PURSUIT 1973

Suddenly the President (Wrong Direction) has realised that he has to run an event next month, and has yet to begin preparations. So the following directions and information must be regarded as misleading or unreliable, like the questions you may be expected to answer on SUNDAY, JANUARY 14, 1973 (the date will not change to avoid confusing CAMS). The start will be in SOUTHGATE, SOUTH MELBOURNE, that is the street by the Mobil and APM buildings, south of Princes Bridge between 11AM & 12 NOON. The finish has yet to be defined, but will be in the vicinity of the President's residence in Viewbank (it used to be East Rosanna) where an after-event social will be conducted on the BYO principle.

The expected running time will be about 5 HOURS . Entry fee will

COMING EVENTS (Cont.) - Presidents Pursuit

assessed at \$2 PER ENTRY and part thereof will be used to support the social, by providing salad and dessert for your evening meal - you provide the meat and drink. Cooking facilities will be provided as dictated by the fire restrictions on the day.

To help you find the Start and Finish (see Unicar heading p.1) and to perhaps locate the occasional point in between, you are advised to bring a MELBOURNE STREET DIRECTORY, 'MELBOURNE TO AND FROM' and '100 MILES AROUND MELBOURNE' - additional sources of reference data such as telephone directories, encyclopedia, navigational and astrological tables, lottery result slips, cook books, almanacs and calendars may be carried, particularly by those who find excess weight an aid to vehicle roadholding ability. As a special concession by the Director you will not require a compass as all directions will be given without reference to latitude, longitude, altitude or alignment to the North Pole. A further suggestion is that you have with or about your person the following useful objects/equipment : TAPE MEASURE (up to 3 feet in length), PENCIL, PAPER, AND A PIECE OF STRING. (the notes provided made no mention of the desired length of the piece of string ... Ed.)

If you are still confused, like the President, further information can be obtained from him at either of these phone numbers; 459 5301 (evening) or 62 0231. One final word - in past years this event has been a treasure hunt.

SUMMER TRIAL - SATURDAY FEBRUARY 3, 1973

The Directors of this, the final event on the Club Calendar are GLENN OLSEN c/o TRINITY COLLEGE, PARKVILLE
after 15/1/73 : 31 7222 (ext. 1129) bus. hours
MALCOLM RUNNALLS c/o TRINITY COLLEGE, PARKVILLE or 16 BIG
GREGORY STREET, BALLARAT, VIC.

The event will be approx. 150 miles in length, plus transport sections divided into two stages and will start from the following mapped point - THE INTERSECTION OF WHITE & DOTTED WHITE ROADS, 4.7 SCALE MILES SSW OF AN INTERSECTION OF WHITE & RED ROADS .7 SCALE MILES WNW OF KILMORE

Entry to the Start to be FROM NNE along dotted white road.

The official map is 100 MILES AROUND MELBOURNE, 301 Hamlyn

The usual Directors assurances of "all good roads" applies and it is expected that the first car will be sent on its way at 8.15pm. Because of the uncertain nature of the weather and possible fire bans etc. the Directors are at present planning to supply all crews with soft liquid refreshments at selected controls or stage breaks etc.

The event is open to all licence holders of the MUCC and the following clubs : Fiat C.C., Renault C.C., Monash Sporting C.C., Datsun C.C., & Young Motorists (RACV). for an entry fee of \$2 per entry - N.B. optional personal accident insurance will be available at ruling rates.

SPECIAL NOTE : Glenn would dearly love to hear from the non-competitive section of the Club membership with a view to enrolling a reasonable number of Control officials for this event.....Glenn can be contacted at the phone number above after 15/1/73 or by a note to Trinity.
GET WITH IT, WE NEED BOTH A GOOD FIELD AND A STRONG OFFICIAL FORCE!

CLASSIFIED

1. FOR SALE : FORD ESCORT GT 1970 Two door, hot orange in colour, specially fitted with 1600cc Capri GT motor. This motor is almost new and has Wade 154 rally cam. Car is fitted with 5 mag. wheels (minilite look) and complete twin cam instrumentation inc. tach. 12 months registration, this is the ideal sporting sedan - would make first class rally car.
Desperate for quick sale, best offer will be accepted.
Ring Andy Chapman : 82 4616.
2. FOR SALE : Ford 2000cc S/O/C engine - suit rallycross or trials car, \$300 ONO.
Ring Andy Chapman : 82 4616
3. FOR SALE : Ford Cortina Rallycross special - four door body extensively lightened, roll bar, rear mounted radiators, twin cam motor, regular Division two winner at Calder, successful annual award winner 1972.
Ring Clarke Ballard : 82 1554

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SCOREBOARD

AUSTRALIAN RALLY CHAMPIONSHIP #5 'Rothmans Walkerville 500'
WACC SA Oct. 28/29

1. J.Taylor/G.West	Austin Kimberley	20
2. T.Barr-Smith/R.Hunt	Renault R12 Gordini	26
3. G.Chapman/N.Vincent	Mazda RX3	41
4. A.Pennell/J.Lock	Torana XU-1	42
5. K.Intveld/J.Hese	Citroen	49
6. C.Mora/C.Abbey	Torana XU-1	56

POINTS Dvr. Bond 33, Kilfoyle 21, Stewart 10; Taylor 9, McLeod 7½; Harris, Barr-Smith 6, Watson, Chapman 4, Chivas 3½, Ferguson, Lang, Riley, Pennell 3, Fitzgerald, M.Chapman, Intveld 2, Older, Janson, Mora 1.

Nav. Shepheard 33, Bonhomme 15, Johnson 10, West 9, Lockie, Osborne, Hunt, Lock 6, Mortimer 5, Thomas, Vincent 4, Meyer 3½, Smith, O'Clery, Gemmell 3, Schmidt, Lawson, Hese 2, McElhinney, Mitchell, Abbey 1.

AUSTRALIAN DRIVERS CHAMPIONSHIP #6 'Gold Star' Warwick Farm
Oct. 29. 45 laps : 162 km.

1. F.Matich	Matich A50 Repco	1h. 3m. 58.0s
2. K.Bartlett	Lola T300	1h. 4m. 47.4s
3. M.Stewart	Elfin MR5	1h. 5m. 02.6s
4. J.McCormack	Elfin MR5	1h. 5m. 02.8s
5. G.Campbell	Lola T300	44 laps
6. W.Brown	McLaren M10B	43 laps
7. J.Bono	Elfin 600B	43 laps
8. I.Fergusson	Bowin P3A	42 laps
9. C.Farrell	Renmax BN3	42 laps
10. G.Cooper	Elfin MR5	36 laps

SCOREBOARD (Cont.) 'Gold Star' #6

Fastest Lap - F. Matich, Matich A50 Repco 1-23.3 98.66 mph, Record

POINTS Matich 36, Bartlett 24, McCormack 20, Walker, Brown 14,
M. Stewart 8, Keen 7, Muir 6, Cooper, Campbell 5, L. Perkins 4,
A. Stewart 3, Tighe 2, Bono, Hastings 1.

VICTORIAN TRIALS CHAMPIONSHIP #7 'Cooper Memorial Trial' WDC
Nov. 4-5.

1. G. Davis/P. Haas	Torana XU-1	32
2. R. Watson/G. Thomas	Peugeot 504	37
3. L. Shaw/J. McAuliffe	Torana XU-1	39
4. M. Philip/R. Bonhomme	Torana XU-1	42
5. G. Fury/M. Suffern	Cortina 1600	49
6. P. Janson/M. Osborne	Torana XU-1	50

POINTS Dvr. Davis 32, Philip 26, Janson 18, Watson 17, Bird 16,
Dixon, Fury 14, Edmonds 11½, Shaw 10, Chettle 4, Roberts, Evans 3,
W. Muldoon 2½, Horsfield 2, P. Brock, Munro 1.

Nav. Bonhomme, Haas 22, Thomas 20, Jessup 18, Smith 16,
Suffern 14, Osborne 12, R. Muldoon 11½, Long 10, Mitchell 9,
McAuliffe 8, Comerford 4, Walsham 2½, Spence, Wunderlich 2,
Kilfoyle, Chapman 1.

AUSTRALIAN SPORTS CAR CHAMPIONSHIP #6 Symmons Plains Nov. 12

1. J. Harvey	McLaren M6	40-03.9
2. P. Moore	Elfin 360 Repco	40-40.1
3. B. Gowans	Lotus 23B	40-54.7
4. H. Michell	Elfin 360 Repco	40-54.8
5. D. McArthur	Renmax Repco	40-54.9
6. N. Thompson	Elfin 400 Ford	34 laps
7. W. O'Gorman	Matich SR5 Waggott	32 laps
8. P. Turnbull	Turnham Climax	31 laps
9. S. Roomes	Elfin 350 Climax	31 laps
10. T. Southall	Elfin 400B Chev.	
11. R. Wright	Tasma Repco	29 laps

POINTS J. Harvey 67, Hamilton 47, Moore 39, Occhipinti, McArthur,
Michell 19, Sangster 13, Hanger 10, Keen, Kostera 9, Gowans 8,
Royston, Thompson 6, Vince 5, Ayers, Nitschke, Leer, Mitchell,
Southall, O'Gorman 4, Crawford, Angliss, Basingthwaite,
Coleman, McAlinden 3, Hoskins, Gibson, Ibbotson 2, Murray,
Turnbull 1.

SUMMARY

WORLD DRIVERS CHAMPIONSHIP	Emerson Fittipaldi (Brazil)	Lotus
AUSTRALIAN DRIVERS CHAMPIONSHIP	Frank Matich (NSW)	Matich A50 Repco
AUSTRALIAN FORMULA 2 CH/SHIP	Larry Perkins (Vic)	Elfin 600
AUSTRALIAN SPORTS CAR CH/SHIP	John Harvey (NSW/VIC)	McLaren M6
AUSTRALIAN TOURING CAR CH/SHIP	Bob Jane (Vic)	Chev. Camaro
AUSTRALIAN RALLY CH/SHIP	DVR. Colin Bond (NSW)	Torana XU-1
	Nav. George Shephard	
AUSTRALIAN MOTORKHANA CH/SHIP	Martin Lawrence (NSW)	
MANUFACTURERS CH/SHIP	FORD MOTOR COMPANY OF AUSTRALIA LTD.	
MANUFACTURERS AWARD (A.R.C)	GENERAL MOTORS-HOLDEN'S PTY. LTD.	

THE DULUX RALLY

The Editor has demanded/threatened that I write something about the Dulux and would not relent when I pointed out that travelling as an official (Chief Scorer Ed.) did not mean I was familiar with the happenings. So here goes, and I trust I am not corrected too often by others who managed to see more of the competition, and even the scores are open to correction.

Our departure from Brisbane was marked by torrential rains (during their dry season) but we managed to escape from Brisbane before the roads were blocked. So much for the Promoters' attempt to stage a tumultuous Start from City Hall at midday. At Surfers Paradise for the first circuit event the rains stayed away almost and there were two races, the second over 20 laps finishing in darkness. The German Capri RS2600, driven by David McKay, was disappointing and the Toranas of Bond/Shepherd and Brock/Kilfoyle held first place as we headed south. If you can call a night drive through pouring rain 'heading south', then that was our lot to reach Grafton shortly after midnight.

Next morning, bright (?) and late, I arose to catch the end of the hillclimb section near Grafton, but the rain gremlins had struck and the timing gear refused to function for a while. So I saw most of this event and the following unplanned sub-event as competitors and service crews negotiated the mud patch between the pits and the road. Then down to Woolgoolah, near Coffs Harbour, for a rally section on a closed road, where McLeod (Torana), Herrmann (Datsun 240 Z), and Hodgson (Escort t/c) were quickest. So finished the second day's competition, as we then made tracks for Sydney, reaching Bondi at midnight. Bond and McLeod were equal first with 32 points lost ahead of Herrmann on 33.

For Saturday there was another start from Bondi, but again we missed seeing the hoo-ha. Out to Silverdale through the morning shoppers on a route I was informed was intended to avoid major delays - I would have had a fit if the journey had been any slower. The hillclimb showed a dramatic change to the Capri, as it easily took fastest time from the HDT Toranas, reflecting some major work by the service crew before the overnight impound. Then on to Oran Park for three races held in conjunction with a regular night meeting. Again the Capri had the power to hold the lead although the Toranas were not far behind as McKay had trouble with his radar on his first night racing attempt. Then to bed (after midnight - again!) with Bond on 46, McKay 51, McLeod 63.

Early next morn. they left for Dapto Hillclimb and I arrived as the last car made its final run. Once again V6 power (275 bhp) had taken first. A quiet Sunday drive up the Macquarie Pass to Goulburn followed before lunch and we moved down to the Mt. Ginn dirt circuit outside Canberra. After a drivers 'strike' over the amount of oil on the surface, the event was slightly modified to be run as a series of time trials with three or four cars starting at two second intervals instead of the race as scheduled. Most of the drivers soon adapted to the circuit and put in some good times with Bond having the best aggregate time. After a meal we left for Albury, arriving shortly BEFORE midnight, and ahead of the field, which had to take a route across the mountains.

DULUX (Cont.)

Monday night saw the field heading back into the hills around Tumarumba for a rally division and we stayed in the motel until 3 am before arising to run a score. McLeod was best on the night with 10 minutes lost from Herrmann (11) and Hodgson, Holden and Bond (12). The Brock/Kilfoyle crew incurred one of the several early arrival penalties (two minutes) during the rally - something about racing drivers who add the wrong times. This left Bond leading the Dulux on 65 from McLeod on 74 and Herrmann on 94. During the night one competitor said he had hit a cow, but the general opinion of the following crews was that the fence must have been full of milk.

Tuesday afternoon was spent relaxing at the Weir as the local pushbike and motorbike clubs put on some exhibition races and the Dulux field ran in a 10 lap and 20 lap event. The Capri took first, while Bond and Brock shared (?) second place. HDT strategy was to keep Bond in the rally lead so Brock stopped at the finish line to allow Bond to take second place in the 20 lapper. Points were now Bond 77, McLeod 88, McKay 115, Brock 121½ and Herrmann 146, the 240Z refusing to run well through right hand corners.

Wednesday was a day of rest until darkness, when the field was sent off again for a nights rallying, this time in the hills around Wangaratta and Beechworth. Meanwhile, being my birthday, I enjoyed a fine meal at the motel and partook of refreshments with others who had no impulse to witness the night's sport. Although, the motel clerk was rather bewildered when the lift arrived at the ground floor containing one retired competitor trussed in masking tape. In due course I made it to the impound area to establish that Herrmann had taken the honours with a loss of 8 minutes, from Bond 12, Brock (or Kilfoyle) 14 and Roxburgh and Watson 16. So the lead stayed with Bond (87), from McLeod (98) and Brock (137½).

The next circuit races were held at Winton, two races late in the afternoon, Brock winning the first after the Capri spun off, but McKay kept it on the road to take the second ahead of Brock. Then into the setting sun for tea at Benalla and a rally division to Warburton. Again Bond showed his skill losing 7 minutes from Herrmann (10), Janson (13), and Paul Older and Sue Ransom (16). Stewart McLeod suffered alternator problems to finish last on the night, while Brock broke an axle and crawled in to ninth by virtue of the limited slip diff. The Capri was also a late finisher due to rear suspension let downs. After the day Herrmann had moved up to second, Brock was still third and McLeod was back in fourth spot. Bond had an almost unbeatable lead of 75 points.

Lakeland on Friday saw Brock fastest up the hill, including runs below the current touring car record despite the extra weight of rally gear. Bond was second and McKay third. After tea in Warragul a short rally through West Gippsland brought the field to Cowes for the last night stopover on the rally. Brock took first (4 minutes lost), showing the value of nine days with Kilfoyle as a rally teacher (and the value of Kilfoyle as a navigator to avoid penalties for being early). Bond and Watson were one minute slower and Janson and McLeod a further 2 minutes behind them. So with one event to run Bond was on 111 points

DULUX (Cont.)

from Brock, 183½, and McLeod, 221. Herrmann dropped back to fourth as gearbox troubles put him in 20th, spot for the final rally division.

Many of us adjourned to the Janson omnibus and were regaled with an exhibition of sorts when a farmer emerged to blast away with buckshot at two cars circling the barn in opposite directions, having missed the turn just before his driveway.

At PIARC McKay lapped the field in the 20 lap event and showed the potential of the V6 - but it was all too late. Bond returned to Melbourne with 116 points lost to lead Brock on 186½ points for an HDT 1-2 result. McLeod on 229, headed Herrmann (268), McKay (313), Older (320), Holden (327) and Watson (380½) for the makes it was Torana, Torana, Torana, Datsun 240Z, Capri, BMW, Escort and Renault.

The scoring system was based on points lost per placing in each race or rally division and this kept the field closer than in '71 when a formula based on relative time or minutes late was used. With some refinement, particularly to reward drivers for their winning margin over slower cars in each event, this system should be a suitable method for equating road and track performance. The major fault this year was the lack of incentive to build up a big lead where possible in each of the events as the points differential was the same if you finished one lap or one foot ahead of the next car. This aside the event shows promise for the future provided it is kept to 7-8 days and the long transport sections (ie Brisbane - Sydney are removed. However this is no easy task as the Dulux requires a large organisation and consequently a lot of money to stage. Hopefully it will be continued as I enjoyed it even if I saw little of the actual competition. It was a great way to meet 'motorists' from other States and to learn from their methods, but I could say quite a few words about phone calls for scores half an hour after getting to bed at the end of a rally division !!! (take a risk and ask me at the next Clubnight).

LIVNED

CAMS NEWS

The following is the text of a letter received by the club concerning a very important subject to all of us who compete ; Personal Accident Insurance - I have printed it here in full for your consideration..Ed.

CAMBERWELL November 28

The President,
Melbourne University Car Club
P.O Box 37
Parkville 3052

Dear Mr. President,

PERSONAL ACCIDENT INSURANCE SCHEME

Following the meeting at the Light Car Club on the 17th November, with the Victorian delegate and Deputy Chairman, when the above matter

PERSONAL ACCIDENT INSURANCE (Cont.)

was discussed, the National Council has given long and intense consideration to the points raised by that meeting and to various submissions by other groups within the sport.

As a result of their deliberations, I am requested to put the following matters before your club for consideration.

1. The possibility of CAMS acting as its own insurer is now both undesirable and remote. Enquiries reveal that legislation has been already proposed, although not yet tabled in Parliament, which will discourage such schemes to the point of extinction. You will recall that there have been numerous failures in insurance companies in the past two years and the attitude of the National and some State governments is that bond requirements of the most stringent kind will accompany any future application for persons to act as insurers or insurance brokers.

The Council also feels that the degree of expertise involved in handling claims and assessments is such that the techniques of insurance should not be handled internally, nor could they be without a disproportionate increase in qualified staff. It is not much use pursuing this proposal any further for some years to come, and even then it would probably involve the setting up of a separate company for the purpose.

2. The whole question of Personal Accident Insurance came under critical review and in deference to submissions made by members such as yourself, the Council has made substantial changes to the detail of its proposed policy in this matter.

In the first place they are firmly of the view that there should be some form of compulsory Personal Accident Insurance and intend to introduce this at the beginning of 1973.

However, there are modifications to the scheme already put to you. It will be compulsory only in respect of open events other than motorkhanas and also for closed race meetings: for all motorkhanas and for all other closed events the scheme will be voluntary.

3. Next, rates have been considerably reduced from those suggested to you in the circular to State Councils in October. The rates now proposed are as follows:-

COMPULSORY SECTOR

<u>EVENT</u>	<u>COMPETITOR</u>	<u>OFFICIALS</u>
Open race meetings	* \$4-50 per hd.	** \$1-50 per hd.
Closed race meetings	* \$3-50 " "	** \$1-20 " "
Open Speed events	\$3-50 " "	** 30 " "
Open rallycross	\$3-00 " "	** 90 " "
Open rallies etc.	\$3-00 " crew per day	** 50 " " per day
	*(inc. 3 pit crew)	** (The number of officials will be determined on the basis of one official per competitor)

PERSONAL ACCIDENT INSURANCE (Cont.)

<u>EVENT</u>	<u>COMPETITOR</u>	<u>OFFICIALS</u>
<u>OPTIONAL SECTOR</u>		
Motorckhanas (open & closed)	Not finalised	\$4-00 per event
Closed speed events	\$3-00 per head	\$12-00 per event
Closed trials/rallies	\$4-00 per crew per day	

The present minimum of ten units of insurance before cover may be extended will no longer apply.

4. It needs to be clearly understood by members that the above revised rates not only provide for a certain operating surplus for CAMS, the use of which will obviate the necessity in 1974 to raise normal CAMS' fees, but also are intended to provide an annual amount as a "shock absorber" to ensure that the insurance rates themselves remain unchanged, so far as CAMS members are concerned, for the following year. That is to say, that although the Underwriters may wish to raise the rates marginally each year, as is customary, the amount engendered under the scheme as now proposed, will be sufficient to enable CAMS not to pass any rises on to its members.

5. The Personal accident scheme also confers upon all competitors and officials in the sport, at open level, a degree of cover which far exceeds anything they have ever enjoyed before at considerably cheaper rates.

6. The National Council has indicated that it is perhaps regrettable that the scheme has not been as thoroughly understood by members as it might have been and that, consequently, a wrong impression may have been gained by them as to its terms, its impact and its reasons.

It has been pointed out to me that the actual cost of competition in Australia, though not cheap, is far lower than in most countries of the world, and that although these costs have been kept to such a low level, those of your members who have been overseas can verify the favourable situation that Australia finds itself both as to the quality and cost of administration and control.

I would express the Confederation's appreciation to you and your colleagues for the interest they have taken in the proposal as already put and to seek now your understanding and support of the revised position, which can only be of benefit eventually to all CAMS members both now and perhaps even more in the future.

Yours faithfully

signed
J.B.ROXBURGH
CHAIRMAN,
VICTORIA STATE COUNCIL.

Any comments on the above may be addressed to the Secretary or the Editor if publication is desired. Ed.

FURTHER EPISODES OF THE DISJOINTED & NAME DROPPING HISTORY OF THE
M.U.C.C.

1967

PRESIDENT: Tom Swanson
SECRETARY: Geoff Sproat TREASURER: Ivan Powell

HIGHLIGHTS

1. Members from the KOBE COLLEGE OF ECONOMICS CAR CLUB visited Australia and were 'entertained' for one day by the MUCC.
2. P.I.A.R.C. racing (and MUCC Timing) recommenced at the Island after a 5 year break.
3. Clubnights included an inspection of tyre manufacture at Olympic Tyres plant.
4. The first Inter-Varsity Motor Sport competition was held at Monash University with the MUCC winning the Chrysler Cup ahead of MSCC and AUCC.
5. The Shell History of Motor Racing Series of films were shown at Clubnights, and Rothmans were hosts at their auditorium for the screening of three of their films.
6. Geoff Thomas' trial navigation career appeared to have been stopped at its peak when his employer saw fit to transfer him along with family to Fielding (pop. 1000) New Zealand for three years.
7. Clarke Ballard produced a most brilliant literary gem for Unicar - loosely worded as a biblical parable about the fortunes and otherwise of his brothers racing career.
8. Marriages included Roy and Dianne Deane and Bill and Margaret Denvil.

COMPETITION RESULTS

COMMENCEMENT RALLY (Mornington Peninsular)	Five clean sheets for equal first.
MAYDAY EVE RALLY (Mt. Disappointment)	1. G. Sproat/R. Baass 2. D. Wilson/G. Hayes 3. A. Pearce/P. Otzen
WINTER TRIAL (Murrindindis)	1. R. McInnes/C. Ballard 2. D. Wilson/G. Hayes 3. R. Fawcner/P. Downes
SUMMER TRIAL (Gembrook Forest)	1. A. Chapman/A. Wunderlich 2. J. Beaumont/ D. Forster 3. C. Ballard/T. Swanson
AKADEMOS TRIAL (Mt. Cole)	1. R. Phillips/J. McAuliffe 2. I. Vaughan/ R. Vaughan 3. R. Lunn/M. Osborne
NITE SKATTA	1. I. Spark/T. Richards 2. G. Sproat 3. D. & A. Wilson
TOOMUC VALLEY MOTORKHANA	1. D. Wilson 2. P. Bready 3. R. Bainbridge
FLEMINGTON MOTORKHANA	1. P. Bready 2. C. Vaccari 3. G. O'Donnell
MUDDY MOTORKHANA (Toolangi)	1. R. Bainbridge 2. I. Spark 3. R. McInnes

HISTORY (Cont.)

ECONOMY RUN
(N-E. Hills)

1. R.Bainbridge 2. W.Weston/E.Frydlewycz
3. G.Sproat/P.Otzen

PRESIDENTS PURSUIT
(Pt. Lonsdale)

1. W.Denvil/D.Ferguson 2. I.Spark/T.Richards
3. G.Sproat

CLUB CHAMPIONS: Ian Spark & Don Wilson (aeq)

AGGREGATE TROPHY : Don Humphries

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ODD ENDS

Our Hon. Sec. has been sent to Sydney for a fortnight and so will miss that great competitive event: THE ECONOMY RUN, not to mention the Xmas Party festivities that will follow. However Clarke has assured himself of some sport by taking the Cortina (it's for sale) rallycross car with him to compete at Catalina instead.

Andy Chapman missed his ride in the Dulux as the Porsche was still 'a heap of bits' and could not be prepared in time for the event - instead Andy has occupied his time building Escorts ; one version which I believe he will part with in exchange for money is powered by a 1600cc crossflow Cortina GT engine, while there is still a 2000cc soc Cortina engine to be fitted to something.

With metric measures all the rage when are our two largest car manufacturers (US based) going to join in, and stop designating engine sizes in cubic inches.

I see that the press still insist in crediting Peter Brock with 'the Australian Rallycross Championship' ; among the many championships given national status I have yet to discover this one!

Hospitals have been getting a fair bit of trade from MUCC members I am sorry to report - Bill Weston, Trevor Richards and Margaret Denvil all being incarcerated for varying lengths of time.

Marg. Denvil has had about twelve days of enforced rest, but was up and about to be hostess to a hungry mob at the Xmas Party - you will have to work her less hard Bill!

Bill Weston had a routine visit that did not entail anything serious according to my spies, whereas Trevor has succeeded in seriously slashing his hand while 'bottling'. The slash severed tendons, nerves and arteries involving surgery and the consequent loss of the use of his hand for quite some time.

With about 5lb. of plaster swinging on the end of his arm Trevor was loath to enter the Economy Run but has said he will most likely make it along to the President's Pursuit.

A final note, naturally we all wish the trio above speedy returns to full health as soon as possible.

Bob Charlesworth now has his own transportation (the trusty Elite was mothers) - a Renault R4, should be handy for motorkhanas.

MERRY XMAS/HAPPY NEW YEAR - MERRY XMAS/HAPPY NEW YEAR - NOD.