

Southern Mountains

(Continued)

and got tired of fixing punctures; Harris/Wilcox (Hillman), whose fast times were negated by getting bogged twice on the same corner; Tynan/Mulder (VX 490) had illness to slow them down.

The stories were enthralling but better still the praise was unanimous—the Rothman's Southern Mountains for 1966 was terrific.

No big prize-money for our Bellett but, so what. Thanks, Rothmans, for a superb contest. There is no doubt that the International visitors will enjoy your Southern Cross Rally in October. And congratulations ASCC.

RESULTS

1. Barry Ferguson: B. Ferguson/ T. Denham (VW)	154	1C
2. Pat Cullen's Garage: G. Garard/ F. Goulbourn (Holden)	196	1D
3. BMC (Aust.): B. Holden/ L. Adcock (Mini 'S')	205	1B
4. Griffon Motors: D. Stewart/ J. Bryson (Bellett)	208	2C
5. BMC (Aust.): D. Chivas/ R. Denny (Mini 'S')	215	2B
6. Ford Motor Co.: H. Firth/ G. Hoinville (Cortina)	247	3C
7. Vaughan & Lane: B. Hilton/ R. Short (M 1100)	260	3B
8. BMC (Aust.): E. Green/ J. Keeffe (Mini 'S')	300	4B
9. Truck Sales: M. Winkless/ R. Smith (Volvo)	306	4C
10. Ken Tubman: K. Tubman/ R. Taylor (Hillman)	328	5C

Racing Car News National Teams' prize:
BMC (Aust.) — 720 points.

checkpoint on a road-realignment near Glenmaggie Weir.

The scores at Heyfield were:—

1. Roberts-Haas (Holden)	43 pts.
2. Woodfull-Forsyth (Cortina)	51 pts.
3. Cox-Osborne (VW1200)	77 pts.
4. Firth-Hoinville (Cortina)	83 pts.
5. Chapman-Bainbridge (Cortina)	126 pts.
6. Reg Lunn-Hartigan (Holden)	128 pts.

The second stage started with several short sharp sections over the forest roads shown on the Rosedale and Moe Military maps. All the mapped roads were there, true, but a host of good unmapped roads gave the navigators many headaches.

The control at Glengarry North was a crucial one. Roberts and Firth were "clean" but Woodfull lost an hour when he followed his compass — and finished at an iron mine(!)

Some cars attempted to short-cut through a farmer's paddock to the next control, near Tyers North, but were greeted with a blast from the irate farmer's shot gun!

Result: Humiliating WD's for Lunn/Price (Cortina) and Christie/Dunlop (VW 1600).

From the A.P.M. forest, the trial entered the S.E.C. country north of Yallourn where Harry Firth's chances diminished when he tried to enter the control on Blair's Track from the wrong direction. At this point Reg Lunn in the Holden, after a rather unhappy run, retired with rear axle trouble.

Trafalgar North was fairly easy going but Cox/Osborne, in second position, unaccountably went astray and lost half an hour. By now the Trial was back in familiar territory and competitors began to think that the worst was over.

However, the next control on a realigned road near Drouin West was a beauty—Firth/Hoinville milled around for 19 minutes before finding the right track.

Roberts/Haas were again the only ones clean here but their luck almost ran out on the next section when a tree jumped into the path of their Holden near Basan Corner, causing considerable damage. Luckily, they were able to carry on to the finish with the honour of the General resting on their shoulders.

Only 10 cars were classified as finishers, and this enabled the Directors to announce results in a remarkably short time:

1. Roberts-Haas (Holden)	56 pts.
(1st over 2000 c.c.)	
2. Firth-Hoinville (Cortina)	155 pts.
(1st under 2000 c.c.)	
3. Woodfull-Forsyth (Cortina)	168 pts.
4. Cox-Osborne (VW1200)	190 pts.
5. Chapman-Bainbridge (Cortina)	266 pts.
6. Sawyer-Garnet (VW1500)	285 pts.
7. Rex Lunn-Price (Cortina)	319 pts.
8. Christie-Dunlop (VW1600 TS)	352 pts.
9. Peters-Davidson (VW1200)	625 pts.
10. Gaunt-Wallace (Cortina)	1139 pts.

This victory has given Roberts/Haas a handy lead in the Victorian Championship series. With the best five of seven trials to count for the Championship, it will need remarkable performances by another crew to stop this pair from winning the series in their first full factory-sponsored season.

ROBERTS/HAAS WIN TOUGH "AKADEMOS"

Story by BOB WATSON

A FEW years ago the Melbourne University Car Club's classic event earned the nickname of "Hell" Trial, when only a handful of cars, each sporting astronomical scores, finished.

Last year when eight crews lost less than 100 points, many expressed the thought that the Directors — Geoff Sproat, John Taws and David Ferguson—were getting soft. So this year they set out to straighten the record.

They devised a trial that was all a championship event should be—tight times, rugged roads and navigation

that had Victoria's best reaching for their tranquillizers at the finish.

It was only due to a brilliant performance by Tony Roberts and Peter Haas that all competitors did not "do the ton"—points wise, that is. Driving an X2 Holden they ran out most convincing winners over Harry Firth and Graham Hoinville in a Cortina GT 500.

Although all the top crews and factory cars were there, a numerically disappointing entry of only 20 starters assembled at the start at Mount Evelyn—understandable in the light of the Trial's reputation, which does nothing to encourage the private entrant.

The first Control appeared to be a straightforward run to the Gembrook forest, but Fate took a hand. First, Jim McAuliffe and I, in the X2 Holden, had a tangle with a private Mini and then Elze's VW (all the way from S.A.) and Chalk's Cortina met on a wrong road. All three cars retired.

The route continued on muddy tracks through Beenak to Neerim, where the Kilfoyle/Abraham Falcon retired — the gearbox chose to select first and reverse at the same time, with most unsatisfactory results.

Hawthorn Junction was the beginning of the rough stuff with both Firth and Cox/Osborne (VW) dropping points; and Beards Road saw Woodfull/Forsyth open their account. Wombat Corner from the SW also claimed points from all crews.

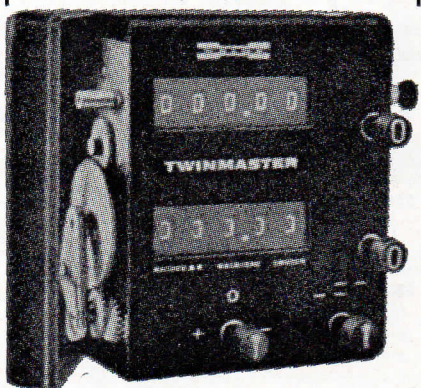
The trial then swung back into the Moondarra area. Woodfull was second into this control and was doing well until he missed the Ti-Tree Track checkpoint.

From Moondarra East and Toongabbie a route chart led the tiring crews to Seaton, where Roberts/Haas took over the lead which they retained to the finish. The last control into Heyfield was a tricky one, and only two crews found the second

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