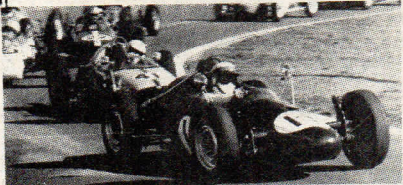


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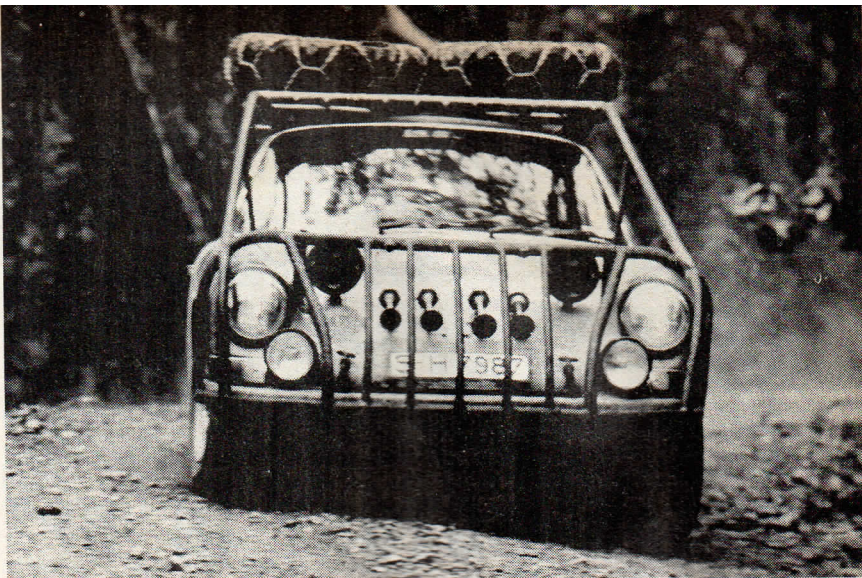
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Tony Roberts/Mike Osborne looked a good thing in Hamilton's ex-Marathon Porsche, but a McPherson strut broke and the car crashed heavily. —BILL FORSYTH

## KILFOYLE OPENS NATIONAL SCORE

Story by JOHN BRYSON

**A** CONVINCING display of high-speed wet-weather driving in the 300-mile "Classic" Rally on April 6th won the event for Frank Kilfoyle and Doug Rutherford in a Ford Company Lotus Cortina. Kilfoyle's virtuosity was only rivalled by John Keran and Peter Meyer who lost 46 minutes to the winner's 35. However, ten minutes or more were lost digging the Repco Volvo out of a bog that Kilfoyle evaded.

The Classic Rally was run by the General Motors Holden Motoring Club. It was the first round of the Australian Rally Championship and set a high standard, with thirty-eight cars starting and only seven retiring. Most spectacular was the Tony Roberts ex-Marathon Porsche which smote a tree mightily after a front suspension unit failed.

Directed by Bob Watson and Jim McAuliffe the "Classic" was suited for drivers. Centred on the town of Noojee the route used three big loops.

Cars started at two minute intervals, going to the 'Blue', 'Pink' or 'Yellow' divisions in turn. With the first car in every three going to a different loop competitors were separated by six minutes except on the first common section to Tanjil Bren. This spacing was ideal and would have helped eliminate the dust problem if there had been one. This year the problem was muddy and slippery roads.

The entry list was an impressive lineup of good drivers. Ford's main representatives were three works Lotus Cortinas and the Alto-Ford Lotus of Bob Holden. Kilfoyle won, Ian Vaughan came third, Bruce Hodgson broke an axle but struggled to the finish for 27th place whilst Bob Holden came fifth.

Countering the strong Ford attack were three Renault 16TS running under the Waltons banner. Drivers Peter Janson and Mal McPherson were 7th and 9th. Jack Mullins finished 24th after fuel problems.

Small Japanese cars, however, proved the surprise of the event. Doug Stewart's fourth outright in a Colt Fastback 1100 split up the Cortinas, with Colin Bond sixth in another of the Mitsubishi rally cars.

Then Richard Harris hurtled the Mazda House 1200 Coupe demonstrator

into eighth place. When questioned he replied, "Sure it's standard — just asked them for a loan of it for the weekend to enjoy a country drive in Victoria!"

Some country drive, because only two sections of the eighteen were clean-sheeted by either Kilfoyle or Keran. The directors set admirable times and took the points in twos and threes or fours from the better drivers.

Swirling fog ruined one section with early drivers losing one or two minutes to later drivers around the dozen. But even though Kilfoyle was a late runner in the section he only lost four minutes.

As usual, the event was a brilliant concept. The two directors are GMH staff men and should make valuable contributions to future Holdens if their work can match their organisational ability.

Ford gained the honours and now lead the Australian Rally Championship. If the remainder of the series is as good as the Classic and Ford win the title they will have every reason to boast because car and man had to be good to win the Classic.

### RESULTS

|  |     |
|--|-----|
| 1. Ford Motor Co.: F. Kilfoyle/D. Rutherford (Cortina) | 35  |
| 2. Swedish Motors: J. Keran/P. Meyer (Volvo 142S)      | 46  |
| 3. Ford Motor Co.: I. Vaughan/R. Forsyth (Cortina)     | 56  |
| 4. Mitsubishi: D. Stewart/B. Field (Colt F'back)       | 73  |
| 5. Alto Ford: R. Holden/G. Shephard (Cortina)          | 73  |
| 6. Mitsubishi: C. Bond/B. Hope (Colt F'back)           | 78  |
| 7. Waltons Team: P. Jansen/N. Price (Ren. 16TS)        | 80  |
| 8. Mazda House: R. Harris/J. Bryson (Mazda 1200)       | 93  |
| 9. Waltons Team: M. McPherson/R. Sharpley (Ren. 16TS)  | 96  |
| 10. Datsun Racing Team: J. Roxburgh/P. Haas (Datsun)   | 100 |