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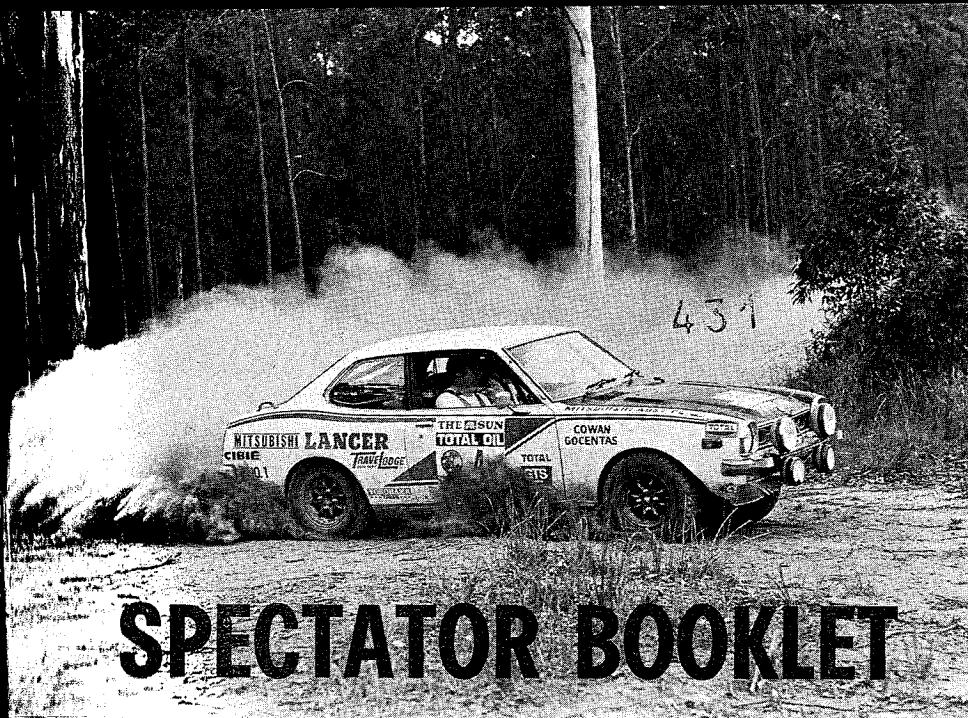


What a Gas!

TS2174



TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY



SPECTATOR BOOKLET

SYDNEY — PORT MACQUARIE
AUSTRALIA

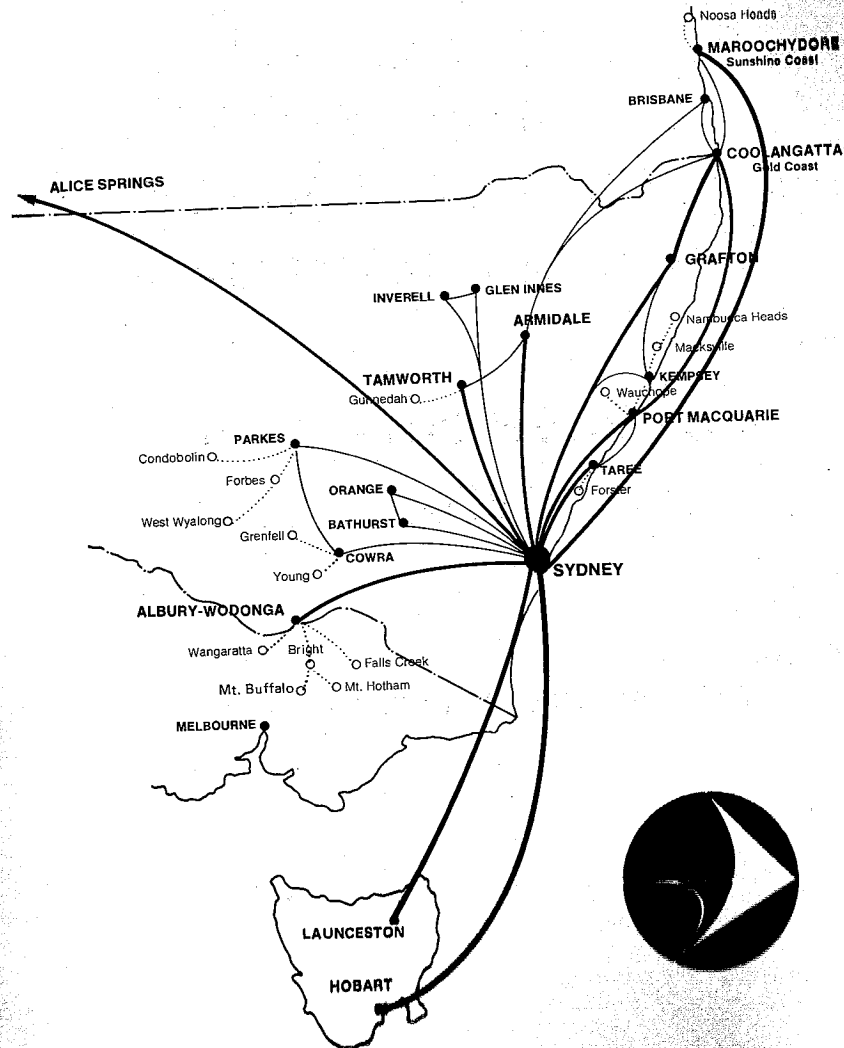
9—14 OCTOBER
1976

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ELEVENTH TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY SYDNEY, AUSTRALIA

OCTOBER 9th – 14th
1976

SPONSORED BY:
TOTAL AUSTRALIA LIMITED SYDNEY

ORGANISED BY:
AUSTRALIAN SPORTING CAR CLUB LIMITED
P.O. Box 72, Redfern, N.S.W. 2016, Australia
Cable: Motorrally, Sydney

COVER PHOTOGRAPH

1975 TOTAL OIL Southern Cross International Rally Winners
Andrew Cowan, Fred Gocentas and Mitsubishi Lancer GSR

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THE AUSTRALIAN SPORTING CAR CLUB LIMITED

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*With grateful acknowledgment to
THE GIBBS BRIGHT INSURANCE GROUP
for insurance of official vehicles*

The Australian Sporting Car Club Limited is 'Australia's premier rally club.

Not only involved in 'big' rallies, the ASCC organises one of the country's leading rallies for novices – the Kevan Houley Memorial Rally – which provides newcomers to the sport of rallying a wealth of experience, as the Club draws on the same organisation as the Total Oil Southern Cross Rally to organise and conduct the 'Houley'.

Since its formation in 1930 the Club has been associated with most major national and international rallies conducted in Australia.

Since the early 1950's this list includes the renowned Redex Round Australia Rallies of that decade, the Ampol Trials in the sixties, the Snowy Mountains rallies which now forms part of the Australian Rally Championship, the Dulux Rallies of the earlier 1970's – based on the principle of the Tour de France – and of course, the internationally famous Southern Cross Rally, now sponsored by TOTAL Oil.

This, the eleventh year of the Southern Cross International Rally, is an important year. Following the great number of overseas competitors who came to Australia for the event in 1975 – 41 in all – even more are expected in 1976.

The Australian Sporting Car Club has applied to the F.I.A. for consideration to be given to the TOTAL Oil Southern Cross International Rally becoming a round of the World Rally Championship in the near future and the F.I.A. will be sending out observers to look at the event.

Since its inaugural year in 1966, the Southern Cross International Rally has developed each year through the ASCC's carefully planned stages and it is now recognised as the most prestigious motoring road even in Australia.

1976 will be the fourth successive year in which the ASCC has been associated with TOTAL Australia Limited, and it has been this association which has resulted in the Southern Cross International Rally developing into a world class event.

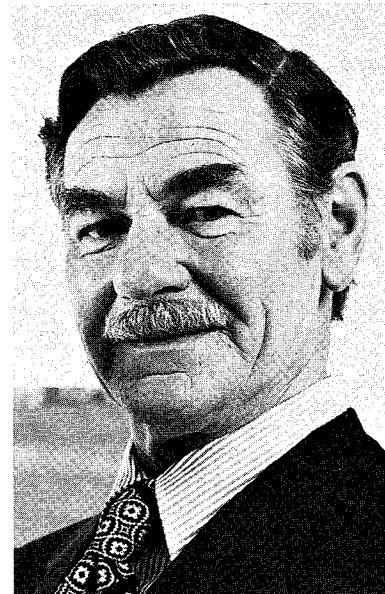
We extend a warm welcome to all those associated with this year's event and wish all competitors the very best of luck.

JOHN ARTER
President
1975

1976 TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY

SCHEDULE OF ACTIVITIES
1976

			Regulation
1st July	9 am	ENTRIES OPEN	3.2 & 10.1
20th August	noon	LOW ENTRY FEE ENTRIES CLOSE - Initial Service Crew Registration Closes	3.3 & 11
3rd September	noon	ENTRIES CLOSE Initial team entry Registration Closes	10.1
To be Advised		ANNOUNCEMENT OF STARTING ORDER	14.6
28th September	evening	Vehicle Eligibility Scrutineering for Sydney competitors	21.4
8th October	day	Pre-event Scrutineering of Vehicles	21.4
	5 pm	Team Entries Close	15.2
	6 pm	Vehicle classes announced	17.2
	evening	Compulsory briefing of competitors and Service Crews	8
9th October	day	START of rally in Sydney	
11th October	7 am - 1 pm	Optional Service Period in Port Macquarie	31.2
13th October	morning	FINISH of Rally competition in Port Macquarie	
	afternoon	Announcement of Provisional Results	37
	day	Post-event Scrutineering at Port Macquarie	21.4
14th October	noon	FINISH of rally in Sydney Motorcade in Sydney	
	day	Final Scrutineering in Sydney	21.4
		Announcement of Results	37
15th October	evening	Presentation of Awards in Sydney	



a message from the CAMS

It's maybe not a difficult task to organise a car rally of sorts. But to organise a great international event for eleven successive years, and for each to equal or exceed its predecessors in memorable success, this takes skill, experience, devotion and co-operation of the highest order.

These days it is customary to deride the past; but the future rests on the worthwhile traditions of the past, and the Southern Cross International Rally has certainly established it's own traditions over a decade past.

As President of the Confederation of Australian Motor Sport, I commend the Australian Sporting Car Club for its attention to detail, for its industry and enthusiasm, and join my National Council colleagues in wishing it well for its eleventh year. May its traditions grow and prosper, and may all who take part enjoy it to the full.

RONALD DEARIE
President of CAMS 1976.



TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY

Welcome once again to TOTAL Australia Limited, joining for the fourth successive year with the Australian Sporting Car Club Limited in promoting, sponsoring and organising the TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY.

Once again the Rally will be based at the tourist resort town of Port Macquarie, located some 400 kilometres north of Sydney on the mid-north coast of New South Wales.

This will be the seventh successive year the event has been located at Port Macquarie and although this year the Rally will be conducted along the lines of past years new innovations will be introduced. For the first time in its eleven year history the Southern Cross International Rally will commence on a Saturday — October 9. Pre-event scrutineering will take place in Sydney the day before and following scrutineering the cars will be impounded by the Organisers until the start.

From the start in Sydney the course will travel north, and after taking in special daylight stages near Newcastle, crews will plunge into the deep forests for the night stages.

The first cars will arrive at Port Macquarie by dawn on the Sunday morning.

After resting during the day, the first cars will leave Port Macquarie early on Sunday afternoon and compete in a series of special daylight stages before making a long loop throughout the forests to arrive back at Port Macquarie early on Monday morning.

Monday and Tuesday afternoons and nights competition will be in the form of loops.

The cars will finish the competitive aspects of the Rally on arrival in Port Macquarie early on Wednesday (October 13) morning.

Following a rest, and post event scrutineering, the finishers will leave Port Macquarie early on Thursday morning for the official finish in Sydney later that day.

The Presentation of awards will be held in Sydney on Friday, October 15.

The value of prizemoney and trophies is \$10,000; and the previous 'privateer' award has been renamed the 'Port Macquarie Award' and all drivers in Category 4 will be eligible to win the prizemoney. Vehicle eligibility is once again based on F.I.A. Groups 1, 2, 3 and 4 — although pre 1976 Group 2 vehicles will run under Group 4 (this being in line with the revised FIA Regulations effective from 1976). Provisions have been made for CAMS Group G and New Zealand cars to compete.

For the first time special punch clocks will be used in this year's TOTAL Oil Southern Cross International Rally. Repairs to exhaust systems will not be permitted unless carried out in the competitor's own time, so competitors will be well advised to ensure that exhaust systems are firmly secured and protected.

Survey work for this year's event was carried out using the New South Wales Forestry Commission Project Maps (Mid North Coast, Nulla-Five Day & Coffs Harbour) as well as selected individual 1:25000 maps.

DAN WHITE
Road Director.

REQUIREMENT OF CIVIL AUTHORITIES

The attention of all competitors and service crews is drawn to the following comments: comments:

1. FORESTRY

- a) 'Practicing' in forests is strictly forbidden and could lead to exclusion from the event, with the entry fee being estreated. Reconnaissance by overseas crews to familiarise themselves with the terrain may be permitted in specified areas. Applications for reconnaissance must be lodged with the organisers.
- b) Any crew who may still be travelling in the forest after 6 a.m. will be required to travel at no more than 50 kph. Numerous 'near-misses' with Forestry Commission vehicles have been experienced in the past and the rally is not permitted to continue officially after 6 a.m. unless on closed roads.
- c) At no time may fires be lit for any purpose; and cigarette butts must be extinguished when disposed of.
- d) Littering in forests is an offence and can lead to exclusion from the event, service crews in particular are requested to carry litter containers.
- e) No Forestry Commission machinery may be interfered with at any time during the event.

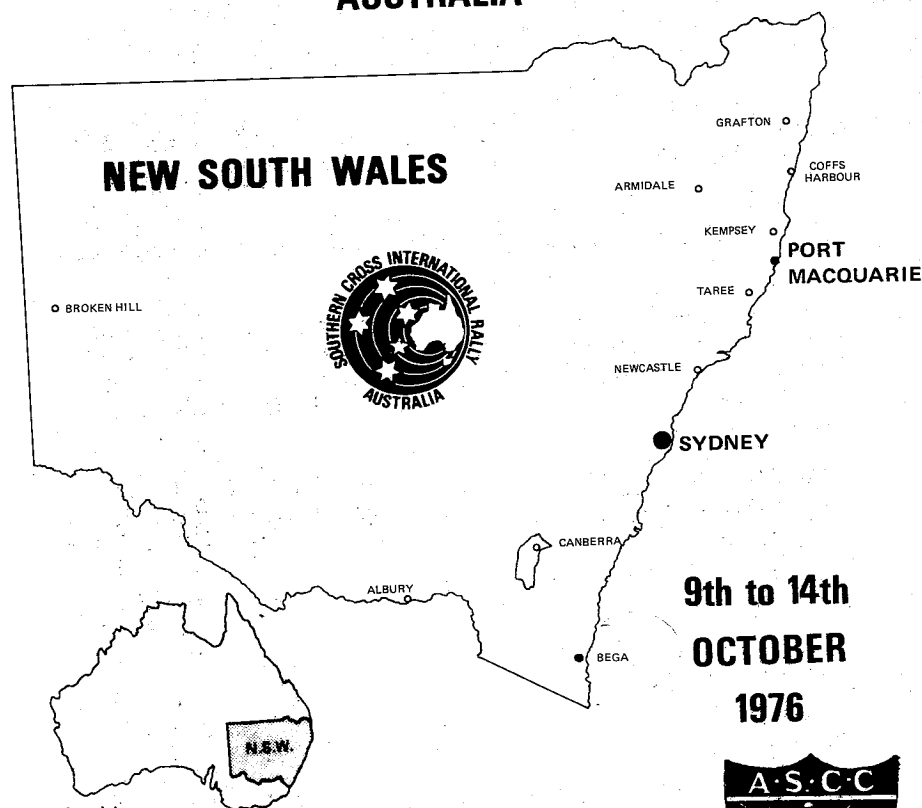
2. POLICE

- a) On public roads service cars must park off the carriageway, that is, generally off the bitumen surface.
- b) Service crew identification signs shall be limited to one per car (see regulation)
- c) 'Service' lights may only be used when working on a vehicle and must be shielded from causing glare into the driver of an oncoming vehicle.
- d) All posted speed limit signs must be adhered to.



TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY

**SYDNEY – PORT MACQUARIE
AUSTRALIA**



**9th to 14th
OCTOBER
1976**



Organised by:

AUSTRALIAN SPORTING CAR CLUB LIMITED
P.O. BOX 72, REDFERN, N.S.W. 2016, Australia.
Cables and Telegrams: "Motorrally" Sydney
Telex: 'Topoil AA 21760' Sydney
Telephone: Sydney (02) 920 1331

From The Sponsor . . .

We at TOTAL are pleased indeed to be joined again this year in a partnership with good friends of the Australian Sporting Car Club, in our continued sponsorship of Australia's premier rally.

The importance of this event is growing each year, and that is very gratifying to the hundreds of enthusiasts who work untiringly, and to the competitors, and to the Car Club, and of course to the sponsor.

It is the old story of finding strength in unity, and while all of the above mentioned people are like-minded, how could we be anything but invincible?

And if we see at the same time that the manufacturers are consequently developing better and safer cars, the oil companies compounding better lubricants, and the public learning better driving habits such as the value of tight seat belts, we can feel just a little public spirited over the whole exercise.

Now may I wish all concerned a happy time and a safe and even more successful 'TOTAL Oil Southern Cross International Rally' for 1976.

A.F. RUSHWORTH
TOTAL Australia Ltd.

A WARM WELCOME



to the 1976 Southern Cross Rally
and to Australia's First Resort . . .

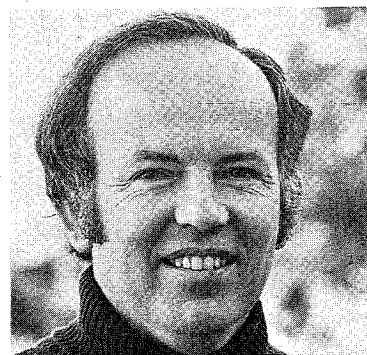
PORT MACQUARIE-HASTINGS — on the N.S.W. North Coast — focal point of the TOTAL Oil Southern Cross International Rally and one of Australia's top tourist destinations.

for detailed information on accommodation and places
to visit WRITE: Visitor Information Centre
P.O. Box 129,
Port Macquarie, 2444
Ph: (065) 831293

Past Southern Cross Rally Winning Drivers



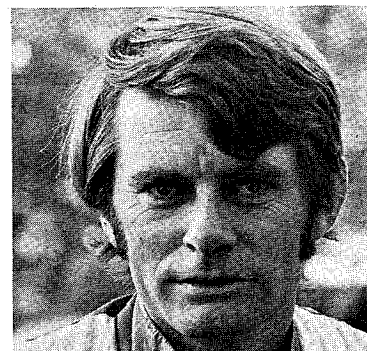
1966
Harry Firth (Victoria)
Ford Cortina GT



1967 & 1970
Barry Ferguson (NSW)
1967: Volkswagen, 1970: Holden Torana GTR



1968
John Keran (NSW)
Volvo 142S



1971
Colin Bond (NSW)
Holden Torana XU1



1969, 1972, 1973, 1974 & 1975
Andrew Cowan (Scotland)
1969: Austin 1800, 1972: Mitsubishi Galant
1973, 1974, 1975: Mitsubishi Lancer GSR

A SHORT HISTORY OF THE SOUTHERN CROSS INTERNATIONAL RALLY

THE WINNING LINE UP 1966-75

1966	H. Firth/G. Hoinville	Ford Cortina GT
1967	B. Ferguson/D. Johnson	Volkswagen
1968	J. Keran/P. Meyer	Volvo 142S
1969	A. Cowan/D. Johnson	Austin 1800
1970	B. Ferguson/D. Johnson	Holden Torana GTR
1971	C. Bond/G. Shephard	Holden Torana XU1
1972	A. Cowan/J. Bryson	Mitsubishi Galant
1973	A. Cowan/J. Bryson	Mitsubishi Lancer GSR
1974	A. Cowan/J. Bryson	Mitsubishi Lancer GSR
1975	A. Cowan/F. Gocentas	Mitsubishi Lancer GSR

1966

The inaugural 'Southern Cross' Rally in 1966, directed by Bob Selby-Wood, brought classic international rallying to Australia. Attracting 69 starters, including European stars Hopkirk and Aaltonen, the 4000 kilometre event ran from Sydney to Melbourne and return. After taking the lead in the second night and setting a cracking pace, the Volkswagen of Barry Ferguson/Tony Denham hit a tree only 360 kilometres from home and victory went to Harry Firth/Graeme Hoinville in a Ford Cortina GT. Placings went to Greg Garard/Frank Goulburn (Holden) and Ian Vaughan/Roger Vaughan (Cortina GT).

Placings

- 1st: H. Firth/G. Hoinville - Cortina GT
- 2nd: G. Garard/F. Goulburn - Holden HR
- 3rd: I. Vaughan/R. Vaughan - Cortina GT
- 4th: R. Watson/J. McAuliffe - Holden HR
- 5th: F. Kilfoyle/R. Forsyth - Cortina GT

Manufacturers Award: Ford Motor Company
Ladies Award: C. Shaw/L. Keefe

1967

This year Ferguson and Johnson made up for the disappointment of their 1966 run with a runaway win in their Volkswagen. Run again from Sydney to Melbourne and return, the rally provided much drama. Ferguson displaced Frank Kilfoyle as winner at Bairnsdale, and a navigation error removed a threat by John Keran. The run home was Ferguson all the way and he led the 26 official finishers into Sydney with Frank Kilfoyle/Doug Rutherford second in their Cortina Mark 2 and Bob Holden/George Shephard third in their Cooper S.

- 1st: B. Ferguson/D. Johnson - Volkswagen
- 2nd: F. Kilfoyle/D. Rutherford - Cortina Mk 2
- 3rd: R. Holden/G. Shephard - Cooper S
- 4th: C. Bond/B. Hope - Colt Fastback
- 5th: I. Vaughan/R. Vaughan - Cortina Mk 2

Manufacturers Award: Ford Motor Company
Ladies Award: L. Keefe/P. Elam



Doug Stewart at last shared some of the spoils of The Mitsubishi success in The Southern Cross Rally. Master-mind behind the Mitsubishi attack over many years, Stewart finished fourth for his highest placing in the Rally driving a Mitsubishi Lancer GSR. He was co-driven by John Dawson-Damer.



Greg Carr was yet another young Australian driver to finish well up amongst the outright winners. In successive years the cross has given name to Peter Lang, Arthur Jackson, Bob Riley, George Fury and now Greg Carr, shown here in action in the Datsun 180B SSS with co-driver, Wayne Gregson.



Several of the world's leading rally drivers competed in The 1975 Total Oil Southern Cross International Rally. Hannu Mikkola (above) competed in a Mitsubishi Lancer GSR and was forced to retire on the second night. Rauno Aaltonen and Harry Kallstrom competed in Datsuns 710 SSS (below) for The Datsun Rally Team and were also forced to retire on the second night.



TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY

The 1976 TOTAL Oil Southern Cross International Rally will commence on Saturday October 9th from Amaroo Park, Sydney.

The start will be in the form of a special stage incorporating a short dirt circuit, a hillclimb and an adjoining track. From Sydney the course heads north to pass through Newcastle and Bulahdelah. Several special daylight stages over closed roads will be conducted prior to Newcastle.

Passing through Taree the cars will arrive at Port Macquarie, the base for the rally, by dawn (Sunday).

After resting during the day, the first car will leave Port Macquarie at 2 pm for a long loop which will finish back in the town at dawn the next morning (Monday). This loop will see the cars passing through Kempsey, Bowraville, Coffs Harbour, Bellingen and Kempsey again. The crossing of the Gordonville Ford, near Bellingen, will take place on this second night.

Starting at 3 pm on Monday afternoon, the cars head north again, passing through Kempsey, Bowraville and Bellingen before returning to Port Macquarie.

The last night's loop heads south from Port Macquarie to pass through Taree and Wingham and then heads back north to Yarrawitch. After Yarrawitch the cars will travel over the 218 kilometres special stage — one of the longest stages set for a TOTAL Oil Southern Cross International Rally.

And the action won't finish after this stage. Following a refuel at Kempsey the cars plunge into further special stages around Wauchope and then finish in Port Macquarie at dawn (Wednesday).

Following scrutineering during Wednesday the cars are again impounded overnight and leave for Sydney early Thursday morning. Following a motorcade through Sydney's streets during the lunchbreak, the cars will arrive at Hyde Park to be on display to the public.

This year the TOTAL Oil Southern Cross International Rally will be observed by International Observers for possible inclusion in the World Rally Championship in the future. Only eleven events in the world are granted this status, and of these only three are outside of Europe, including the famed East African Safari.

A computer system will be used to calculate and tabulate scores and results for this year's event. A Cybernet Time-Sharing Service supplied by Control Data Australia Pty. Ltd. will operate in Melbourne. Data will be passed from terminals established at various refuel points around the course along Telecom lines to the computer. Tabulated information showing progress scores will be available at the Port Macquarie rally headquarters almost immediately. These scores will be posted on a large scoreboard which will be located at the rally headquarters.

A media centre established at rally headquarters will prepare and issue releases to all media across Australia, and also to overseas sources. Film clippings will be shot each day, processed and forwarded to capital city television stations. Several films will be made on the event for Australian and overseas viewing.

In the 'local' area of the rally radio station 2KM, Kemsey, will cover the event extensively, broadcasting progress scores and stories on the rally for its duration.

FRIDAY 15th OCTOBER

The Presentation of Trophies and Awards will be held at the Menzies Hotel in Sydney on this day, commencing at 7.30 pm. The presentation will be in the form of a four course meal with refreshments supplied. Cost per single ticket is \$20 and these will be available at Rally Headquarters. Numbers will be limited. Dress is Lounge Suit.



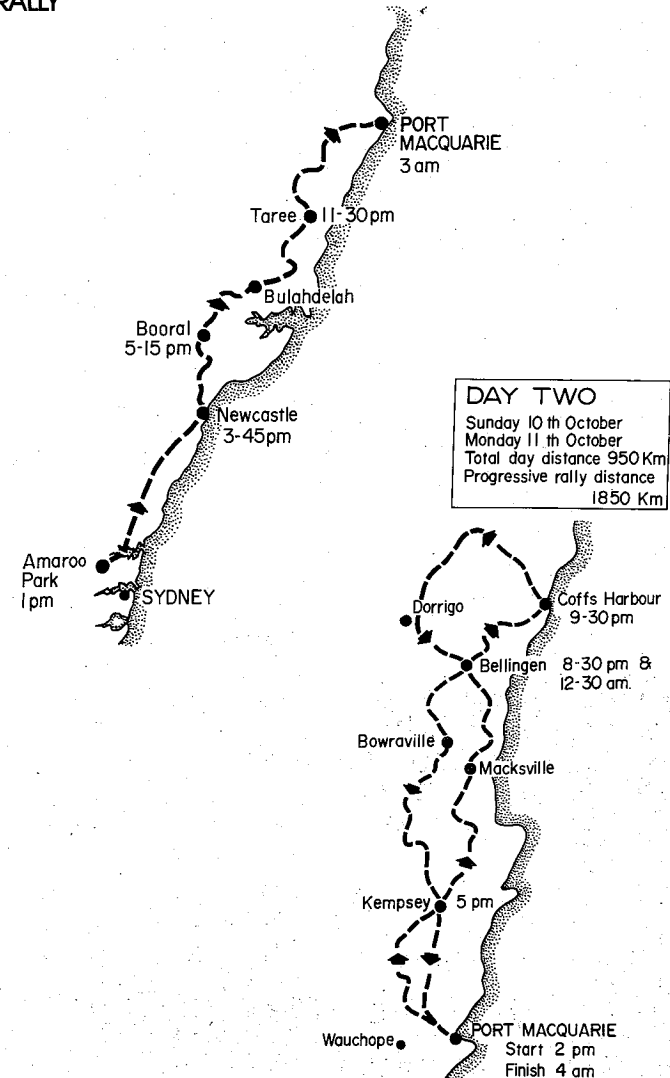
**TOTAL OIL
SOUTHERN
CROSS
INTERNATIONAL
RALLY**



DAY ONE

Saturday 9th October
Sunday 10th October

Total day distance 900 km



DAY TWO

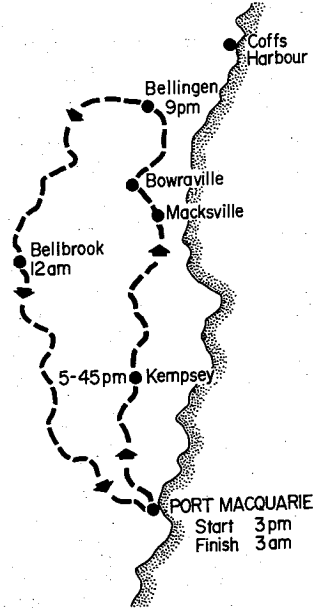
Sunday 10th October
Monday 11th October
Total day distance 950 Km
Progressive rally distance
1850 Km

Organised by the
AUSTRALIAN SPORTING CAR CLUB

**TOTAL OIL
SOUTHERN
CROSS
INTERNATIONAL
RALLY**

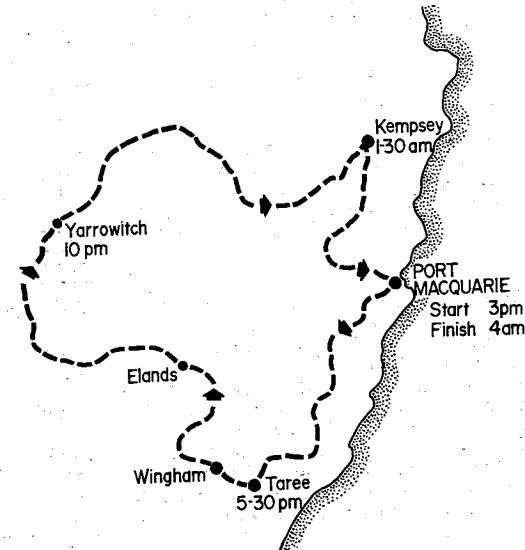
DAY THREE

Monday 11th October
Tuesday 12th October
Total day distance 750 km
Progressive rally distance
2600 km



DAY FOUR

Tuesday 12th October
Wednesday 13th October
Total day distance 830 km
Progressive rally distance
3430 km



Organised by the
AUSTRALIAN SPORTING CAR CLUB

SOME STATISTICAL DETAILS

The following details are subject to alteration. SS - Service Station

Point	Independent Distance Km	Competitive Distance Km	Percentage Competitive %	Scheduled Arr. Time First Car
DIVISION ONE - Saturday/Sunday, October 9/10				
Start - Amaroo Park				1.00 pm
Refuel - TOTAL SS Berowra	41.7	3.5	8	1.45
Refuel - TOTAL SS Mayfield West (Newcastle)	152.8	25.6	17	4.20
Refuel - TOTAL SS Booral	72.2	5.0	7	5.30
Meal - Stroud Showground	8.0	-	-	5.41
Service - Booral Rd, Bulahdelah South	150.0	110.0	73	8.15
Service - Truck Parking Area, Wang Wauk	112.7	85.1	76	9.55
Refuel - TOTAL SS Taree	96.9	65.0	67	11.20
Impound - Port Macquarie Oxley Oval	214.1	139.7	65	2.59 am
	848.4	433.9	51	
DIVISION TWO - Sunday/Monday, October 10/11				
Start - Oxley Oval				2.00 pm
Refuel - TOTAL SS Port Macquarie	2.4	-	-	2.03
Refuel - TOTAL SS South Kempsey	128.1	69.2	54	3.56
Meal - Utungun Hall	95.0	35.9	38	5.25
Refuel - TOTAL SS Coffs Harbour	222.2	174.1	78	9.00
Service - Nana Clen Road, Lower Bucca	99.4	82.0	82	10.31
Refuel - TOTAL SS Bellingen	149.3	104.5	70	12.40 am
Refuel - TOTAL SS South Kempsey	205.1	95.2	46	3.45
Impound - Port Macquarie Oxley Oval	49.3	-	-	5.00
	950.8	560.9	59	
DIVISION THREE - Monday/Tuesday, October 11/12				
Start - Oxley Oval				3.00 pm
Refuel - TOTAL SS Port Macquarie	2.4	-	-	3.03
Meal - South Kempsey Park	167.1	108.0	65	5.32
Refuel - TOTAL SS South Kempsey	0.1	-	-	6.03
Refuel - TOTAL SS Bellingen	195.7	138.7	71	8.55
Service - Armidale Road, Hickeys Creek	219.9	173.0	79	12.05 am
Impound - Port Macquarie Oxley Oval	162.7	113.9	70	2.45
	747.9	533.6	71	
DIVISION FOUR - Tuesday/Wednesday, October 12/13				
Start - Oxley Oval				3.00 pm
Refuel - TOTAL SS Port Macquarie	2.4	-	-	3.03
Refuel - TOTAL SS Taree	142.4	65.5	46	5.15
Meal - Butterworth Place, Taree	1.0	-	-	5.30
Service - Nowendoc Road, Wyoming (North of Mt. George)	34.6	10.6	31	6.35
Service - Seaview Road, Myrtle Creek	189.1	184.3	97	9.20
Refuel - TOTAL SS South Kempsey	248.8	217.4	87	12.55 am
Service - Telegraph Point Road, Pembroke	89.2	66.0	74	2.20
Impound - Port Macquarie Oxley Oval	84.6	43.7	52	4.00
	792.1	587.5	74	
OVERALL TOTAL	3339.2	2115.9	63	

SPECTATING

The spectator points outlined in this booklet are intended to give the rally enthusiast the maximum opportunity to see the rally cars and crews in action.

The pages on spectator points contain instructions on how to get to the various points. These instructions have been prepared in conjunction with TOTAL N.S.W. maps — available at TOTAL service stations. In most cases you will be required to travel to a town, and then to “pick up” the detailed instructions. The due time of arrival has been listed, although as the rally progresses so the cars will be running later towards the end of each division. It is expected that, in the main, the cars will be 30 minutes late at the end of each division.

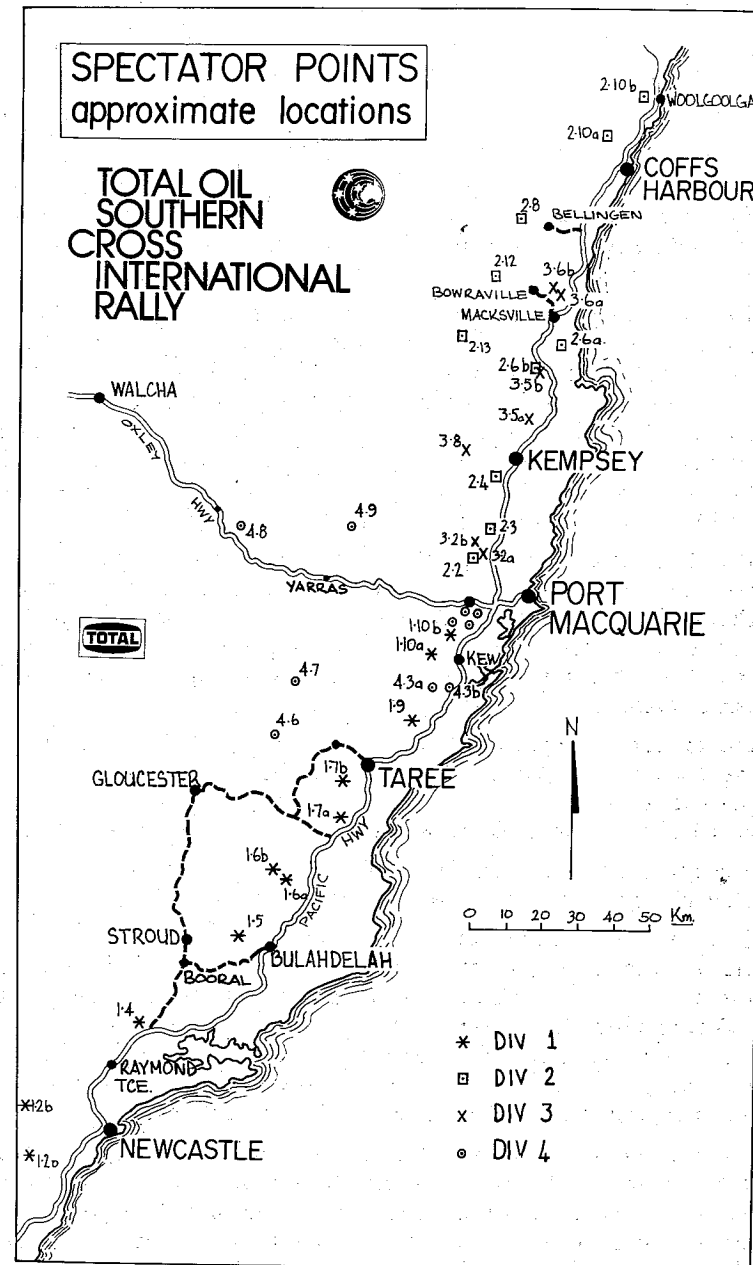
It will not be possible to get to all spectator points. Where a point has been designated by an (a) or a (b) it will be necessary for you to make a choice. In other situations travelling time from one point to another will not be sufficient for you to follow a particular car, or group of cars. You are advised to plan each division's viewing in advance so that you can gain maximum coverage of the event.

Profiles and photographs of the leading drivers have been included in the booklet for your enjoyment, and an entry list — as updated as possible at the time of printing — showing the entrant, driver and co-driver, their countries or states, and car details is also printed.

The booklet also contains DOs & DON'Ts. You are requested to read these closely and where necessary observe them.

To ensure that the future of rally spectating is not put in jeopardy, you are requested to observe, at all times, traffic regulations, fire bans in the forest, and not to litter the countryside. It is dangerous to ignore the spectator instructions given in this booklet and try to find your own way around the forests. Not only is there the danger of meeting up with rally cars, but many roads contain washaways, have collapsed bridges and if wet, will be cut off because of high flowing water.

Some of the spectator points (marked*) are also ‘public’ points. These will be advertised to the general public and large crowds can be expected at these points. At these points, and at the enthusiasts points, you are requested to park your car so that it does not obstruct other people. also, always pull well to the side of the road, or track, to ensure that other cars can pass through.



DON'T OBSTRUCT COMPETITORS OR OTHER SPECTATORS

Please read and APPRECIATE COMMENTS

THE "DOs AND DON'Ts" OF SPECTATING

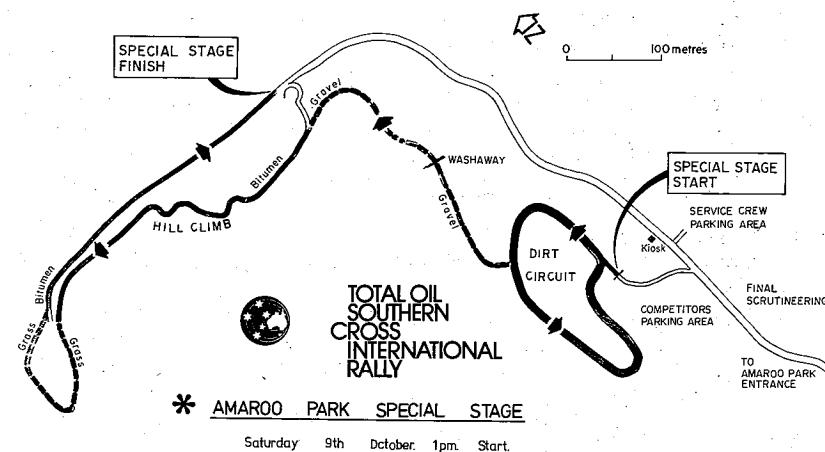
1. Don't light fires or smoke in the forests. Also, don't smoke near a car which is being serviced or refuelled.
2. Park your car sensibly so that it will not obstruct competitors, service crews or other spectators. In all cases obey parking instructions given by supervising officials.
3. Don't take dogs or very young children to spectator points, and please make sure that animals and children do not get in the way of mechanics or officials when they are working prior to the start at the Impound area.
4. Choose vantage points carefully and try to stay within the tree belt in forests. Stay on high ground if possible and remember you are there at your own risk. Always follow the instructions of officials and please use the spectator viewing areas designated.
5. If a driver should get into difficulties, be sporting enough to go to his aid but always ask him first if he needs the help. In most cases he will be voluble in his plea for help anyway.
6. Never use natural escape routes as vantage points. Apart from endangering yourself you will be denying the competitors the opportunity of getting out of trouble. If a car hits a tree because to miss it would have meant running into people you don't want to be the one with a conscience.
7. At all times keep controls clear from the timing marker back to the control area. If control officials ask you to move, please help them by doing so - remember they have a job to do which can be difficult enough as it is. If you do want to see a control point in action remember to stand well back from the control area.
8. Take all your litter home with you - it is handy to have a bag or carton in your boot. Cans and paper don't help beautify our forests.
9. Don't crowd mechanics when they are working. They won't appreciate it. Neither will you if someone drops a sumpguard on your foot! If you stand well back, more of you will be able to get a better look.
10. Don't try to emulate drivers. Remember that if you give cause for complaint it will reflect on the whole rally. Drive carefully both to and from spectator viewing areas and be ready to give way if necessary on narrow stretches of road.
11. Don't argue with officials, however strongly you may feel about being denied access to a particular place. If you are refused entry please accept the situation and go to specified points. Whatever your plans, please ensure that you arrive early at your chosen vantage point, well in advance of the first cars expected arrival time.
12. Be ambassadors for the sport. Many spectators will have little or no inside knowledge of rallying, show them that we are not as irresponsible as we are often made out to be.

BRING YOUR OWN REFRESHMENTS

SUMMARY OF SPECTATOR POINTS - DIVISION ONE

Point No.	Location	Time First Car Due
1*	Amaroo Park, Annangrove, Sydney	Arr. noon; lve. 1 pm
2A	Hawkmount Road, Newcastle	3.40 pm Sat.
2B*	Mount Sugarloaf, Newcastle	4.00 pm Sat.
3*	Mayfield West (Newcastle) TOTAL SS	4.20 pm Sat.
4*	Walaroo State Forest, Raymond Terrace	5.10 pm Sat.
	Refuel Booral TOTAL SS	5.30 pm Sat.
	Mealbreak Stroud showground	5.45 pm Sat.
5	Black Camp Creek, Bulahdelah	7.35 pm Sat.
6A	Wang Wauk Forest Way, Coolongolook	8.55 pm & 9.15 pm Sat.
6B	Manning Hill Road, Coolongolook	9.00 pm Sat.
7A*	Blackbutt Road, Nahiack	10.35 pm Sat.
7B	Deans Creek Road, Purfleet	10.55 pm Sat.
8*	Taree TOTAL Service Station	11.20 pm Sat.
9	Bangalow Road, Coopernook	Midnight Sat.
10A	Upsalls Creek Road, Kew	1.10 am Sun.
10B	Blackbutt Road, Kew	1.55 am Sun.
11*	Port Macquarie	3.00 am Sun.

*Public Spectator Points

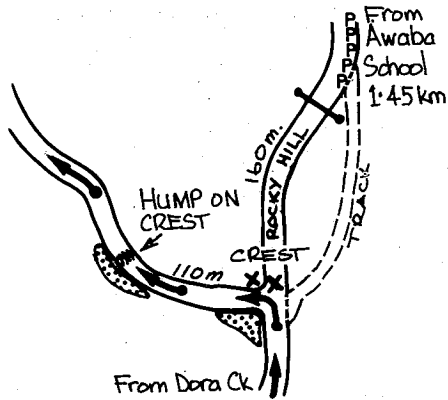


POINT 1 - AMAROO PARK SPECIAL STAGE

Amaroo Park is located in Annangrove Road, Annangrove. First car will arrive at noon; first car starts on dirt circuit at 1.00 pm. Stage consists of the dirt circuit, the hillclimb (cars go *down* the hillclimb) and an adjoining track. An entrance fee of \$1 will be charged as you enter the complex. Please park as directed and do not obstruct others.

DON'T LITTER AUSTRALIA

1-2a HAWKMOUNT RD



POINT 1.2a HAWKMOUNT ROAD

Proceed north along Pacific Highway from Wyong. Approx. 13 km turn left at Doyalsong (S/P Cessnock). Proceed through Wyee and Coorabong to Freemans Waterholes which is a further 36 km from the Pacific Highway. TR after passing 'Oak' restaurant on right (S/P Toronto); then: 3.5 km east of Freemans Waterholes go straight on (Wakefield to left). 6.3 km east of Freemans Waterholes turn right (Awaba school on left). 8.3 km from Freemans Waterholes park so as to not obstruct others. Return to Wakefield turn off and head north to Newcastle.

First Car Due: 3.40 pm Sat.
Travelling time from Freemans Waterhole: 10-15 minutes.

Spectator areas

DANGER - No spectators

Parking areas

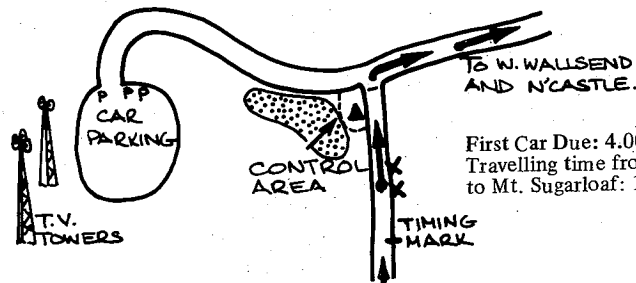
Road block

Rally cars

Embankment

LEGEND - Spectator Maps.

1-2b MOUNT SUGARLOAF



First Car Due: 4.00 pm Sat.
Travelling time from Glendale to Mt. Sugarloaf: 15 minutes.

* POINT 1.2b - MOUNT SUGARLOAF

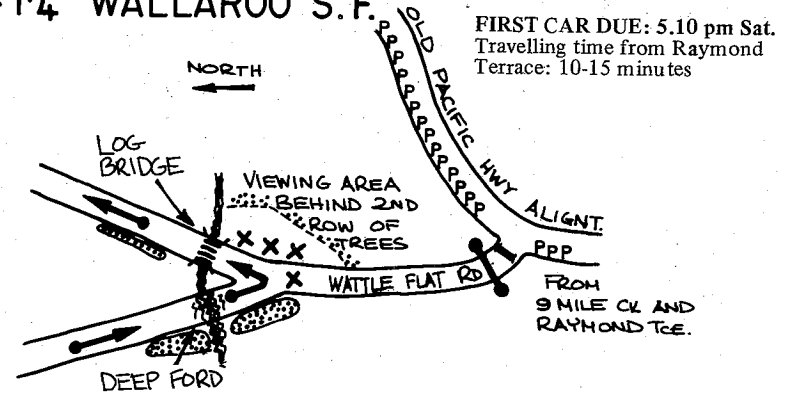
Start at Glendale crossroads (between Wallsend and Boolaroo). Proceed in a westerly direction (S/P Kurri Kurri). 7.0 km west of Glendale go straight on (West Wallsend to left). 9.4 km west of Glendale turn left (S/P Mt. Sugarloaf). 12.5 km west of Glendale rally control on left; proceed uphill to parking area below T.V. towers. Return via same route to Glendale; then turn left (i.e. go north) to Wallsend, Sandgate and Hexham.

* POINT 1.3 - MAYFIELD WEST (Newcastle) TOTAL Service Station

Cars will refuel at the Mayfield West TOTAL Service Station corner of Maitland Road and Stedman Street in Newcastle.
FIRST CAR DUE: 4.20 pm Sat.

DO TAKE ENOUGH WARM CLOTHING

* 1-4 WALLAROO S.F.



FIRST CAR DUE: 5.10 pm Sat.
Travelling time from Raymond Terrace: 10-15 minutes

POINT 1.4 - WALLAROO STATE FOREST

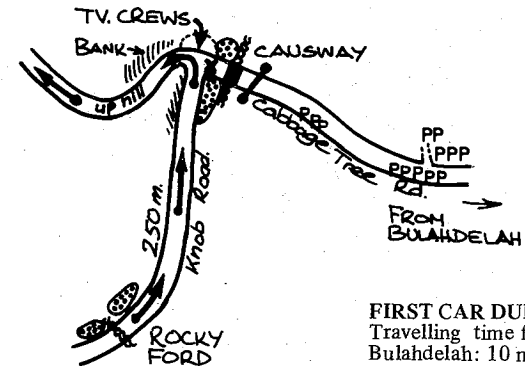
Proceed north along Pacific Highway from Raymond Terrace. 9.5 km north of 100SLS cross Balickera Canal. 11.0 km north of 100SLS turn left off Pacific Highway. 11.1 km from 100 SLS turn right onto old highway alignment. 11.9 km park on side of road and walk to Wattle Flat Road. To return to highway, continue north along old alignment; then 0.9 km rally control on left. 1.1 km from Wattle Flat Road turn right through gateway. 1.2 km from Wattle Flat Road - Pacific Highway.

Cars will refuel at the Boolral TOTAL Service Station.

FIRST CAR DUE: 5.30 pm.

Crews will have a 30 minute mealbreak at the Stroud Showgrounds.
FIRST CAR DUE: 5.45 pm.

1-5. BLACK CAMP CREEK



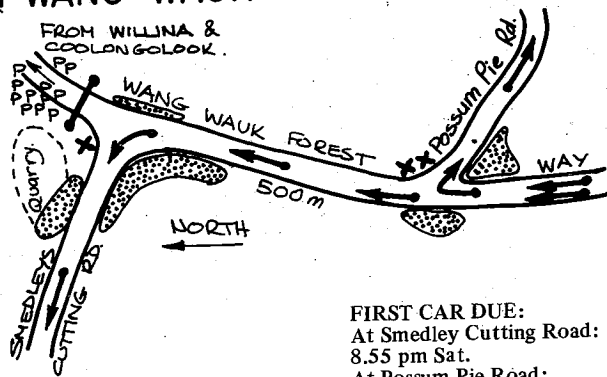
FIRST CAR DUE: 7.35 pm Sat.
Travelling time from Bulahdelah: 10 minutes

POINT 1.5 - BLACK CAMP CREEK

Start at Bulahdelah. Turn left off Pacific Highway north of 'Oak' restaurant and service station, at 'Hospital' signpost. 0.3 km turn right at crossroads. 4.5 km from highway turn left at Cabbage Tree Forest Road sign. 7.8 km from highway park so as not to obstruct others and walk down to causeway. Return via same route.

DON'T LIGHT FIRES

1.6a WANG WAUK FOREST WAY

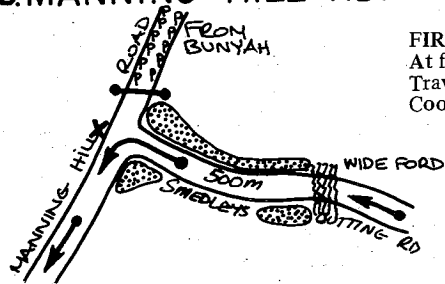


FIRST CAR DUE:
 At Smedley Cutting Road:
 8.55 pm Sat.
 At Possum Pie Road:
 9.15 pm Sat.
 Travelling time from
 Coolongolook: 20 minutes

POINT 1.6a – WANG WAUK FOREST WAY

Proceed north along Pacific Highway through Wootton and Coolongolook.
 9.2 km west of Pacific Highway turn left at 'Wang Wauk Forest Way' sign
 11.1 km from highway straight on across grid.
 16.5 km from highway park so as not to obstruct others.
 Return via same route.

1.6b. MANNING HILL RD.



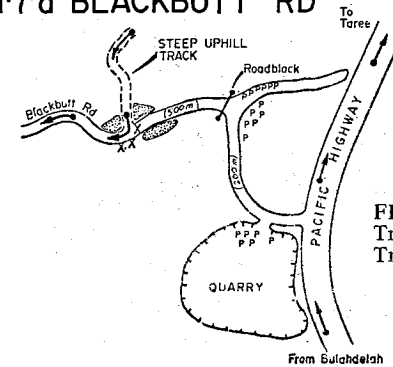
FIRST CAR DUE:
 At ford at 9 pm Sat.
 Travelling time from
 Coolongolook: 20 minutes

POINT 1.6b – MANNING HILL ROAD

Proceed north along Pacific Highway through Wootton and Coolongolook
 Take first turn left (S/P Bunyah 13) north of Coolongolook.
 9.2 km west of Pacific Highway keep right on main road.
 12.8 km west of highway turn left towards Bunyah school.
 3.9 km south of Bunyah park so as not to obstruct others
 Return via same route.

DO OBEY REASONABLE REQUESTS BY OFFICIALS

*1.7a BLACKBUTT RD

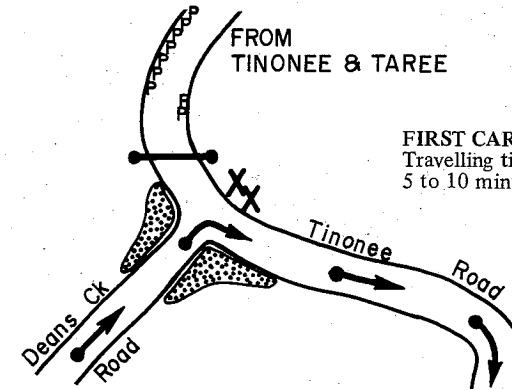


FIRST CAR DUE: 10.35 pm Sat.
 Travelling time from Nahiack: 10 mins.
 Travelling time from Purfleet: 10 mins.

POINT 1.7a – BLACKBUTT ROAD

- Travelling north from Nahiack:
 Proceed north along Pacific Highway through Nahiack
 12.1 km north of Nahiack crossroads (S/P Taree 29) turn left after large quarry on left (Blackbutt Forest Road); park either in quarry or at road junction 200 metres west of highway.
- Travelling south from Taree through Purfleet:
 8.5 km south of Purfleet 100SLS keep right on highway (Forster and Tuncurry to left).
 11.5 south of Purfleet turn right *with caution* after crest. Park either in quarry or at road junction 200 metres west of highway.

1.7 b DEANS CREEK ROAD



FIRST CAR DUE: 10.55 pm Sat.
 Travelling time from Taree:
 5 to 10 minutes.

POINT 1.7b – DEANS CREEK ROAD

Proceed south along Pacific Highway from Taree.
 Turn right off highway at 'Gloucester' and 'The Bucketts Way' signs at Purfleet
 3.6 km west of Pacific Highway go straight on past rally control on left.
 5.7 km west of highway turn left at 'Deans Creek Forest Road' sign.
 0.8 km south of the Bucketts Way park so as not to obstruct others.

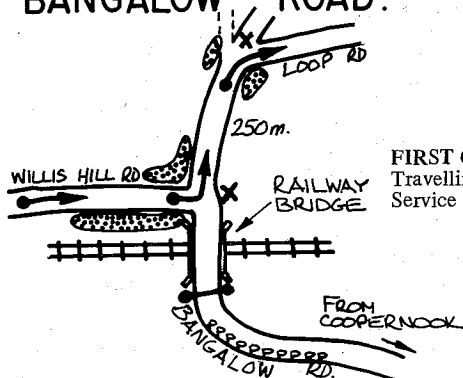
DON'T ARGUE WITH OFFICIALS

*** POINT 1.8 – TAREE TOTAL SERVICE STATION**

Travel along Pacific Highway to Taree; TOTAL Service Station located on highway. Food available for purchase.

FIRST CAR DUE: 11.20 pm Sat.
Travelling time from Point 1.7b: 5 to 10 minutes.
Travelling time from Point 1.7a: 10 to 15 minutes.

1.9 BANGALOW ROAD.

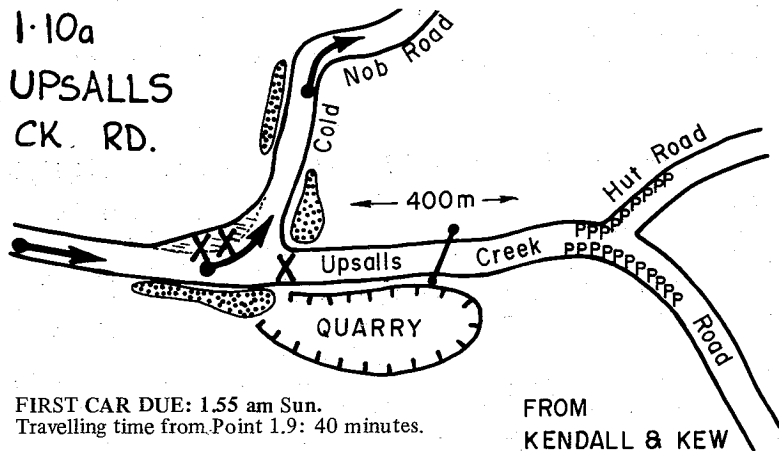


FIRST CAR DUE: midnight Sat.
Travelling time from TOTAL Service Station: 20 to 25 minutes

POINT 1.9 – BANGALOW ROAD

Proceed north along Pacific Highway from Taree TOTAL Service Station.
19.9 km north of TOTAL SS turn left off Pacific Highway at Cooperbrook (S/P Lansdowne 6).
0.35 km from Pacific Highway go straight on (S/P Lansdowne 6).
0.85 km from highway turn left (S/P Forest H.Q.).
2.9 km from highway park *before* railway bridge so as not to obstruct others.

**1.10a
UPSALLS
CK. RD.**



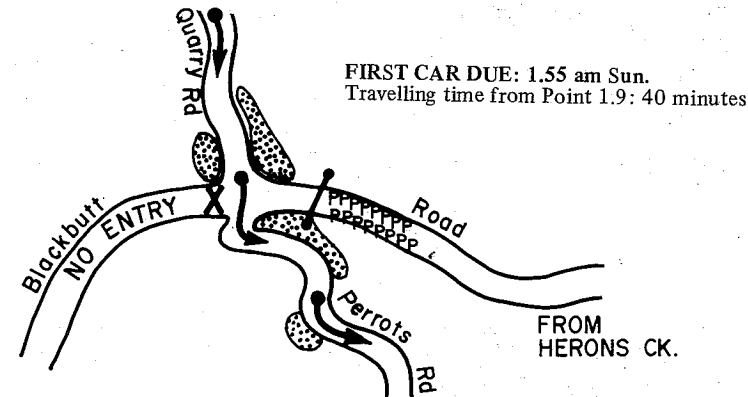
FIRST CAR DUE: 1.55 am Sun.
Travelling time from Point 1.9: 40 minutes.

POINT 1.10a – UPSALLS CREEK ROAD

Proceed north along Pacific Highway through Cooperbrook and Johns River to Kew.
Turn left at crossroads (S/P Comboyne and Kendall).
1.5 km west of Kew cross bridge and turn right.
1.9 km from Kew keep right after railway crossing.
2.7 km from Kew straight on past school on right.
6.4 km from Kew turn right after crossing Camden Haven River (S/P Upsalls Ck Road).
6.8 km from Kew turn left and proceed carefully.
10.25 km from Kew park so as not to obstruct others.

DO STAND ON THE INSIDE OF CORNERS

1.10b BLACKBUTT ROAD



FIRST CAR DUE: 1.55 am Sun.
Travelling time from Point 1.9: 40 minutes

POINT 1.10b – BLACKBUTT ROAD

Proceed north along Pacific Highway passing through Cooperbrook, Johns River and Kew.
5.3 km north of Kew crossroads turn left (S/P Herons Creek 1).
0.4 km west of Pacific Highway turn right (S/P Blackbutt Forest Road).
3.2 km from highway keep left on main road.
6.1 km from highway turn left after crossing low bridge.
10.0 km from highway park well *before* crossroads.
Return to highway via same route.

*** POINT 1.11 – PORT MACQUARIE IMPOUND – William Street (East)**

Proceed along Highway and turn right at large 'Port Macquarie' sign (into Oxley Highway). Follow Oxley Highway, which becomes Gordon Street and then Bridge Street. Follow Bridge Street to tee junction;
Turn left into Owen Street.
One block to William Street. (will be closed to traffic on east end of street).

FIRST CAR DUE: 3 am Sun.

SUMMARY OF SPECTATOR POINTS – DIVISION TWO

Point No.	Location	Time First Car Due
*1	Port Macquarie	leaves 2 pm
2	Tower Road, Cairncross State Forest	2.40 pm
*3	Forest Range Road, Cooperabung	3.25 pm
4	Middle Gate Road, South of Kempsey	3.45 pm
*5	Refuel TOTAL Service Station, South Kempsey	4.00 pm
6a	Way Way Creek Road, north of Eungai	4.55 pm
*6b	Louies Ridge Road, Eungai	5.15 pm
*7	Utungun Mealbreak, West of Macksville	5.25 pm
*8	Gordonville Ford crossing, Bellingen	8.20 pm
*9	Refuel at TOTAL Service Station, Coffs Harb.	9.00 pm
*10a	Mount Coramba, northwest of Coffs Harbour	9.25 pm
*10b	Gentle Annie Road, Woolgoolga	10.00 pm
*11	Refuel at TOTAL Service Station Bellingen	12.40 pm
12	Rickerbys Road, West of Bowraville	1.00 am
*13	Neaves Road Ford, Taylors Arm North	2.45 am
*14	Port Macquarie	5.00 am

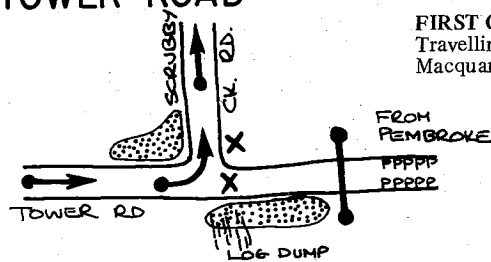
* Public Spectator Points

DON'T STAND ON THE OUTSIDE OF CORNERS

POINT 2.1 – PORT MACQUARIE START

First car is due to leave Port Macquarie at 2 pm; impound is located in William Street, the eastern end of this street is closed to traffic. Crews can work on their cars fifteen minutes prior to their scheduled time of departure.

2.2 TOWER ROAD

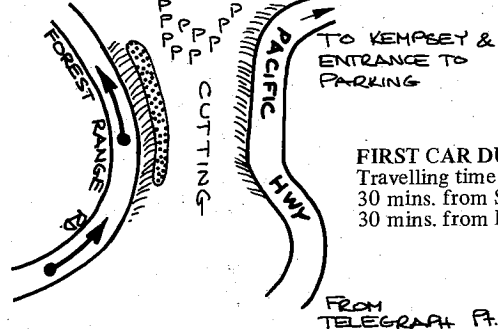


FIRST CAR DUE: 2.40 pm
Travelling time from Port Macquarie: 20 - 30 minutes

POINT 2.2 – TOWER ROAD

Proceed to Telegraph Point.
Turn left off Pacific Highway, Wauchope signpost, about 1½ km before Telegraph Point Bridge.
3.9 km west of highway go straight on (S/P Rolland Plains).
5.9 km from Telegraph Point keep right rally cars entering from left.
7.5 km from Telegraph Point turn right and cross railway bridge.
0.8 km from main road keep right (S/P Sth. Boundary Road).
3.9 km from main road park so as not to obstruct others.
Return to Pacific Highway along same route.

* 2.3 FOREST RANGE ROAD



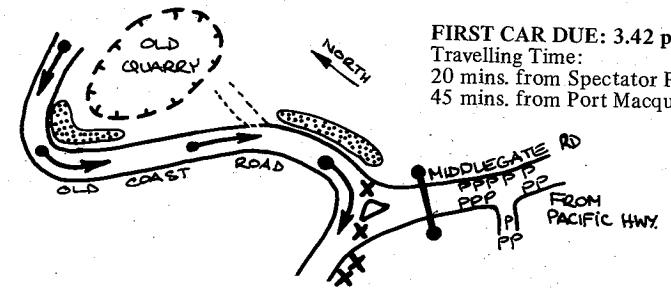
FIRST CAR DUE: 3.25 pm
Travelling time:
30 mins. from Spectator Point 2.2
30 mins. from Port Macquarie.

POINT 2.3 – FOREST RANGE ROAD

Proceed to Telegraph Point.
Head north on highway from Wauchope turn off (located 1½ km before Telegraph Point Bridge.)
8.9 km from Wauchope turn off, turn left off highway (100 metres after 100KPH sign)
0.3 km from highway – go straight past DMR camp.
0.5 km from highway turn left onto new construction.
0.8 km from highway keep right.
1.2 km from highway park as directed.
Return to Pacific Highway along same route.

DO STAY ON A BANK IF POSSIBLE

2.4 MIDDLEGATE ROAD



FIRST CAR DUE: 3.42 pm
Travelling Time:
20 mins. from Spectator Point 2.3
45 mins. from Port Macquarie.

POINT 2.4 – MIDDLEGATE ROAD

Proceed north of Telegraph Point along highway.
22.4 km north of Wauchope turn off (1½ km before Telegraph Point Bridge) go straight on past K10 signpost.
0.4 km north of K10 turn left (S/P Middle Gate Road).
0.5 km west of highway keep right and park before intersection 200 metres further west.

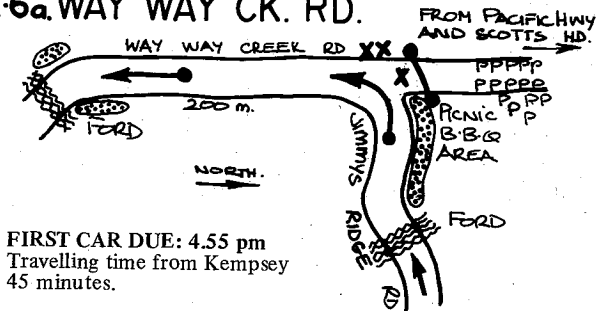
POINT 2.5 –

SOUTH KEMPSEY TOTAL SERVICE STATION REFUEL

Travel north along the Pacific Highway, cross over railway line and TOTAL Service Station located on right hand side on highway.

FIRST CAR DUE: 4 pm
Travelling time from Port Macquarie: 45 minutes

2.6a. WAY WAY CK. RD.



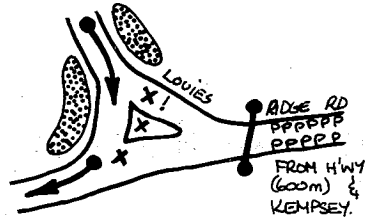
FIRST CAR DUE: 4.55 pm
Travelling time from Kempsey
45 minutes.

POINT 2.6a – WAY WAY CREEK ROAD

Proceed north through Kempsey to Warrell Creek (45 km north of Kempsey post office).
1.8 km north of Warrell Creek 100 KPH sign turn left off highway (S/P Scotts Head).
0.6 km from highway turn right and proceed under highway.
4.6 km from highway turn right at Way Way Creek Road sign.
1.9 km from main road – caution left curve onto bridge.
2.6 km from main road – caution rocky ford.
3.4 km from main road – caution bridge.
4.3 km from main road park in picnic area on left before intersection.

DON'T STAND HIDDEN OVER CRESTS

***2.6b LOUIES RIDGE RD.**



FIRST CAR DUE: 5.12 pm
Travelling time from Kempsey
30 - 40 minutes

POINT 2.6b - LOUIES RIDGE ROAD

Proceed north of Kempsey to Eungai, 37 km north of Kempsey post office.
2.3 km north of Eungai 100 KPH sign straight on past Allomera Road
3.8 km north of Eungai 100 KPH turn left off highway at Fire Place 500M signpost.
0.6 km from highway park so as not to obstruct others.

*** POINT 2.7 - UTUNGUN MEALBREAK**

Proceed north along highway to Macksville.
0.7 km north of 60 KPH limit turn left at Hospital signpost.
0.9 km from highway turn right at Taylors Arm 17 sign.
1.6 km from highway keep left at Bowraville signpost.
4.1 km from highway keep left at Taylors Arm signpost.
10.1 km from highway keep left at Boat Harbour Road signpost.
11.2 km from highway park off main road as directed.

FIRST CAR DUE: 5.25 pm
Travelling time from
Macksville: 10 minutes

*** POINT 2.8 - GORDONVILLE FORD**

Proceed north along highway through Nambucca Heads and Urunga to Raleigh.
Turn left off highway at Dorrigo and Bellingen signpost.
Proceed through Bellingen on Dorrigo Road.
6.6 km west of Bellingen TOTAL Service Station park *off road* as directed.
Do not turn across grid towards river.

FIRST CAR DUE: 8.20 pm
Travelling time from Bellingen:
5 - 10 minutes

*** POINT 2.9 -
COFFS HARBOUR TOTAL SERVICE STATION REFUEL**

Travel north along Pacific Highway to Coffs Harbour. Turn right at the traffic lights - TOTAL Service Station two blocks.

DO KEEP WITHIN THE TREE LINE IF POSSIBLE



**TOTAL OIL
SOUTHERN
CROSS
INTERNATIONAL
RALLY**

About the drivers



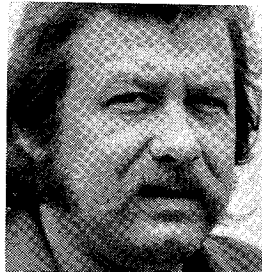
CAR No. 1: Ford Escort RS 1800
Timo MAKINEN (Finland)/Henry LIDDON (England)

Regarded by many as the world's leading rally driver Timo MAKINEN is the winner of the famous RAC International Rally of Great Britain for the past three successive years. One of the original 'Flying Finns' MAKINEN's victories in rallies include wins in the Monte Carlo, Tulip Rally and the Finnish 1000 Lakes Rally. He was fifth in the tough and gruelling London to Mexico World Cup in 1970. A professional rally driver, MAKINEN has been driving for Ford since 1970 and has been closely associated with the development of the new Ford Escort RS 1800. He has been successful in other pursuits. In 1968 he was the Finnish Off-Shire Power Boat Champion and the following year he won the Round Britain Power Boat Race. Married with two children.



CAR No. 2: Ford Escort RS 1800
Roger CLARK (England)/Jim PORTER (England)

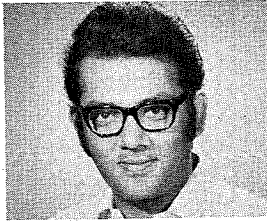
The winner of more than 45 national and international rallies, Roger CLARK won the British Rally Championship in 1965/72/73/75 and also the famed RAC Rally in 1972 - the first British driver to beat the Scandinavians in this event for thirteen years. He has recorded no less than six outright victories in the Scottish Rally and will be remembered in Australia for his splendid efforts in the 1968 London to Sydney Marathon which was leading when it entered Australia. Suspension trouble in South Australia robbed him of any chance of victory. A dedicated Rugby enthusiast, CLARK is married with two young sons. For relaxation he enjoys power boat racing and flying.



CAR No. 3: Datsun 710 SSS
Harry KALLSTROM (Sweden)/Roger BONHOMME (Victoria)

Harry KALLSTROM is making his third trip to Australia for the TOTAL Oil Southern Cross International Rally. A former European rally champion, KALLSTROM is a professional rally driver and during his thirteen years of rallying he has won many international rallies. He was second in the 1973 East African Safari and months ago won the Acropolis Rally, a round of the World Rally Championship held in Greece, driving a Datsun 710SSS.

DON'T STAND WHERE GRAVEL WILL PEPPER YOU!



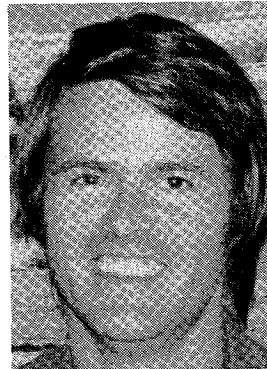
Car No. 4: Datsun 710 SSS
Shekhar MEHTA (East Africa)/Adrian MORTIMER
 (South Australia)

Shekhar MEHTA has been looking forward to coming back to Australia to compete in the TOTAL Oil Southern Cross International Rally since he competed in the event in 1973. He has competed in many rallies around the world and won the 1973 East African Safari, being second in 1971. This year he was third in the Acropolis Rally, driving a Datsun 710 SSS.

Car No. 5: BMW 320
Achim WARBOLD (Germany)/Jean TODT (France)

A co-driver when he first became involved in rallies in 1964, Achim WARBOLD has later turned to driving and has achieved much success in this role. In 1970 he was leading the European and Germany Rally Championship by a wide margin, having won most events he entered that year, when he was injured in a non-rally road accident. However, his pointscore was sufficient for him to finish second despite not competing again that year. In 1971 he won 9 out of 10 Germany Championship events and in 1972 he again competed in the European circuit, winning several rallies. Very little competition was seen by WARBOLD in 1974 as he was involved in testing for BMW. In 1975 he finished second in the Germany Championship driving a privately entered BMW, and in 1976 he was second again, taking off numerous placings in events during the year.

Jean TODT is one of the best known professional co-drivers in the world and has competed with many top rally drivers.



Car No. 6: Mitsubishi Lancer
Andrew COWAN (Scotland)/Fred GOCENTAS (ACT)

Andrew COWAN needs little introduction to Australian rally enthusiasts. He is known better in Australia than many leading Australian competitors following his five victories in the Southern Cross Rally, four of them in 1972/3/4/5. COWAN'S performances overseas this year show that he is in fine form. A third in the East African Safari was followed up by a great win in the New Zealand Heatway Rally in July. Although he will be facing his toughest overseas challenge for his stronghold on the Southern Cross, COWAN must be favoured to win the event again. He has learnt all there is to learn about Australian rallying conditions.



Car No. 7: Datsun 710 SSS
Rauno AALTONEN (Finland)/Jeff BEAUMONT (Vic)

Another of the 'Flying Finns' AALTONEN, a former European Rally Champion, is a professional rally driver and conducts his own Advanced Driving Clinics in West Germany, Finland and other Scandinavian countries. He is the winner of many international events, including the 1966 Bathurst 1000. A sporting 'daredevil' AALTONEN was seven times Speedboat Champion of Finland before turning to motorcycle racing and winning his country's Motorcycle Championship. This is his fourth visit to Australia for the Southern Cross. He came so close to winning the event in 1972 when he finished a close second to Andrew COWAN.



Car No. 8: Datsun 710 SSS
George FURY (NSW)/Monty SUFFERN (Vic)

One of Australia's most talented rally drivers FURY is a works driver for the Datsun Rally Team in Australia and was a clear leader in the 1975 TOTAL Oil Southern Cross International Rally until he was forced to retire late in the second night. In the 1974 Southern Cross Rally he drove to a great fourth place, outdriving some of the top stars in some stages. During 1976 he has been competing in his Datsun 710 SSS in the modified car category of the Australian Rally Championship, winning most of the events overall.

Car No. 9: Mitsubishi Lancer
Barry FERGUSON (NSW)/Neil FAULKENER (NSW)

Barry FERGUSON has won more New South Wales rally championships than any other driver; his record in the Southern Cross Rally is only surpassed by Andrew COWAN and his rally cross driving at Catalina (NSW) several years ago has made him one of the best known drivers in his home state. FERGUSON was vying for the lead ahead of Harry FIRTH in the very first Southern Cross Rally in 1966 when he led the road. He came home first in 1967 to make up for the disappointment. Placed fourth in 1969, driving a Monaro GTS, he then drove the smaller Torana GTR to win again in 1970. Changing over to Mitsubishi in 1971, he was third in a Galant in that year. Driving Lancers he came second in 1973; then only a few kilometres from the finish in 1974 his car suffered electrical problems — and he was second again, — but was forced to retire. FERGUSON was back in a Lancer again in 1975 to take off second place.



Car No. 10: Datsun 710 SSS
Greg CARR (ACT)/Wayne GREGSON (ACT)

Greg CARR has been rallying for five years. He burst into prominence in Australian rallying circles when he won the Canberra International Rally in 1975, and repeated this with a fine win in the same event, now called the Castrol International, this year. His successes in Australian rallies is mounting, with a fine win in the 1975 Alpine Rally conducted around Bright in Victoria. A driver for the Canberra based Gerry Ball Tuning Service he drove his Datsun 180B in the 1975 TOTAL Oil Southern Cross International Rally to take off a third outright placing. Carr's tussles this year in the Australian Rally Championship events with George FURY and Ross DUNKERTON have kept rally followers on their toes.

Car No. 11: Ford Escort RS 1800
Mike MARSHALL (NZ)/Arthur McWATT (NZ)

A contestant in rallies in England, Wales and New Caledonia, MARSHALL is considered to be the top rally driver in New Zealand. He competed in the 1975 TOTAL Oil Southern Cross International Rally without success, however, the experience he gained should greatly assist him with his attack on this year's event. Last year he won the Heatway Rally in New Zealand, after being third in 1971 and second in 1973. Following this success he went on to win the inaugural South Pacific Rally Trophy — a series of rallies conducted in New Zealand, New Caledonia and Australia.





Car No. 12: Holden Torana L34
Colin BOND (NSW)/George SHEPHEARD (NSW)

Australia's most versatile motorsport driver is Colin BOND. An extremely talented driver with a long and illustrious career in all forms of motorsport – motor-khanas, hillclimbs, rallycross, rallies, and all forms of circuit racing – BOND competed regularly in the Southern Cross prior to 1971. In the period 1967-69 he drove Mitsubishi Colts, putting up remarkable performances in the small capacity car. Rallies in those days favoured the big cars and his fourth in 1967 and third in 1968 and again in 1969 indicated then what a champion driver he would develop into. He was the Australian Rally Champion in 1971/2/4. In the 1973 TOTAL Oil Southern Cross International Rally he started as a privateer in 74th position and after the first night was lying in fifth place, which he held to the finish of the rally.



Car No. 13: Datsun 260Z
Ross DUNKERTON (WA)/John WILLIAMS (WA)

Current Australian Rally Champion Ross DUNKERTON, from Western Australia, will enter his Datsun 260Z in this year's Southern Cross Rally. DUNKERTON has been driving for the Datsun Rally Team this year and is in a strong position to win the Australian Rally Championship for the second successive year. One of Western Australia's top drivers for many years DUNKERTON burst through onto the national scene after winning his state's Rally Championship in 1971/3/4/5. He won twelve state championship events in succession. In 1975 he competed in the national series as a privateer and finally won the series from Stewart McLeod of South Australia.



Car No. 14: Mitsubishi Lancer
Kenjiro SHINOZUKA (Japan)/Gary CONNELLY (Qld)

Japan's Kenjiro SHINOZUKA first competed in the TOTAL Oil Southern Cross International Rally in 1974 and was forced to retire late in the event after holding a high position. He showed that he was extremely quick and it was not a surprise when he finished fourth in last year's Southern Cross Rally – only to be excluded because of a scrutineering infringement. In the 1975 event SHINOZUKA, flinging his bright yellow Lancer around the forest track corners and bends, became a favourite with the Australian rally followers. They enthusiastically cheered him on his way as he proved he can be as quick as the leading Australian competitors.



Car No. 15: Porsche Carrera
Dean RAINSFORD (SA)/Rob HUNT (SA)

Driving one of the more exotic cars Dean RAINSFORD has made his name well known within Australian rallying circles with his fine performances in national events in the past two years driving his Porsche cars. His closely fought contest with Ross DUNKERTON in the Australian Rally Championship this year has been followed with interest by rally followers. A win in the Perth round of the series was followed by a series of seconds at Ballarat and Bega. In last year's TOTAL Oil Southern Cross International Rally he was lying in the top ten with only half the last division to the finish when he severely cut his hand, forcing him to retire. This year, his 2.7 Porsche Carrera has been converted to factory Safari specifications.

DO REMEMBER YOUR OWN SAFETY



Car No. 16: Datsun 710 SSS
Per-inge WALFRIDSSON (Sweden)/Peter GODDEN (NSW)

Per-Inge WALFRIDSSON started his rally career on the lonely frozen ice lakes deep in the Swedish forests, using a home assembled formula 'K' car. Driving in rallies since he first obtained a driving licence at 18 years of age, WALFRIDSSON, a 26 years old engineer, has won numerous Scandinavian rally championship events. He has driven in the famed RAC International Rally of Great Britain and in African rallies. Classified as an awfully cold and concentrating type of driver WALFRIDSSON changes from one type of car to another with apparent ease. He is currently running a 57 hp Group 1 Volvo in his country's championship events, and is driving a works Lancia Stratos in the English Championship events. When not rallying WALFRIDSSON enjoys flying.

Car No. 17: Ford Escort RS 1800
Blair ROBSON (NZ)/Chris PORTER (NZ)

Blair ROBSON has proved to be a very quick driver in New Zealand, always a threat to the leaders. And the threat nearly came off this year, for he was second to Andrew COWAN in the Heatway Rally in July. The Heatway is a favourite event of ROBSON, having finished in the top ten in five of the events conducted so far. He won the New Zealand Rally Championship in 1974, and was second in 1975. An electrical engineer ROBSON visited England lately and now has the very latest and best equipment in the Ford Escort Mk II.



Car No. 18: Toyota Corolla Levin
Dante SILVERIO/Siegfredo FUENTES (Philippines)

Fourth in the Philippines Rally Championship in 1975 Dante SILVERIO has also had plenty of experience on the race circuit. He was third in the Macao Grand Prix in 1973, racing against Australia's Allan Moffat; in 1972 he was the Champion of the Philippines Greenhills Grand Prix and he has contested the Kuala Lumpur Grand Prix. A Director of numerous companies in the Philippines, SILVERIO proved his rally ability by winning his country's rally championship in 1972, against both national and international competitors.



Car No. 19: Mitsubishi Lancer
Doug STEWART (NSW)/John DAWSON-DAMER (NSW)

Mastermind behind the highly successful Mitsubishi attack on the TOTAL Oil Southern Cross International Rally, Doug STEWART, a Travelodge executive, has a vast knowledge of rallying in Australia. He competed in the Redex Round Australia Trials in the fifties, and in all the Ampol Trials in the sixties. Despite the tremendous effort he has put into the organisation that resulted in his teams wins in the Southern Cross Rally STEWART himself has not been favoured with the best of luck in the event, until 1975 when he finished fourth outright.

DON'T WANDER ACROSS THE ROAD

1976 TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY OFFICIAL LIST OF ENTRIES

Car No.	ENTRANT	DRIVER	COUNTRY/ STATE	CO-DRIVER	COUNTRY/ STATE	CAR DETAILS
1	Ford Motor Company of Australia	Timo Makinen	Finland	Henry Liddon	England	Ford Escort RS 1800
2	Ford Motor Company of Australia	Roger Clark	England	Jim Porter	England	Ford Escort RS 1800
3	Nissan Motor Australia	Harry Kallstrom	Sweden	Roger Bonhomme	Victoria	Datsun 710 SSS
4	Nissan Motor Australia	Shekhar Mehta	Kenya	Adrian Mortimer	S.A.	Datsun 710 SSS
5	BMW Australia Pty. Ltd.	Achim Warmbold	Germany	Jean Todt	France	BMW 320
6	Mitsubishi (Australia) Pty. Ltd.	Andrew Cowan	Scotland	Fred Gocentas	A.C.T.	Mitsubishi Lancer
7	Nissan Motor Australia	Rauno Aaltonen	Finland	Jeff Beaumont	Victoria	Datsun 710 SSS
8	Nissan Motor Australia	George Fury	N.S.W.	Monty Suffern	Victoria	Datsun 710 SSS
9	Mitsubishi (Australia) Pty. Ltd.	Barry Ferguson	N.S.W.	Neil Faulkner	N.S.W.	Mitsubishi Lancer
10	Gerry Ball Tuning Service	Greg Carr	A.C.T.	Wayne Gregson	A.C.T.	Datsun 710 SSS
11	M. I. Marshall	Mike Marshall	N.Z.	Arthur McWatt	N.Z.	Ford Escort RS 1800
12	Marlboro Holden Dealer Team	Colin Bond	N.S.W.	George Shephard	N.S.W.	Holden Torana L34
13	R. Dunkerton	Ross Dunkerton	W.A.	John Williams (Dr.)	W.A.	Datsun 260 Z
14	K. Shinozuka	Kenjiro Shinozuka	Japan	Gary Connelly	Qld.	Mitsubishi Lancer
15	Chateau Moteur	Dean Rainsford	S.A.	Rob Hunt	S.A.	Porsche Carrera
16	Nissan Motor Australia	Per-Inge Walfridsson	Sweden	Peter Godden	N.S.W.	Datsun 710 SSS
17	C. Porter	Blair Robson	N.Z.	Chris Porter	N.Z.	Ford Escort RS 1800
18	D. S. Silverio	Dante Silverio	Philippines	Siegfredo Fuentes	Philippines	Toyota Corolla Levin
19	Mitsubishi (Australia) Pty. Ltd.	Doug Stewart	N.S.W.	John Dawson-Damer	N.S.W.	Mitsubishi Lancer
20	TBA	Evan Green	N.S.W.	John Bryson	N.S.W.	Alfa Alfetta GT
21	J. L. Leyraud	Jean Louis Leyraud	New Caledonia	Therry Corsin	New Caledonia	BMW 2002ti
22	B. T. Hodgson	Bruce Hodgson	N.S.W.	Chris Heaney	A.C.T.	Ford Escort RS 2000
23	R. Soulard	Robert Soulard	New Caledonia	Jean Mouledous	N.S.W.	Renault Alpine
24	Grenville Motors Pty. Ltd.	James Laing-Peach	N.S.W.	Barry Lake	N.S.W.	Lancia Beta Coupe 1800
25	J. Reddiex	Jim Reddiex	Qld.	Greg Skea	Qld.	Citroen CX 2200
26	R. Jackson	Bob Jackson	N.S.W.	?	?	Torana XU1
27	D. Bond	David Bond	Victoria	Ian Richards	Victoria	Mitsubishi Lancer
28	A. Crawford	Peter Janson	Victoria	Paul Paterson	Victoria	Mitsubishi Lancer
29	Tony Matson Suspension Service Qld.	Adrian Taylor	Qld.	John Suominen	Qld.	Honda Civic
30	C. Taylor	Colin Taylor	N.Z.	K. Foulkes	N.Z.	Ford Escort RS 1800
31	M. Coote	Murray Coote	Qld.	Brian Marsden	Qld.	Datsun 1200
32	TBA					
33	A. J. Brough/M. J. Gall	Alan Brough	N.Z.	Mike Gall	N.Z.	Toyota Trueno
34	I. W. Hill	Ian Hill	N.S.W.	Graham Roser	N.S.W.	Mitsubishi Lancer
35	R. Jackson	Ross Jackson	N.S.W.	Peter Berriman	N.S.W.	Datsun 180B SSS
36	Stones Corner Motors Pty. Ltd.	Hank Kabel	Qld.	Simon Kabel	Qld.	Mazda RX3 Coupe
37	K. Cleghorn	Ken Cleghorn	N.Z.	Tim Gibbes	N.Z.	TBA
38	G. Bevan	Gary Bevan	A.C.T.	John MacDonald	A.C.T.	Datsun 1600 SSS
39	Y. Iwashita	Yoshio Iwashita	Japan	Nobu Yasuoka	Japan	Datsun PB 210
40	B. K. Dyer	Barry Dyer	N.S.W.	Brian McQuirk (Dr.)	N.S.W.	Subaru Coupe
41	B. Cheesman	Bruce Cheesman	N.S.W.	Fred Thomas	N.S.W.	Mitsubishi Lancer
42	K. Ishiguro	Kunio Ishiguro	Japan	Masahiro Tominaga	Japan	Mitsubishi Lancer
43	The Road & Rally Centre	Frank Neale	N.S.W.	Eric Vigar	N.S.W.	Mitsubishi Lancer
44	Bryne Ford Pty. Ltd.	Fred Thompson	Qld.	David Kortland	Qld.	Ford Escort RS 2000
45	J. C. Johnson	Jim Johnson	N.Z.	Neil Cruickshanks	N.Z.	Lancia Beta Coupe 2000
46	M. Ayabe	Mitso Ayabe	Japan	Shigeru Imai	Japan	Toyota Trueno
47	D. J. Coulter	Doug Coulter	N.S.W.	Kerry Anderson	N.S.W.	Mitsubishi Lancer
48	G. Meehan	Gary Meehan	N.S.W.	Martin Fell	N.S.W.	Toyota Corolla
49	G. Mecak	Gary Mecak	N.S.W.	John Trumppmanis	N.S.W.	Mazda RX3
50	S. Enjitsu	Susumu Enjitsu	Japan	Shiro Kawabe	Japan	Mitsubishi Lancer
51	D. Balmain	David Balmain	N.S.W.	Guenter Nowacki	N.S.W.	Mitsubishi Lancer
52	J. Kato	Junichiro Kato	Japan	Masayuki Yamashita	Japan	Subaru
53	H. Satoh	Hideya Satoh	Japan	Tarao Mitsuaki	Japan	Mitsubishi Lancer
54	I. Kakuchi	Isao Kakuchi	Japan	Tatsuhiko Kawaguchi	Japan	Honda Civic
55	Gerry Ball Tuing Service	Peter Gaudron	N.S.W.	Graeme Pigram	N.S.W.	Datsun 1600
56	Bathurst Light Car Club	Rodney Jones	N.S.W.	Arthur Davis	N.S.W.	Datsun 180B SSS
57	Team Route 6 Japan	Takao Nagayama	Japan	Mitsuhiro Kogima	Japan	Toyota Corolla
58	Dr. J. Munro	John Munro (Dr.)	Victoria	Wal Harris	Victoria	Datsun 180B
59	H. Watanabe	Hiroshi Watanabe	Japan	Koji Watanabe	Japan	Toyota Trueno
60	A. J. Hunter	Allan Hunter	N.S.W.	Bruce Partridge	N.S.W.	Datsun 610 Bluebird
61	Team Route 6 Japan	Kuniharu Ujima	Japan	Kazuyoshi Funaki	Japan	Honda Civic
62	R. Marks	Ron Marks	N.S.W.	Graeme Gillies	N.S.W.	Lancia Stratos
63	Team Route 6 Japan	Ikuo Maki	Japan	Yasuo Komori	Japan	Datsun 610 Bluebird
64	B. E. Clark	Brian Clark	N.S.W.	Peter Hardy	N.S.W.	Galant
65	A. Tezuna	Akira Tezuna	Japan	Yukio Iwashita	Japan	Mitsubishi Lancer
66	A. F. Ryan	Alan Ryan	Qld.	Peter Whalley	Qld.	Holden Torana
67	P. Bramble	Paul Bramble	N.S.W.	Stephen Bradley	N.S.W.	Mitsubishi Galant
68	Team Route 6 Japan	Kazuo Hamada	Japan	Takeshi Kekoya	Japan	Datsun Sunny
69	W. C. Adams Racing	Bill Adams	N.S.W.	Kevin Snowball	N.S.W.	Holden Torana XU1
70	North Shore Sporting Car Club	John Graydon	N.S.W.	John Sullivan	N.S.W.	Datsun 1200
71	R. Johnson	Bob Johnson	N.S.W.	Steve Halloran	N.S.W.	Mitsubishi Lancer
72	Y. Nakamura	Yoshihiro Nakamura	Japan	Mashiro Yoshitake	Japan	Datsun 710
73	Withdrawn					
74	M. Fukada	Michimasa Fukada	Japan	Katsuhiko Aoki	Japan	Isuzu PF 50
75	Road & Rally Centre	Philip Dodd	N.S.W.	Ken Smith	N.S.W.	Datsun 180B SSS
76	Team Route 6 Japan	Hisashi Shimura	Japan	Kazuo Takahashi	Japan	Honda Civic
77	R. M. Moore	Bob Moore	A.C.T.	Roger Moore	N.S.W.	Mitsubishi Lancer
78	H. Kunimasa	Hisao Kunimasa	Japan	Toshiaki Fukui	Japan	Mitsubishi Lancer
79	The Road & Rally Centre	Geoff Goodwin	N.S.W.	Arthur Evans	N.S.W.	Datsun 1200 Coupe
80	K. Koyama	Kenji Koyama	Japan	Akio Koyama	Japan	Toyota Celica
81	I. Monk	Ian Monk	A.C.T.	Jarp Emmelkamp	N.S.W.	Peugeot 504
82	R. Rotondo	Ruggero Rotondo	N.S.W.	Enrico Zanarini	N.S.W.	Alfa Alfesud T1
83	K. Kitaura	Kengo Kitaura	Japan	Kanji Nakayama	Japan	Toyota Corolla
84	W. J. Slater	Wilf Slater	N.S.W.	Gordon Slater	N.S.W.	Mini Cooper S
85	Withdrawn					
86	D. Mulholland	Doug Mulholland	N.S.W.	Gwyn Mulholland	N.S.W.	Cortina 1600
87	New South Wales Car Club	John Stanton	N.S.W.	Ross Hearne	N.S.W.	Mini GT
88	B. Ashworth	Brian McIlvenna	N.S.W.	Barbara Ashworth	N.S.W.	Ford Capri GT
89	C. Ryder	Joyce Ryder	N.S.W.	Charlie Ryder	N.S.W.	Mitsubishi Lancer
90	Christian Autosports CC	Keith Downie	N.S.W.	Wayne Simeon	N.S.W.	Mazda RX2



Car No. 20: Alfa Romeo Alfetta GT
Evan GREEN (NSW)/John BRYSON (NSW)

One of Australia's best known motoring journalists, television motorsport commentators, and now author Evan GREEN has been competing in rallies for many years – although not with the luck that seems to come to others. GREEN has not had an altogether happy time with the Southern Cross Rally over the years but this second outright in a Mini Cooper S in 1970 was a fine performance. He is more known for his efforts in the major marathon type events, having competed in most of them: the 1968 London to Sydney, 1970 Mexico and the 1974 Munich World Cup Rallies – finishing thirteenth in the latter. His navigator is John BRYSON, who was with Andrew COWAN in 1972/3/4 when he won the TOTAL Oil Southern Cross International Rallies.



Car No. 22: Ford Escort RS 2000
Bruce HODGSON (NSW)/Chris HEANY (ACT)

After several years in the 'wilderness' Bruce HODGSON ('Hoddo') came back into the motorsport winning list in 1975 with a fine double – fifth in the Bathurst 1000, and a fifth in the TOTAL Oil Southern Cross International Rally. A Ford man, HODGSON drove a Ford Escort 2000 in the Bathurst and a 1600 in the Southern Cross Rally. Part of the Ford works team in the 1968 London to Sydney Marathon HODGSON finished sixth outright. Travelling to New Zealand he won the first Heatway International Rally in 1971. HODGSON, who runs an automotive brake and air-conditioning business at Griffith, a country town in NSW, has converted his circuit racing Escort 2000 to a rally car for the Southern Cross Rally.



Car No. 24: Lancia Beta Coupe 1800
James LAING-PEACH (NSW)/Barry LAKE (NSW)

Driving the first Lancia Beta to be rallied or raced in Australia James LAING-PEACH, well known Sydney motoring journalist, has a wealth of motorsporting activities behind him. His circuit racing career was highlighted by his ninth placing in the 1975 Bathurst 1000, although he has raced at many meetings in the Eastern States. Although not a regular competitor during the year in rallies LAING-PEACH always competes in the TOTAL Oil Southern Cross International Rally. He finished sixth outright in 1975.



MITSUBISHI LANCER GSR

Winning car in the TOTAL Oil Southern Cross International Rally – 1973/74/75.

The Lancer GSR is different to the Lancers available in Australia. In place of the 1400cc motor of the Australian version is a 1600cc Saturn motor – as fitted to the Mitsubishi Galant.

A brief specification of the Mitsubishi Lancer is:

Engine: 1600cc Saturn motor; twin Solex twin-choke carburettors; single overhead camshaft; oil cooled; electronic ignition. Develops 170HP (SAE) at 7500rpm.

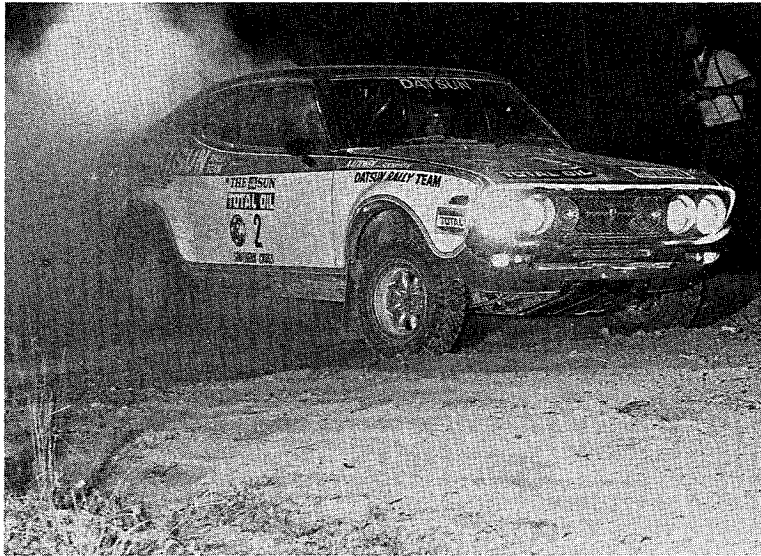
Transmission: Five speed gearbox; limited slip differential.

Suspension: MacPherson struts front suspension; live axle rear suspension with gas-filled shock absorbers.

Brakes: As for the standard Australian Lancer – discs on front; drum on rear.

Steering: Standard recirculating ball type.

Works cars are: No. 6 (A. Cowan), 9 (B. Ferguson), 19 (D. Stewart).
Works assisted: No. 14 (K. Shinozuka).



DATSUN 710SSS

Except for the shorter wheel base the Datsun 710SSS mechanical specification is similar to the Datsun 180B.

A brief specification of the rally version of the Datsun 710SSS is:

- Engine** Engine is the production L18 — 4 cylinder unit with modified single overhead camshaft head, or alternatively a twin overhead camshaft head assembly; power is in excess of 200 HP (SAE). Maximum usable revolutions is 8600rpm.
- Transmission:** 5 speed all direct gearbox. Solid mounted limited slip differential.
- Suspension:** Standard design independant all round; front adjustable MacPherson strut; coil springs; rear semi trailing A-arms; gas shock absorbers all round.
- Brakes:** Servo-assisted disc all round.
- Steering:** 2½ turns lock to lock of standard design.
- Wheels:** 6 in. x 14 in. in magnesium alloy.

Works cars: No. 3 (H. Kallstrom), 4 (S. Mehta), 7 (R. Aaltonen), 8 (G. Fury, 16 (P. Walfridson)
 Works assisted: No. 10 (G. Carr), 39 (Y. Iwashita).



HOLDEN TORANA L34 V8

Although the Torana L34 has not been used extensively in rallies it can be expected that the entry in the Southern Cross Rally, driven by Colin Bond, and masterminded by Harry Firth, will do extremely well.

A brief specification for this car is:

- Engine:** 5000cc standard L34 V8 motor; single four choke downdraft Holley carburettor. Develops 320 HP (SAE) at 6000rpm.
- Transmission:** Standard Australian four speed gearbox; rear Detroit locker.
- Suspension:** Wishbone coil spring front; live rear axle with trailing arm.
- Brakes:** Standard disc on front; drum on rear.
- Steering:** Rack and pinion.

Works car: No. 12 (C. Bond).



FORD ESCORT RS 1800

Rallying in Great Britain has been dominated for many years by Ford Escorts and this year two cars prepared by the Ford Europe stable will be competing in the Southern Cross Rally.

Brief specifications are:

Engine: 1977cc B.D.A. engine; dual overhead cam; 16 valves twin 45 Weber carburettors.

Developes 244 BHP (SAE); uses up to 8000rpm

Transmission: 5 speed Z.F. gearbox; limited slip differential

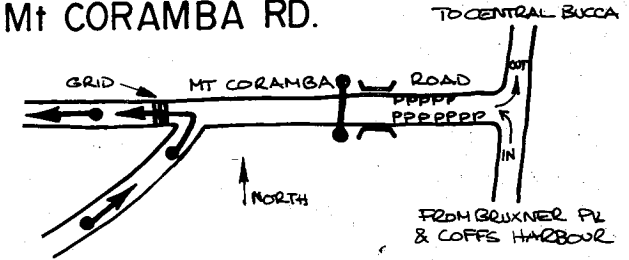
Suspension: MacPherson strut unit (Bilstein gas) on front; Bilstein gas shock absorbers on rear.

Brakes: Disc all round.

Steering: Rack and pinion

Works cars: (T. Makinen), 2 (R. Clark).

*2.10 a Mt CORAMBA RD.



FIRST CAR DUE: 9.25 pm
Travelling time: 10 - 15 minutes
from Coffs Harbour to Mt.
Coramba Road

POINT 2.10a – MOUNT CORAMBA

Proceed back through Bellingen to Pacific Highway.

Proceed north through Coffs Harbour.

4.7 km north of Coffs Harbour traffic lights turn left at Bruxner Park sign.

4.6 km west of highway end of bitumen.

8 km west of highway turn left and park before bridge.

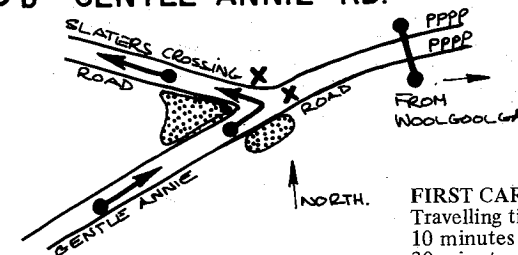
Do not return via same road. Continue north through Central Bucca.

6.1 km north of Mt. Coramba Road turn right into Nana Glen Road.
(Service Point at 10.30 pm is 1.8 km to left).

2.9 km from Central Bucca Road turn right into Pacific Highway.

This is 13 km north of Coffs Harbour traffic lights.

*2.10 b GENTLE ANNIE RD.



FIRST CAR DUE: 10.00 pm
Travelling time:
10 minutes from Woolgoolga
30 minutes from Coffs Harbour

POINT 2.10b – GENTLE ANNIE ROAD

Proceed north of Coffs Harbour to Woolgoolga (26k).

Turn left off highway at crossroads (Woolgoolga Creek Road).

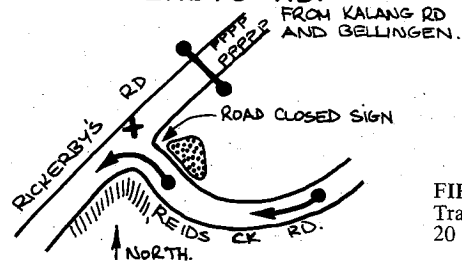
1.1 km west of highway keep right on main road,

7.8 km west of highway park well before road junction of Gentle Annie Road and Slaters Crossing Road.

POINT 2.11 – BELLINGEN TOTAL SERVICE STATION REFUEL

Turn off the Pacific Highway onto the Dorrigo Road at Raleigh and proceed 12 km to Bellingen.

2.12 RICKERBYS RD.

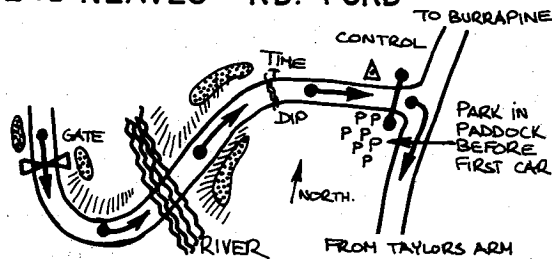


FIRST CAR DUE: 1.00 am
Travelling time from Bellingen:
20 minutes

POINT 2.12 RICKERBYS ROAD

Proceed south from Bellingen crossroads Kalang 18 signpost.
1.7 km from crossroads keep right at Kalang 22 sign.
5 km from crossroads keep right past control at left (first car due 12.52 am).
15.7 km from crossroads turn left and cross grid (S/P Rickerbys Road).
16.9 km from crossroads grid.
20.0 km from crossroads park at least 100 metres before road junction of Rickerbys Road and Reids Creek Road.
Return to highway via Bellingen.
Do not use Bellingen-Bowraville Road.

2.13 NEAVES RD. FORD



FIRST CAR DUE:
2.45 am
Travelling time from
Macksville: 50 mins.

POINT 2.13 - NEAVES ROAD FORD

Proceed south through Nambucca Heads to Macksville.
Turn right off highway at Hospital signpost (at BP Service Station).
0.9 km from highway turn right at Taylors Arm sign.
1.6 km from highway keep left at Bowraville sign.
4.1 km from highway keep left at Taylors Arm sign.
10.1 km from highway turn right at Boat Harbour Road sign.
14.7 km from highway keep left on main road Bowraville 8 signpost.
18.0 km from highway straight on at Northbank signpost.
19.6 km from highway turn right at 'T' (S/P 19 Macksville).
23.3 km from highway straight on past Kempsey 42 sign
26.9 km from highway straight on through Lower Taylors Arm.
2.8 km from Lower Taylors Arm signpost straight on (S/P Kempsey via Hickeys Creek).
3 km from Lower Taylors Arm end of speed zone.
Caution for next 7½ km narrow winding road.
7.4 km from end of speed zone turn left through gate into control and park on left hand side in paddock.
Return to highway at Macksville and proceed back to Port Macquarie.

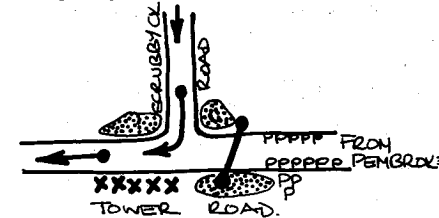
SUMMARY OF SPECTATOR POINTS - DIVISION THREE

Point No.	Location	Time First Car Due
1	Port Macquarie Start	3.00 pm
2a*	Tower Road, Cairncross State Forest	3.30 pm
2b	McCarthy's Road, Cairncross State Forest	3.35 pm
3	South Kempsey Mealbreak	5.30 pm
4	South Kempsey TOTAL Service Station refuel	6.00 pm
5a	McKays Road, Tan Ban State Forest (South of Eungai)	7.00 pm
5b*	Louies Ridge Road, Ingalba State Forest (west of Eungai)	7.30 pm
6a	Ainsworth Road, Newry State Forest (north of Macksville)	8.25 pm
6b	Back Paddock Road, Newry State Forest (north of Macksville)	8.30 pm
7	Bellingen TOTAL Service Station refuel	9.00 pm
8	Willi Willi Road, Sherwood West	12.40 am
9	Port Macquarie	3.00 am

POINT 3.1 - PORT MACQUARIE START

First car is due to leave Port Macquarie at 3 pm; impound is located in William Street, the eastern end of this street is closed to traffic. Crews can work on their cars fifteen minutes prior to their scheduled time of departure.

*3.2a TOWER RD

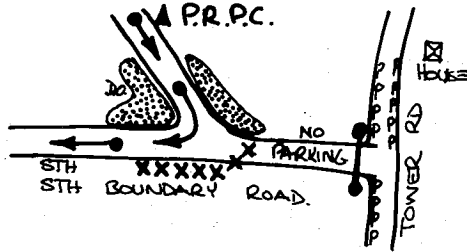


First Car Due: 3.30 pm,
Travelling time from Port
Macquarie: 30 minutes

POINT 3.2a - TOWER ROAD

Proceed to Telegraph Point.
Turn left off Pacific Highway, Wauchope signpost about ½ km before Telegraph Point bridge.
3.9 km west of highway go straight on (S/P Rolland Plains).
5.9 km from Telegraph Point keep right - rally cars entering from left.
7.5 km from Telegraph Point turn right and cross railway bridge.
0.8 km from main road keep right (S/P South Boundary Road).
3.9 km from an road park so as not to obstruct others.
Return to Pacific Highway along same route.

3.2b Mc CARTHYS RD.



First Car Due: 3.35 pm
Travelling time from Port
Macquarie: 30 minutes

POINT 3.2b – McMARTHYS ROAD

Proceed to Telegraph Point.
Turn left off Pacific Highway, Wauchope signpost about ½ km before Telegraph Point bridge.
3.9 km west of highway go straight on (S/P Rollands Plains).
5.9 km from Telegraph Point keep right.
7.5 km from Telegraph Point turn right and cross railway bridge.
0.8 km park off road, keeping lane and road junction clear.
Return to Pacific Highway along same route.

POINT 3.3 – SOUTH KEMPSEY MEALBREAK

Proceed along the Pacific Highway to Kempsey.
Just prior to the TOTAL Service Station, Lions Park on left; mealbreak area.
Crews have a 30 minutes mealbreak during which time work can be carried out on the cars.

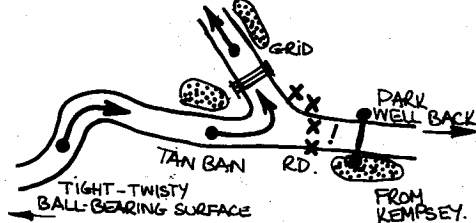
First Car Due: 5.30 pm
Travelling time from Port
Macquarie: 50 minutes

POINT 3.4 – SOUTH KEMPSEY REFUEL AT TOTAL SERVICE STATION

From mealbreak proceed north along Pacific Highway.
200 metres is the TOTAL Service Station on right.

First Car Due: 6 pm

3.5a Mc KAYS RD TAN BAN

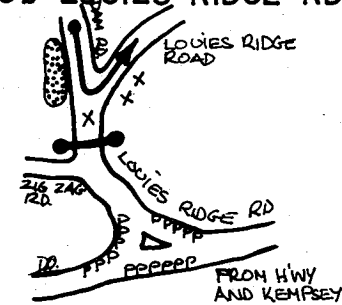


First Car Due: 7 pm
Travelling time from the
TOTAL Service Station:
40 minutes

POINT 3.5a – McKAYS ROAD

Proceed north from the TOTAL Service Station along the Pacific Highway.
2.0 km from the Service station turn right in centre of Kempsey and follow Pacific Highway (S/P Coff's Harbour).
39.1 km from the service station turn left off highway.
1.0 km from the highway turn left (S/P Little Tamban Road).
1.9 km from highway bear left.
4.4 km from highway park well before the McKays Road/Tan Ban Road intersection so as not to obstruct others.
Return to Pacific Highway along same route.

*3.5b LOUIES RIDGE RD

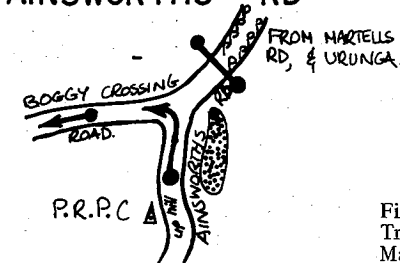


First Car Due: 7.30 pm
Travelling time from Kempsey:
30 - 40 minutes.

POINT 3.5b – LOUIES RIDGE ROAD

Proceed north of Kempsey to Eungai, 37 km north of Kempsey post office.
2.3 km north of Eungai 100 KPH sign straight on past Allgomera Road.
3.8 km north of Eungai 100 KPH sign turn left off highway at Fire Place 500 KM signpost.
0.6 km from highway park so as not to obstruct others.

3.6a AINSWORTHS RD

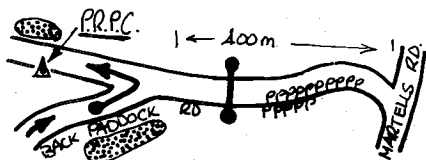


First Car Due: 8.25 pm
Travelling time from
Macksville: 30 mins.

POINT 3.6a – AINSWORTH ROAD

Proceed north along the Pacific Highway from Macksville, then through Nambucca Heads to the Nambucca railway crossing.
15.5 km past the crossing turn hard left off the Pacific Highway, and past quarry on left.
0.7 km from the highway keep right through gateway (S/P Martells Rd.).
2.3 km from highway turn hard left into Ainsworth Road and park so as not to obstruct others; PARK NO MORE THAN 400 METRES FROM MARTELLS ROAD (there is a boggy crossing after 450 metres).
Return to Pacific Highway along same route.

3-6b BACK PADDOCK RD



First Car Due: 8.30 pm
Travelling time from
Macksville: 30 minutes

POINT 3.6b – BACK PADDOCK ROAD

Proceed north along the Pacific Highway from Macksville, then through Nambucca Heads to Nambucca railway crossing.

1.5 km north of the crossing, turn hard left off highway and past quarry on left.

0.7 km from highway keep right through gateway (S/P Martells Road).

2.3 km from highway keep right past Ainsworth Road.

3.3 km from highway keep left past Cossips Road,

4.0 km from highway cross bridge.

250 metres past bridge turn left into Buckmans Road, and park well short of the rally route (400 metres up the road) so as not to obstruct others.

Return to Pacific Highway along same route.

POINT 3.7 –

BELLINGEN REFUEL AT TOTAL SERVICE STATION

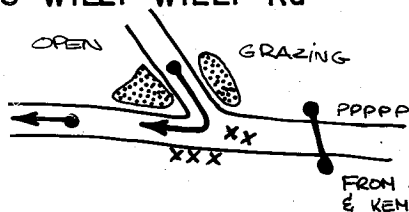
Proceed north along the Pacific Highway to Raleigh

Turn left onto the Dorriggo Road

13 km, Bellingen.

First Car Due: 9 pm

3-8 WILLI WILLI Rd



First Car Due: 12.40 am
Travelling time: from
Kempsey 15 minutes.

POINT 3.8 – WILLI WILLI ROAD

Proceed along Pacific Highway to Kempsey.

If travelling from the north turn right off highway immediately after post office.

If travelling from the south bear left off highway after crossing Manning River.

1.0 km west of highway, cross over railway and then keep left on the Armidale Road.

6.6 km west of highway turn left (S/P Airport).

0.9 km from the Armidale Road keep right (S/P Airport).

1.2 km from the Armidale Road go straight on.

2.7 km from the Armidale Road go straight on at crossroads; cross bridge and proceed through Sherwood.

4.2 km from the Armidale Road go straight on past the Kempsey via Dondingalong Signpost.

5.8 km from the Armidale Road park at least 100 metres short of the road junction so as not to obstruct others.

Return to the Pacific Highway along the same route.

POINT 3.9 – PORT MACQUARIE

First Car Due: 3 am

SUMMARY OF SPECTATOR POINTS – DIVISION FOUR

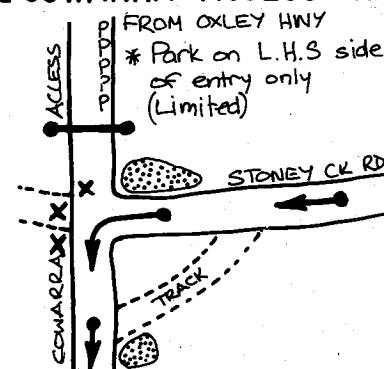
Point No.	Location	Time First Car Due
1	Port Macquarie Start	3.00 pm
2a	Cowarra Access Road, southeast of Wauchope	3.25 pm
2b*	Internal Break Road, Herons Creek (north of Kew)	3.45 pm
3a*	Stoney Creek Rd, Middle Brother State Forest	4.00 pm
3b	Middle Brother Tower Road, Middle Brother State Forest	4.10 pm
4	Taree TOTAL Service Station Refuel	5.15 pm
5	Taree Mealbreak	5.30 pm
6	Black Flat Lane, Mt. George	6.30 pm
7	Rowleys Road, west of Bobin	7.35 pm
8	Fenwicks Road, near Yarrowitch	10.00 pm
9	Cockera wobeeba Road, north of Forbes River	11.20 pm
10	South Kempsey TOTAL Service Station Refuel	1.00 am
11a	Rollover Road, southwest of Wauchope	3.00 am
11b*	Nine Tree Road, Wauchope	3.05 am
12	Internal Break Road (same point as 4.2b)	3.15 am
13	Port Macquarie	4.00 am

*Public Spectator Points

POINT 4.1 – PORT MACQUARIE START

First car is due to leave Port Macquarie at 3 pm; impound is located in William Street the eastern end of this street is closed to traffic. Crews can work on their cars fifteen minutes prior to their scheduled time of departure.

4-2a COWARRA ACCESS RD.



First Car Due: 3.25 pm
Travelling time from Port
Macquarie: 20 minutes

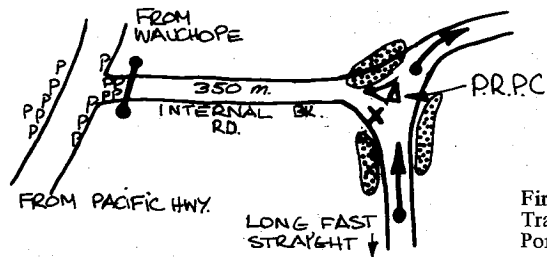
POINT 4.2a – COWARRA ACCESS ROAD

Proceed towards Wauchope along the Oxley and Pacific Highways.
Turn right off Pacific Highway into Oxley Highway (S/P Wauchope).

2.0 km west of the Pacific Highway turn left and cross grid (S/P Cowarra Access Road).

2.1 km south of Oxley Highway park on *left hand side* of narrow road so as not to obstruct others.

* 4.2b INTERNAL BREAK RD.

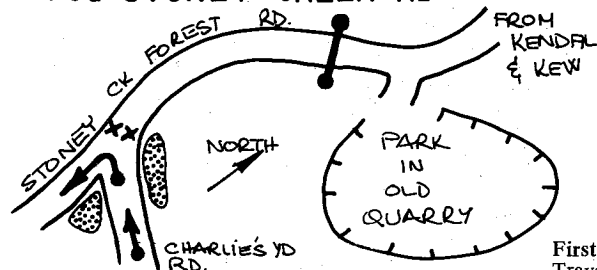


First Car Due: 3.45 pm
Travelling time from
Port Macquarie: 30 mins.

POINT 4.2b – INTERNAL BREAK ROAD

Travel along the Pacific Highway towards Herons Creek (located north of Kew) 15.1 km south of the junction of the Pacific and Oxley Highways turn right into Bago Road (S/P Wauchope) (this turnoff is 2.5 km north of Herons Creek). 2.7 km northwest of the Pacific Highway park off carriageway in a safe position so as not to obstruct others; walk about 350 metres along Internal Break Road.

* 4.3a STONEY CREEK RD

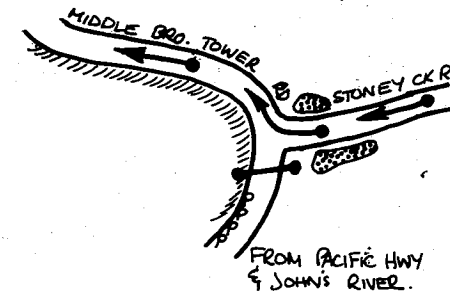


First Car Due: 4 pm
Travelling time from Kew:
10 mins. plus 5 mins.
walking time.

POINT 4.3a – STONEY CREEK ROAD

Proceed to Kew and turn off Pacific Highway to travel towards Comboyne and Kendall.
1.5 km west of the Kew turnoff cross bridge and turn right.
1.9 km west of the Kew turnoff keep left after railway crossing.
0.3 km from railway crossing keep left at triangular park.
0.5 km from railway crossing turn left (S/P Birdtree).
1.0 km from railway crossing end of restricted speed limit sign.
3.3 km from restricted speed limit sign turn left (S/P Stoney Creek Road).
3.7 km from restricted speed limited sign straight on after grid.
1.5 km from the grid, park in quarry on left.
walk 500 metres to spectator point.
Return to Pacific Highway via same route.

4.3b MIDDLE BROTHER, TOWER RD.



First Car Due: 4.10 pm
Travelling time:
15 mins. from Kew
40 mins. from Port
Macquarie.

POINT 4.3b – MIDDLE BROTHER TOWER ROAD

If travelling North from Taree

Start from the TOTAL Service Station in Taree and travel north along the Pacific Highway.
19.9 km from the Service Station go straight on (S/P 10 Lansdowne).
38.2 km from the service station turn left (S/P Middle Brothers Lookout).
2.3 km after turning off highway park off road well before intersection so as not to obstruct others.
Travelling time from Taree: 30 minutes.

If travelling South

Proceed to crossroads at Kew.
Travel south along Pacific Highway towards Taree.
5.0 km south of Kew straight on past a control located on the right.
8.2 km south of Kew straight on past Bird Tree North Forest Road.
10.7 km south of Kew turn right off highway (S/P Middle Bros. Lookout).
2.3 km after turning off highway park well off road before intersection so as not to obstruct others.
Travelling time: 15 minutes from Kew.

POINT 4.4 – TAREE TOTAL SERVICE STATION REFUEL

Proceed along Pacific Highway towards Taree.
TOTAL Service Station located on right off highway as approaching centre of Taree.

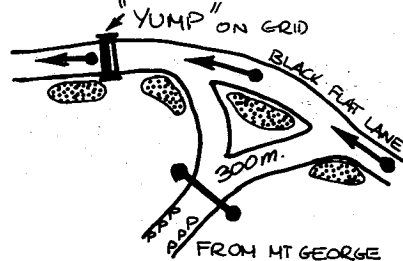
First Car Due: 5.15 pm

POINT 4.5 – TAREE MEALBREAK

Crews will take a 30 minute mealbreak; cars will be located at Butterworth Place, a large public car park behind the Taree post office and Woolworths in the centre of Taree.

First Car Due: 5.30 pm

4-6 BLACK FLAT LANE

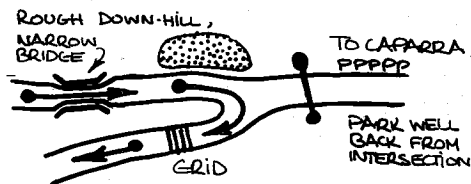


First Car Due: 6.30 pm
Travelling time from
Taree: 30 minutes

POINT 4.6 – BLACK FLAT LANE

Travel from Taree to Mt. George via Wingham.
1.6 km from the 60 speed limit sign at Mt. George turn right after the school and cross a grid (please be quiet past houses).
1.6 km after this turn cross grid and watch for stray stock.
2.0 km after turn park off road.
walk about 400 metres to spectator point.
Return to Taree via same route.

4-7 ROWLEYS RD

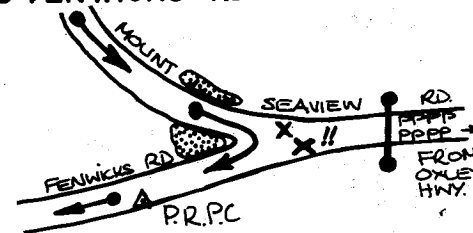


First Car Due: 7.35 pm
Travelling time from Taree:
50 minutes

POINT 4.7 – ROWLEYS ROAD

Proceed south along Pacific Highway from the Taree TOTAL Service Station.
1.1 km from the TOTAL service station turn right at crossroads and follow main road to Wingham.
12.2 km from service station cross railway.
12.7 km from service station turn right at crossroads.
13.6 km from service station turn right; then after 0.1 km pass over railway bridge and then immediately turn left at 'Elands' sign.
20.1 km from service station turn left (S/P 11 Wherrol Flat).
25.1 km from service station keep straight on (Control 10 on left).
33.5 km from service station keep straight on at the '63 km Oxley Highway' sign and follow main road to Caparra.
47.5 km park off road well before intersection so as not to obstruct others.
Return to Taree via the same route.

4-8 FENWICKS RD



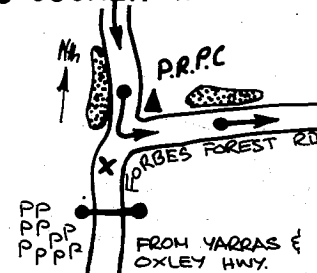
First Car Due: 10 pm
Travelling time from
Wauchope: allow 80
minutes

POINT 4.8 – FENWICKS ROAD

Proceed to Myrtle Scrub travelling along the Oxley Highway.
Service point is at the corner of the Oxley Highway and Seaview Road;
Control 19 is located at the junction of Oxley Highway and Myrtle Scrub Road, 0.1 km west of the service point.
Turn off highway into Seaview Road.
0.7 km north of highway park well short of Fenwicks Road.

NOTE: If travelling from Taree area you must follow the service crew route or use the Pacific Highway and then Oxley Highway. All roads in the Elands – Bulga – Doyles River area will be closed to the public.

4-9 COCKERAWOBEEBA RD



First Car Due: 11.20 pm
Travelling time: 50 mins from
Wauchope and then 25 mins
from turn off highway.

POINT 4.9 – COCKERAWOBEEBA ROAD

Proceed along Oxley Highway to Yarras.
Turn off highway onto Forbes River Road and proceed north through Yarras and Birdwood.

17.2 km from highway turn right and cross grid (S/P Forbes Forest Road).
18.2 km from the highway park in large clearing on left. DO NOT USE HIGH BEAM for last 500 metres as competitors are approaching into your lights.
CAUTION: As this point is in the middle of the 218 km stage of the rally, it is anticipated that there will be a large crowd – be early and allow a *minimum* of 25 minutes from the turn off the highway at Yarras. *Take it easy!*

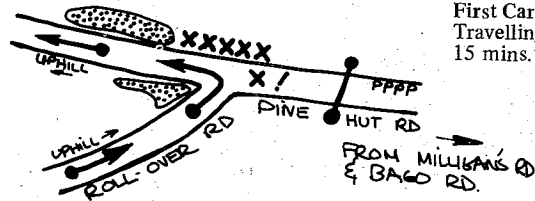
Return to Oxley Highway via same route.

POINT 4.10 – KEMPSEY TOTAL SERVICE STATION REFUEL

Cars will refuel at the TOTAL Service Station in South Kempsey.

First Car Due: 1 am

4.11a ROLLOVER RD.



First Car Due: 3 am
Travelling time:
15 mins. from Wauchope

POINT 4.11a – ROLLOVER ROAD

Proceed to Wauchope.

Turn south as crossroads in centre of town at Hastings Hotel (300 metres west of the railway crossing).

9.1 km turn right into Milligans Forest Road (signpost).

1.6 km after turning into Milligans Forest Road keep right and follow main gravel road.

3.3 km after turning into Milligans Forest Road turn right at Pine Hut Forest Road sign.

1.8 km from this last turn park to side of road well before Rollover Road such as not to obstruct others.

Return to the Wauchope main road via same route.

POINT 4.11b – NINE TREE ROAD

Proceed to Wauchope.

Travel west at crossroads in centre of town at Hastings Hotel (300 metres west of the railway crossing) along Oxley Highway).

2.9 km from the crossroads turn left, before the cemetery.

0.1 km after turn left at 'Old Highway' sign.

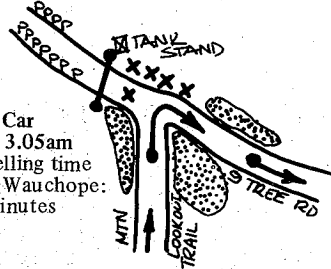
1.0 km after turning left off the highway turn right at hut (S/P Nine Tree Road).

1.7 km after turn left off the highway keep left (S/P Toms Road).

2.8 km after turning left off the highway park off road before intersection, so as not to obstruct others.

4.11b NINE TREE RD

First Car
Due: 3.05am
Travelling time
from Wauchope:
10 minutes



POINT 4.12 – INTERNAL BREAK ROAD

This is the same spectator point as 4.2b except that the cars will travel in the opposite direction.

First Car Due: 3.15 am

POINT 4.13 – PORT MACQUARIE

The rally will finish in Port Macquarie, the first car being due at 4 am.

All finishing cars will be impounded and then scrutineered for eligibility and road-worthiness. Following this scrutineering the cars will be impounded. Results will be shown on the main score board at rally headquarters.

THURSDAY 14th OCTOBER

Cars will leave Port Macquarie early on Thursday morning and travel to Sydney to assemble at Bradfield Park (under Harbour Bridge). They will then be escorted by Police through the Sydney streets to arrive at Hyde Park at 1 pm; The cars will be on display to the public for an hour.



THE IMPORTERS OF S.E.V. MARCHAL
RACE & RALLY INTERNATIONAL PTY. LTD.
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1976 TOTAL OIL SOUTHERN CROSS RALLY

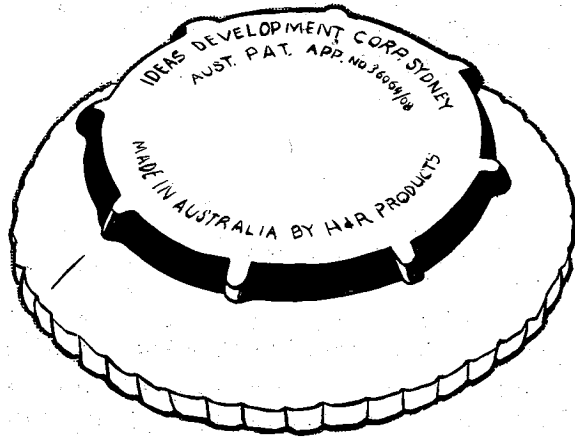


Ross Dunkerton, 1975 & 1976 Australian Rally Champion, competing in the 1976 Southern Cross and using S.E.V. Marchal Halogen Lighting – the light for maximum performance.

To quote Ross, "When you are out to win the Australian Rally Championship you cannot afford to compromise on anything – For that reason I chose Marchal lights as I believe from experience and testing that they are superior to other brands available."

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TOTAL OIL SOUTHERN CROSS INTERNATIONAL RALLY

ABOUT THE ENTRIES

Timo Makinen of Finland has been awarded the coveted number one starting position in the TOTAL Oil Southern Cross International Rally.

Makinen, one of the world's greatest rally drivers will drive a Ford Escort RS 1800 in the event with his English navigator Henry Liddon. Makinen has been driving for the Ford stable since 1970 and has been closely involved with the development of the new RS 1800.

Overseas drivers dominate the top starting positions. Makinen's teammate Roger Clark of England, also driving a Ford Escort RS 1800 has drawn the number two starting position. Clark's navigator is fellow countryman Jim Porter.

The next three places have been awarded to world recognised drivers. Harry Kallstrom, from Sweden, in a Datsun 710 SSS, Shekhar Mehta (Kenya) also in a Datsun 710 SSS and Achim Warmbold of Germany in a BMW 320.

Fives times winner of the TOTAL Oil Southern Cross International Rally, Andrew Cowan of Scotland, is driving a Mitsubishi Lancer. With Cowan's ability to read the varying road conditions and his experience in Australia he will be the man to beat.

Rauno Aaltonen will start in seventh position. The Finnish champion has competed in Australia on three previous occasions. He will drive a Datsun 710 SSS.

First Australian in the star-studded lineup will be Datsun Rally Team driver George Fury who will start in eighth position. Fury was a clear leader in last year's Southern Cross Rally before being forced to retire.

Three times Australian Rally Champion Colin Bond will start in 12th position in his Marlboro Holden Dealer Team Torana L34.

Bond has not competed in the rally in a works car since he won the event in 1971, in a Torana XU1. Most Rally enthusiasts are keen to see how Bond shapes up against the overseas stars. Competing as a privateer in 1973, and starting from 74th place, Bond swept through the field to finish fifth outright.

Other leading Australians competing include Barry Ferguson (twice winner of the Cross) and Greg Carr who finished third in last year's event. Current Australian Rally Champion, Ross Dunkerton, will enter his privately owned Datsun 260Z. He is also leading the pointscore for this year's Championship. Second in this year's Championship Dean Rainsford, is competing in his Porsche Carrera.

The Japanese contingency is the strongest ever for the rally, with 20 drivers and 19 navigators coming to Australia for the event. Kenjiro Shinozuka leads the Japanese contingent starting in 14th position.

The 1976 TOTAL Oil Southern Cross International Rally has attracted a total of 90 entries.

37 of these entries have nominated drivers from overseas countries. 7 are from Europe, 1 from Africa, 1 from the Philippines, 2 from New Caledonia, 6 from New Zealand and 20 from Japan. Including co-drivers a total of 68 overseas competitors are coming to Australia for the event. The European drivers include some of the best rally drivers in the world and will ensure that this year's event is keenly contested.

New South Wales is highly represented with 36 entries, ACT with 4, Queensland with 6, Victoria 3 and South and Western Australia with 1 each.

Datsun and Mitsubishi cars head the list of the numbers of cars entered with 22 and 21 respectively. Toyota with 8 and Ford with 7 are then followed by Holden (5), Honda (4), Lancia and Mazda with 3 each, and two each from Peugeot, Leyland, Alfa, Subaru, BMW, and Prosche, Citroen, Renault, Izuzu all have one car entered.

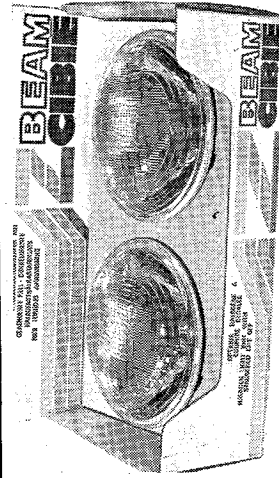
Exotic European cars are becoming more frequently entered in the rally. For this year's event the following will run: Porsche Carrera, Alfetta CT, Lancia Beta Coupe 1800 and 2000, Citroen CX 2200, Renault Alpine, Lancia Stratos and a BMW 320.

41 cars in all are being brought into Australia especially to compete in the rally.

NOW!...ASYMMETRICAL HALOGEN STAGGERED-BEAM HEADLAMPS...

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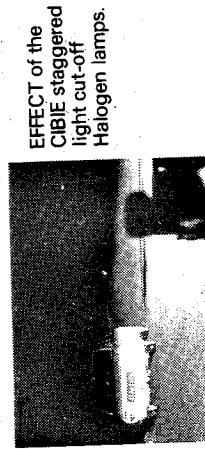
BEAM ZCIBIE



The CIBIE Z-beam headlight conversion is designed to increase the range of your car's lighting on low beam, and concentrate the power available on high beam while significantly reducing glare to vehicles being overtaken or approaching round left hand bends. This is possible because the lenses are designed to prevent excess light being emitted above the headlamps.



EFFECT of the conventional headlamps. Note glare to over-taken car and poor forward illumination.



EFFECT of the CIBIE staggered light cut-off Halogen lamps.

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Confederation of Australian Motor Sport Stewards:

Mr. S. Marlowe Mr. C. Barnes Mr. G. Denney Mr. J. Furlonger

Confederation of Australian Motor Sport Course Checker:

Mr. N. Collier

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Road Director: Dan White Competitor Liaison: John Arter
Functions Officer: Jack Mullins Technical Officer: Fred Pearce
Assistants: Monty Love and Eric Lathwell
Assistant Road Director: Murray Finlay

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In Charge Scrutineering Function: Tony Warren

Results:

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Mike Patricks, John Robertson

Coffs Harbour Sporting Car Club: Rob Watkins

Central Coast Sporting Car Club (Taree): Brian Langdon

Grafton Sporting Car Club: Gary Simms, Richard Harris, Ross Kneipp

Hasting Valley Sportin Car Club (Wauchope): John Lawrence, Charlie and
Pam Lee, Bill Armitage

Various Clubs of Newcastle: Dave Boddy

Stage and Spectator Controls: These are manned by many hundreds of various car /CAMS members.



The Gordonville Ford. One of the highlights of The Total Oil Southern Cross International Rally each year in the Gordonville Ford at Bellingen. In 1975 some 3,000 people lined the banks of both sides of the river to watch the cars.



Subaru were successful with class wins in 1975 and here James Laing-Peach/ Barry Lake take the front wheel drive car through one of the closed road stages.



Despite problems which would dampen any competitor's spirit, Bruce Hodgson continued to finish with a well deserved fifth outright placing. Driving his Ford Escort "Hoddo" achieved his best placing in The Southern Cross Rally. His co-driver was Chris Heaney.



Barry Ferguson has developed a proud record in The Southern Cross Rally. In 1976 he competed in a Mitsubishi Lancer GSR with co-driver, Lindsay Adcock.

1968

1968 saw a change of rally directors with Allan Lawson taking over. This also meant a change of luck for John Keran and Peter Myer in the Volvo 142S who set an unbeatable pace as the rally once again traverse the route from Sydney to Melbourne and back to Sydney. Paddy Hopkirk was back for his third try in as many years, but a wet clutch after a deep river crossing on the first night ended his challenge. New features providing plenty of action and excitement for the rally's 76 starters and included special stages on circuits at Amaroo Park near Sydney and Hume Weir (Albury) and loops in the wild mountainous country around Tumbarumba and Tumut in the New South Wales Southern Alps. Second place went to Frank Kilfoyle/Doug Rutherford for the second time (Cortina GT) and third was up and coming Colin Bond with Brian Hope, again in the Colt Fastback.

- 1st: J. Keran/Peter Meyer – Volvo 142S
- 2nd: F. Kilfoyle/D. Rutherford – Cortina GT
- 3rd: C. Bond/B. Hope – Colt Fastback
- 4th: A. Roberts/M. Osborne – Holden HK
- 5th: B. Hodgson/R. Forsyth – Cortina GT

Manufacturers Award: Holden Dealer Team
Ladies Award: L. Keefe/S. Vine

1969

This year the Southern Cross moved north to be centred around Surfers Paradise in Queensland, with the first half running down into northern New South Wales towns of Grafton, Kyogie and Tenterfield before moving back into Queensland. Andrew Cowan, winner of the 1968 London – Sydney Marathon, and navigated by Dave Johnson set a scorching pace in the Austin 1800. Frank Kilfoyle/Doug Rutherford were the only ones to provide Cowan with real opposition and finished second for the third successive year! Harry Firth was a non-starter following his retirement from driving and at that stage little did people realise what part he would play in Australian motor sport in the future. Previous winner Keran received a set back when he miscued, on a bridge in the dust, and the much fancied Colin Bond had to fight hard to capture third place after early brake failure and engine overheating.

- 1st: A. Cowan/D. Johnson – Austin 1800
- 2nd: F. Kilfoyle/D. Rutherford – Cortina GT
- 3rd: C. Bond/B. Hope – Colt 1500SS
- 4th: F. Berguson/R. Bonhomme – Manaro GTS
- 5th: B. Collier/L. Adcock – Renault Gordini

Manufacturers Award: Mitsubishi Colt
Ladies Award: L. Keefe/C. Waldron

1970

The NSW tourist resort town of Port Macquarie with thousands of square miles of adjacent forests, was host to 78 crews for 3 nights of the rally which started and finished in Sydney

A great see-saw battle between internationals Andrew Cowan and Brian Culcheth, in Cooper S's and locals Ferguson, Bond, Green and Taylor, saw victory go for the second time to the Ferguson/Johnson combination in their Holden Dealer Team Torana GTR. Mechanical failures forced the retirement of most of the internationals including East Africa Safari winner Edgar Hermann, plus hot-shot locals in Watson and Hodgson.

A controversial 'horror' section on the last night put Evan Green/Peter Brown (Cooper S) into second place and Stewart McLeod/Adrian Mortimer (Datsun 1600) into third.

Results

1st: Holden dealer team	B. Ferguson/D. Johnson	Torana GTR
2nd: BLMC	E. Green/P. Brown	Cooper S
3rd: Datsun (Distributors)	S. McLeod/A. Mortimer	Datsun 1600
4th: Mazda House	R. Harris/N. Collier	Mazda R100
5th: C. Alexander	P. Older/C. Alexander	Volvo 142S
6th: B. Wilkinson	B. Wilkinson/R. Ingliss	Datsun 1600
7th: Mitsubishi Aust. Ltd.	B. Lloyd/A. Browne	Colt 1100ss
8th: Holden dealer team	C. Bond/G. Shephard	Torana XU1
9th: R. Lunn	R. Lunn/J. Hall	Ford Capri
10th: O. Jackson	O. Jackson/A. van Loon	Volvo 122s

Manufacturers: Holden
Ladies: H. Brock/J. Cash

1971

Returning to Port Macquarie the 1971 Cross attracted a large number of overseas entrants and drivers. Cowan (UK), Hermann (East Africa), Roberts (USA), Gauzere (Noumea), Iwashita (Japan), Singh (Kenya).

For the first time the Japanese (Mitsubishi) came in force with service support for the Australian and other international drivers; Joginder Singh was to have driven an Alfa but was too ill to come out from East Africa.

Japanese Iwashita and Ishikawa could not speak English and this caused them some trouble on the first night; however they came back very strongly over the following nights to finish a very creditable third, and in fact were quicker over sections than even the winner Colin Bond.

The lead was shared by several drivers with Chivas well in front until he hit a rock early in the third night; then Hermann slithered off a slippery road and lost time recovering and thus Bond moved into the lead, from which time he was threatened but never headed.

1st: Holden Dealer Team	C. Bond/G. Shephard	Torana XU1.
2nd: City State Racing	S. McLeod/A. Mortimer	Torana XU1
3rd: Mitsubishi Motor Corp	B. Ferguson/G. Connolly	Galant
4th: Mitsubishi Motor Corp	E. Hermann/R. Riley	Galant
5th: Gerry Ball Tuning	P. Lang/E. O'Cleary	Datsun 1600
6th: Y. Iwashita	Y. Iwashita/N. Ishikawa	Datsun H510
7th: MG Car Club Newcastle	P. Houghton/M. Neilsen	Colt
8th: Mazda House	R. Harris/N. Collier	Capella
9th: Hon Dawson-Damer	B. Holden/J. Dawson-Damer	Escort
10th: B. Hodgson	B. Hodgson/M. Mitchell	Escort TC

Manufacturers: Mitsubishi
Ladies: A. Ross/R. White

1972

Again the Rally returned to the Port Macquarie area, this time with a new Director-Dan White, who assisted Allan Lawson over the previous two years.

The overseas drivers were out in force again and took three of the first four placings, with the outright placing being undecided until the last few sections of the last night.

The Japanese contingency was in full force for the first time with both the Nissan and Mitsubishi team fielding teams of cars and being attended by mechanics flown out from Japan.

Also, an indication of the professionalism that has developed in this Rally is reflected in the fact that almost every competing car was serviced by at least one support vehicle.

The 1972 Rally proved to be the most competitive of the Crosses run to date with a very high percentage of competitive miles in the overall mileage. Aaltonen set the pace from the very first competitive section which he clean sheeted after travelling the last six miles with a flat tyre; also the event featured longer sections than that experienced in the past.

1st: Mitsubishi Corporation	A. Cowan/J. Bryson	Galant
2nd: Nissan Motor Company	Aaltonen/S. Halloran	Datsun 240Z
3rd: Mitsubishi Corporation	B. Chivas/P. Meyer	Galant
4th: Nissan Motor Company	E. Hermann/M. Mitchell	Datsun 180B
5th: A. Jackson	A. Jackson/M. Godden	Datsun 1600
6th: C. Lund	C. Lund/N. Collier	Mazda RX2
7th: P. Robertson	P. Robertson/ ?	Escort TC
8th: E. Mulligan	E. Mulligan/J. Trumpanis	Capella RE
9th: R. Jackson	R. Jackson/G. Roser	Torana XU1
10th: Heidelberg Datsun	H. Goetz/ P. McFalzean	Datsun 1600

Manufacturers: Mazda
Ladies: Nil

1973

For the fourth successive year the Southern Cross International Rally was based at Port Macquarie - with Dan White again the Director.

Rain! The 1973 'Cross will always be remembered as the "wet one". It rained continuously prior to, during, and after the event and made conditions the worst ever experienced in a Southern Cross Rally.

Rain or not it made no difference to Mitsubishi. Introducing the new Mitsubishi Lancer GSR, this giant Japanese company swept all before them with the Lancers coming home first, second, third and fourth.

Never previously has an event in Australia been won so decisively.

Australia's Colin Bond, in a Torana XU1, was fifth behind the Lancers - having started in last position at the start following a controversial decision on eligibility by the organisers.

Although also fielding numerous cars Nissan were unfortunate to lose several during the event. However, they were not outdone as Bob Watson and Frank Kilfoyle retrieved the situation by driving their 240Z and 180B Datsuns into eighth and sixth places respectively.

Perhaps the next best performance was put up by Bob Riley, driving a privately entered Mitsubishi Galant. He finished seventh and was the first private entrant to finish.

The number of overseas competitors was the highest ever for an event in Australia. Those not listed in the placings below included Shekhar Mehta (Uganda), Tony Fall (England), Andre Bedas (New Caledonia), New Zealanders Tim Bailey and Gordon Thomas. Yoshio Takaoka drove the newly introduced Subaru, and was navigated by Ruichirō Kuze. Another Japanese visitor was regular Yoshio Iwashita, navigated by popular Mashahiro Nagayama, the latter, together with Cowan, Singh and Takaoka staying in the country for another event several weeks later.

1st: Mitsubishi Motor Corp	A. Cowan(Scot)/J. Bryson	Mitsubishi Lancer GSR
2nd: Mitsubishi Motor Corp	B. Ferguson/W. Gregson	Mitsubishi Lancer GSR
3rd: Mitsubishi Motor Corp	D. Chivas/P. Meyer	Mitsubishi Lancer GSR
4th: Mitsubishi Motor Corp	J. Singh(Kenya)/GConnolly	Mitsubishi Lancer GSR
5th: Garry & Warren Smith	C. Bond/G. Shephard	Holden Torana XU1
6th: Nissan Motor Coy	F. Kilfoyle/M. Osborne	Datsun 180B
7th: R. Riley	R. Riley/A. van Loon	Mitsubishi Galant
8th: Nissan Motor Coy	R. Watson/G. Beaumont	Datsun 240Z
9th: Tynan Motors P/L	C. Lund/N. Collier	Mazda RX3
10th: W. Evans	W. Evans/M. Mitchell	Datsun 1200

Manufacturers Award: Mitsubishi
Ladies Award: L. Keeffe/L. Stanley

1974

Andrew Cowan, the Scottish international star – together with leading Australian navigator John Bryson, and Mitsubishi Lancer – proved his complete domination of the Total Oil Southern Cross International Rally by winning the event for the third successive time; and his fourth win in the event's nine year history.

Once again he outstayed all opposition, including the powerful challenge by Nissan, with Sweden's Harry Kallstrom heading this team, in a Datsun 710SSS.

A record overseas contingency took part in the rally, for as well as Cowan and Kallstrom, Joginder Singh again came across from Kenya, there was one entry from New Caledonia, four from New Zealand and eight from Japan.

Directed by Dan White the 1974 Total Oil Southern Cross Rally followed its now familiar pattern of starting in Sydney and then being based at Port Macquarie, from where loops were made each night into the surrounding forests.

The first night saw six of the top fifteen competitors drop out for a variety of reasons.

After the second night only sixteen cars remained to battle on – brought about by the tight competitiveness of the event. A late time limit of 120 minutes and a rule that competitors had to book into 80% of the main controls, plus some muddy sections, formed a combination that forced many of the privateers out of the event.

Ten starters fronted the final night and of these only seven finished – The Magnificent Seven, as they were dubbed by the media.

At the end of the first night Cowan and Kallstrom were neck and neck with 43 points down, followed by George Fury (Datsun 180B) on 50 points and Mitsubishi Team leader Stewart 64, marginally ahead of Kenjiro Shinozuka (Lancer) on 67 and Tatsuo Yaginuma (Toyota Toreno) 68.

In the very first competitive section of the second night Kallstrom, navigated by Roger Bonhomme, was out – much to everyone's disappointment – whilst Yoshio Takaoka (Subaru) also 'fell out'.

By the end of the second night Cowan held a commanding lead on 122 points with Barry Ferguson second (ninth on the first night) on 150, just ahead of Fury on 155, Singh (Lancer) 176, Yaginuma (188) and Kunio Ishiguro (Lancer) on 226 – these six being the only ones to have completed the entire course to date.

From the start of the third night another 'star' was made in the TOTAL Oil Southern Cross Rally. George Fury, with navigator Monty Suffern, fought tooth and nail to chase the leaders and he became a favourite of the rally followers and media.

In successive years the 'Cross' has given name to Peter Lang, Arthur Jackson, Bob Riley, and now George Fury.

So, in the final analysis 'The Magnificent Seven' were:

1st:	Andrew Cowan (Scotland)/John Bryson(N.S.W.)	Mitsubishi Lancer	209
2nd:	Joginder Singh (Kenya)/Gary Connelly (Qld.)	Mitsubishi Lancer	272
3rd:	Tatsuo Yaginuma (Japan)/Haruo Okada (Japan)	Toyota Toreno	441
4th:	George Fury (Vic)/Monty Suffern (Vic)	Datsun 180BSSS	1051
5th:	Yoshio Iwashita(Japan)/Nobuhiro Yasuoka(Japan)	Datsun 710 SSS	2021
6th:	Robert Jackson (NSW)/Ross Jackson (NSW)	Torana XU1	2528
7th:	John Munro (Vic)/Walter Harris (Vic)	Datsun 1600	3708

1975

Andrew Cowan's domination of the Southern Cross Rally continued in 1975 when he convincingly won for the fifth time – four in succession.

This was the finest of all Cowan's wins as the competition this year was the strongest ever seen in the event.

As well as Cowan, Mitsubishi entered Lancers for Hannu Mikkola of Finland and Australia's Barry Ferguson and Doug Stewart. Nissan's attack was based on the Datsun 710 SSS and Rauno Aaltonen (Finland), Harry Kallstrom (Sweden) and George Fury (Victoria), drove these cars. Winner of the 1975 Heatway, Mike Marshall of New Zealand entered an Escort RS as did Bob Watson and Bruce Hodgson of Australia.

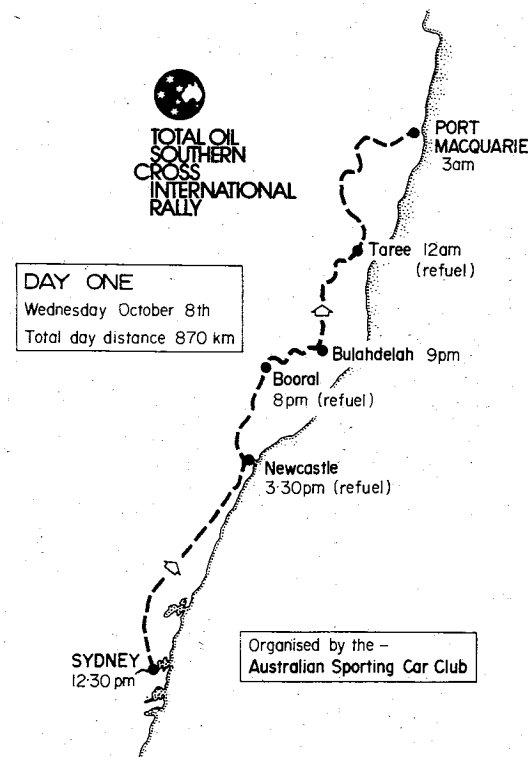
20.

The Japanese attack included Tatsuo Yaginuma and Kenjiro Shinozuka in Lancers and in all 14 Japanese drivers came to Australia, most of them bringing their own navigators from Japan.

Other leading Australians included Stewart McLeod (Datsun 260Z); 1975 Australian Rally Champion, Ross Dunkerton (Datsun 260Z); Greg Carr (Datsun 180B SSS); Evan Green (Alfetta GT) and Bob Riley (Mitsubishi Galant).

To complete the field four New Zealanders joined Marshall.

A full field of 79 cars left the Opera House in Sydney and were quickly into action. The event followed the format of previous years of being based at Port Macquarie and the first division ran from Sydney to Port Macquarie through Newcastle and Taree.



The first night had been particularly tough and there were still three nights to go. Leading after the first night was George Fury/Monty Suffern in their Datsun 710 SSS with 44 points, three ahead of Andrew Cowan/Fred Gocentas (Lancer) and Greg Carr/Wayne Gregson (Datsun 180B SSS). Equal on 48 points were European champions Hannu Mikkola/Brian Hope (Lancer) and Karry Kallstrom/Roger Bonhomme (Datsun 710 SSS). These were followed by Barry Ferguson/Lindsay Adcock (Lancer) on 50 and the first of the Japanese stars Kenjiro Shinozuka/Gary Connelly (Lancer) on 54. Rauno Aaltonen who had lost a wheel from his Datsun 710 during the night had dropped back to 10th place on 65 points.

The second division started from Port Macquarie at 3 pm and the cars competed over three daylight special stages in forests north of Wauchope. One special daylight stage was 178 km.

21.

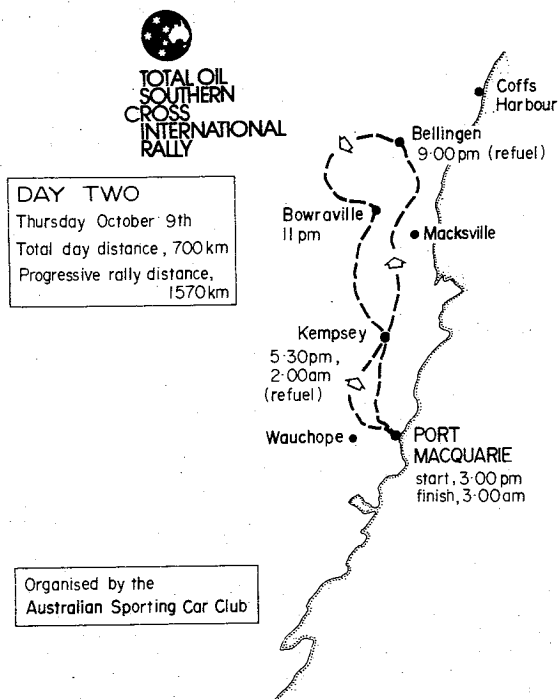
The night run saw the cars head north through Macksville to Bellingen and return to Port Macquarie via Bowraville.

Drama struck in the early stages. The Datsun 710's of Aaltonen and Kallstrom retired with engine failure. Then came the dramatic news that Mikkola was also out of the event having rolled his car. George Fury was continuing to storm away from the rest of the field until he too was forced to retire his Datsun with engine problems.

So at the end of the second division the leaders were Cowan and Ferguson both on 109 points followed by Carr (120), Bob Watson/Jeff Beaumont in their Escort RS 2000 (143), Shinozuka (146), Doug Stewart/John Dawson-Damer in their Lancer (147) and Dean Rainsford/Graham West in their Porsche 911S (167).

After only two divisions the field for the TOTAL Oil Southern Cross International Rally was depleted of most of its international starts.

The first division was 650 km which included three daylight stages and which then headed into the dense mountain forests and finished in a larger anti-clockwise loop through Walcha and Wingham. The longest special daylight stage was 115 km.

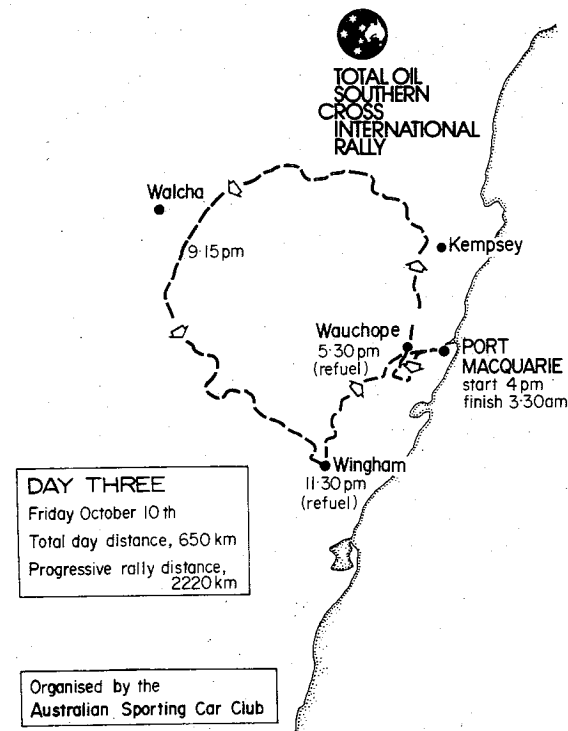


Shortly after the start Cowan forged to a slender lead over Ferguson. Carr was desperately holding on to his third place despite a hold challenge from Shinozuka and all eyes were on Shinozuka who was outrunning even Cowan. However in a dramatic see-sawing battle Barry Ferguson regained the lead and had lost 121 points on arrival at Port Macquarie.

Only one point behind was Cowan and then followed Carr (137), Watson (157), Shinozuka (161), Stewart (165) and Rainsford (190).

The most difficult division of the event was yet to come. This was the division in which endurance as much as performance would play its part as the crews were required to carry out 1140 km in tired cars.

Competition started once again in special daylight stages near Wauchope and then the crews ran north inland of Macksville, through the now famous Gordonville Ford at Bellingen and then further inland to Nymboida and Armidale before heading back to the coast to finish at Port Macquarie.



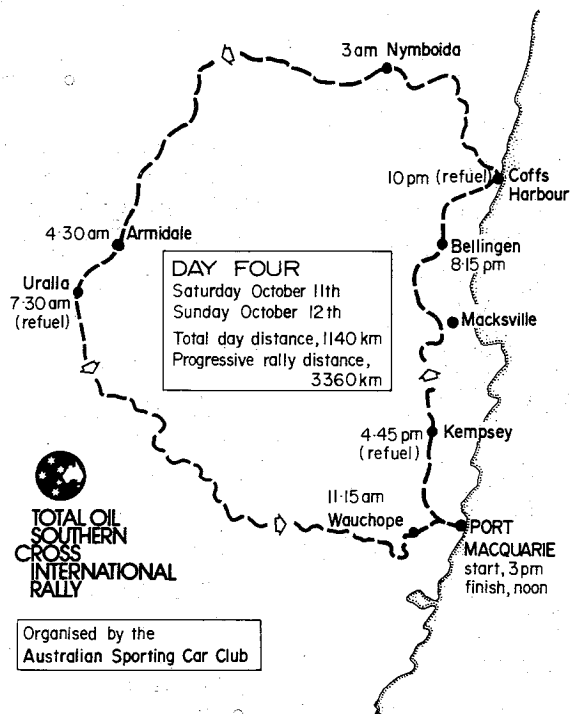
Cowan quickly took the lead from Ferguson as the cars travelled through choking dust. Carr was still in third position but Watson was suffering from engine problems and eventually was forced to retire. Behind the leaders a battle royal was shaping up for seventh place between the Subaru of Iwashita and Laing-Peach, the Lancer of Ishiguro and the Hodgson Escort RS 1600.

After four special daylight stages on the Sunday morning the cars headed into the finish at Port Macquarie and once again Cowan was victorious.

Following scrutineering Shinozuka in the Lancer (250 points) and Millen in the Mazda RX3 (405 points) were excluded. Final results were:

- | | | | |
|------|---|-------------------|-----|
| 1st: | Mitsubishi (Aust) P/L
A. Cowan (Scot.)/F. Gocentas (ACT) | Mitsubishi Lancer | 189 |
| 2nd: | Mitsubishi (Aust) P/L
B. Ferguson (NSW)/L. Adcock (NSW) | Mitsubishi Lancer | 201 |
| 3rd: | Gery Ball Tuning Service
G. Carr (ACT)/W. Gregson (ACT) | Datsun 180B SSS | 215 |

4th:	Mitsubishi (Aust) P/L D. Stewart (NSW)/J. Dawson-Damer (NSW)	Mitsubishi Lancer	277
5th:	De Bortoli's Wines P/L B. Hodgson (NSW)/C. Heaney (ACT)	Ford Escort RS 1600	368
6th:	Subaru (Aust) Pty Ltd J. Laing-Peach (NSW)/B. Lake (NSW)	Subaru A22	373
7th:	T. Hirabayashi T. Hirabayashi (Japan)/Y. Nakahara (Japan)	Subaru A22	397
8th:	B. Cheesman B. Cheesman (NSW)/A. Horsley (NSW)	Mitsubishi Lancer	405
9th:	S. Kanno S. Kanno (Japan)/K. Kawamur (Japan)	Mitsubishi Lancer	422
10th:	N. Koseki N. Koseki (Japan)/T. Ishii (Japan)	Subaru A22	440



AUSTRALIAN SPORTING CAR CLUB LIMITED



ESTABLISHED
1930

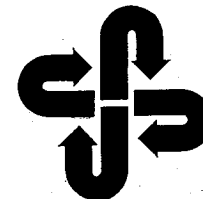
AUSTRALIA'S PREMIER RALLY CLUB

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SOUTHERN CROSS
INTERNATIONAL RALLY**
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October



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Senior Round of the Australian
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ACKNOWLEDGEMENTS

The Australian Sporting Car Club Limited acknowledges the assistance of the following organisations in the conduct of Australia's Premier Rally – the TOTAL Oil Southern Cross International Rally – without whose assistance and guidance the Rally would not be possible.

- Confederation of Australian Motor Sport (C.A.M.S.)
- New South Wales Police Department
- TOTAL Australia Limited.
- Shires Association of New South Wales
- The following Shires and Municipalities:

Bellingen	Hastings	Port Stephens
Coffs Harbour	Kempsey	Taree
Dumaresq	Lake Macquarie	Ulmarra
Gloucester	Manning	Walcha
Gosford	Nambucca	Wingham
Great Lakes	Newcastle	Wyong
Guyra	Nymboida	
- with special mention of the Port Macquarie Municipal Council.
- Port Macquarie-Hastings Tourist Authority
- Port Macquarie Chamber of Commerce
- Port Macquarie Moteliers Association
- Various Car Clubs and their members in the Sydney area
- East West Airlines
- The following Car Clubs along the North Coast of New South Wales:
 - Central North Coast Sporting Car Club (Taree)
 - Coffs Harbour & District Sporting Car Club (Coffs Harbour)
 - Grafton Sporting Car Club (Grafton)
 - Hastings Valley Sporting Car Club (Wauchope)
 - Various Car Clubs of Newcastle (Newcastle)
 - New England Sporting Car Club (Armidale)
- The officials from all states of Australia who assist in many varied ways.
- And the Club's special appreciation to the New South Wales Forestry Commission for use of the forests under the following districts:

Coffs Harbour	Newcastle	Wauchope
Glen Innes	Taree	West Kempsey



South Pacific Rally Series winner Mike Marshall of New Zealand in action in the 1975 TOTAL Oil Southern Cross International Rally, the second round of the series.

SOUTH PACIFIC RALLY SERIES

After numerous years of promotion attempts the South Pacific Rally Series finally got off the ground in 1975.

The winner of the series was New Zealand's Mike Marshall.

One of the rules of the Series was that the driver was to compete in the three events. Only Marshall, Doug Stewart (Aust.) and Evan Green (Aust.) eventually were eligible when the cars lined up in New Caledonia for the final round.

The first round was the Heatway Rally in New Zealand, which was won by Mike Marshall/Arthur McWatt in a Ford Escort Mk11. Three Australians competed – Doug Stewart/John Dawson – Damer (Lancer), Barry Ferguson/Lindsay Adcock (Lancer) and Evan Green/John Bryson (Alfetta GT). Ferguson failed to finish due to oil problems, while Stewart finished in the top ten and Green just further back.

Second heat in the series was Australia's Total Oil Southern Cross International Rally. Five New Zealanders crossed the Tasman for the event, but there were no New Caledonians, thus ruling them out of the series.

Marshall was out of the Southern Cross in its early stages, but Ferguson and Stewart went on to take top placings. Green was also forced to retire.

And so to New Caledonia for the Caledonian Safari. Green was out, followed by Marshall. So Stewart was in the lead, not only of the Series, but also the Safari. Then problems struck and he was also forced to retire.

Thus the win in the Heatway was sufficient to give Marshall the Series title with a total of 20 points, and second was Stewart with 14 (sixth in the Heatway and fourth in the Southern Cross). Although the South Pacific Series did not have a conspicuous start at least it was a start. The cost of transporting cars and drivers, as well as the time involved, will undoubtedly limit the number of entrants competing in the Series and it remains to be seen whether in fact the Series will continue.

For 1976, the same events form part of the Series

"CAIRNCROSS LOOP" SPECIAL

MAPS: HASTINGS 1"25D,000
 CONTROL: ON UNMAPPED ROAD AT 5019 1190
 ENTRY: FROM THE SSW
 TRAVEL: VIA R.C. USING UNMAPPED ROADS
 FROM 5806 1179 TO 5777 1188 AND
 FROM 5812 1178 TO CONTROL.



TOTAL OIL
 SOUTHERN
 CROSS
 INTERNATIONAL
 RALLY

ADVICE: WATCH FOR SPECTATORS AND PHOTOGRAPHERS

TIME ALLOWED: 11 Minutes DISTANCE: 14.65 Kilometres
 DIVISION 4
 STAGE No: 2

STAGE DISTANCE		INSTRUCTION	SIGNPOST	TULIP
Cumulative	Intermediate			
0.00	0.00	S.O. AND FOLLOW MAIN ROAD		
2.41	2.41	CAUTION - GUTTERS ON RIGHT AND THEN ROCKY FORD		
3.40	0.99	K.L. THEN B.L. WITH CAUTION - RALLY TRAFFIC ON RIGHT (5785 1195) - P.R.P.C.	(WATERFALL RD)	
3.88	0.48	K.R. AND FOLLOW MAIN ROAD		
5.30	1.42	ROCKY FORD		
5.66	0.36	T.H.R. AND FOLLOW MAIN ROAD WATCH FOR PHOTOGRAPHERS (5806 1179)	JACKS ROAD	
6.86	1.20	DIP		
8.35	1.49	T.R. WITH CAUTION - GUTTER (5777 1188)		
8.74	0.39	ROCKY FORD		
9.30	0.56	B.R. THEN S.O. WITH CAUTION - RALLY TRAFFIC ON LEFT (5785 1195) - P.R.P.C.	(WATERFALL RD)	
9.79	0.49	K.R. AND FOLLOW MAIN ROAD		