



Newsletter

February 1977

Vol.II No.1

LANCIA AND PIRELLI TO SPONSOR 1977 NARRA SERIES

Lancia of America and Pirelli Tire Corporation will sponsor the NARRA America's Rally Cup series for 1977. Contracts will be signed by the time this Newsletter reaches the membership. The 1977 season marks the third year of Lancia participation and the second for Pirelli as performance rally sponsors.

GUY LIGHT NAMED CIBIE "COMPETITOR OF THE YEAR"

Guy Light of Bay City, Michigan has been named by CIBIE as its "Competitor of the Year" for 1976. The award is based on the competitor's performance in the promotion of CIBIE products and his contribution to the advancement of the sport. The actual competitive performance of the individual was not a major factor in the selection of the CIBIE "Competitor of the Year".

"It is a real privilege" said John Love of EFPE Company, CIBIE distributor for the US, "to name a fine driver and person such as Guy Light to this honor. We're very proud of him. He did a great job for CIBIE and was also a standout performer all year long."

Acknowledged as one of the top young drivers in the US sport, Light placed 10th in the 1976 America's Rally Cup Championship.

The CIBIE "Competitor of the Year" award is a standing trophy that will be given annually.

CIBIE, HELLA and ZETACHRON POST CONTINGENCY AWARD PROGRAMS FOR NARRA'S AMERICA'S RALLY CUP SERIES FOR 1977

EFPE Company of St.Clair Shores, Michigan, Racemark International of Burnt Hills, NY and Zetachron, Inc. of Santa Ana, California have all pledged to post 1977 contingency support programs for NARRA's America's Rally Cup series.

At EFPE, John Love announced commitment of \$1750 for the '77 ARC. Pointing to the "huge success" of the 1976 program, Love said that CIBIE would pay back through ten places on the annual accumulation of the top ten competitors as follows:

| | | | |
|-------------|-------|--------------|-------|
| 1st Overall | \$350 | 6th Overall | \$145 |
| 2nd Overall | 250 | 7th Overall | 135 |
| 3rd Overall | 200 | 8th Overall | 125 |
| 4th Overall | 175 | 9th Overall | 115 |
| 5th Overall | 155 | 10th Overall | 100 |

"This formula" said Love, "will allow the season champion to collect a bigger check from CIBIE than if he had won six events under the less comprehensive provisions of earlier contingency commitments. It will also ensure that the 4th through 10th place finishers will take home bigger prizes than they could have hoped to win under previous "traditional" pay-by-event contingency award systems which most frequently cover only the top three finishing positions".

In Burnt Hills, NY, Racemark International President Bob Bailey announced a major contingency support program for the 1977 ARC series for Hella Lights. The support program for the famed German driving light and accessory maker will pay \$1750 dollars for the seasons on a per-event basis, as follows:

1st Overall.....\$125 2nd Overall.....\$30 3rd Overall....\$20

"We're pleased to post these contingency monies for the ARC series" said Bailey. "Hella lights are already heavily involved in World and European Championship competition and are distinguishing their products in these events. We're keen to be involved and look forward to using this program to further demonstrating the wide range and excellence of Hella products in the United States."

In Santa Ana, California, Zetachron President George Thomason announced cash awards of \$75 dollars for each 1977 ARC event. "Zetachron will pay \$50 to the first placing car and \$25 to the second placing car in any ARC event" said Thomason, "providing these finishers are within the top half of the competition."

NARRA regulations for contingency sponsorship qualification compliance will be strictly enforced. Interested competitors should contact contingency sponsors in question for complete details.

FINAL STANDINGS 1976 NARA'S AMERICA'S RALLY CUP CHAMPIONSHIP
Cumulative Point Standings (After Nine Events)

| <u>1. Drivers</u> | | | | <u>Co-Drivers</u> | | | |
|-------------------|----------------|------------------|-----|-------------------|----------------|----------------|-----|
| 1. | John Buffum | S.Burlington, VT | 100 | 1. | "Vicki" | Shelburne, VT | 100 |
| 2. | Gene Henderson | Pinckney, MI | 74 | 2. | Ken Pogue | Warren, MI | 74 |
| 3. | Jim Walker | Ann Arbor, MI | 50 | 3. | Joe LeBeau | Midland, MI | 50 |
| 4. | Tom Tolles | Alexandria, VA | 47 | 4. | Virginia Reese | Ann Arbor, MI | 47 |
| 5. | Dan Goodwin | Anchorage, AK | 37 | 5. | Ray Thompson | Birmingham, MI | 34 |
| 6. | Eric Jones | Columbus, OH | 35 | 6. | Mike Chern | Hilliard, OH | 27 |
| 7. | Scott Harvey | Rochester, MI | 34 | 7. | Tom Grimshaw | Denton, TX | 18 |
| | Don Jankowski | Farmington, MI | 34 | | Don Jekel | Saginaw, MI | 18 |
| 9. | John Chalmers | Findley, OH | 27 | 9. | Erick Hauge | Sacramento, CA | 16 |
| 10. | Bob Hourihan | Northville, MI | 22 | 10. | Clark Bond | Bay City, MI | 12 |
| | Guy Light | Bay City, MI | 22 | | | | |

NEW COURSE BLOCKAGE RULE TO BE IMPLEMENTED FOR 1977

As a result of Comp Board review following the Pirelli Mendocino Forest rally last November, a strong consensus emerged for a clarification and simplification of this difficult regulatory area. With this concern in mind, the following new NARRA rule will be put into effect for the 1977 ARC series and is effective immediately.

13.10 COURSE BLOCKAGE. Stewards may cancel a portion of the route (stage or transit zone) or cause the event to be concluded if they judge that one or more competitors have been unfairly blocked by uncontrollable circumstances. Maximum Permitted Lateness shall be frozen between the control proceeding the blockage to the next scored that will be scored route in/time out.

BRITISH LEYLAND WILL GO AFTER THREE MAJOR PERFORMANCE RALLY CHAMPIONSHIPS

John Buffum and Walter Boyce will drive factory TR7's in North American rally events in 1977. An announcement in Leonia, NJ on Feb 4 stated that America's newest professional autosport, high performance rallying, has gained additional endorsement with the announcement that it will run two Triumph TR7 sports cars in North American performance rallies with one car concentrating on US events and the other focusing on Canadian contests.

"We are going after the Sports Car Club of America Pro Rally Championship, the Canadian Auto Sports Club Championship, the North American Rally Cup and the North American Rally Racing Association's America's Rally Cup" said Graham W. Whitehead, President of British Leyland Motors, Inc. Performance rallies are the severest test of a car's performance potential and durability. We are confident that the rally TR7's will pass the test and that their success will have a positive impact in dealer showrooms."

John Buffum of Burlington, VT, 1976 winner of both the North American Rally Cup and the NARA America's Rally Cup, will drive one of the two Triumphs. Five-time Canadian National Rally Champion Walter Boyce of Ottawa will drive the other TR7. Buffum's co-driver will be his former wife "Vicki"; Boyce will name his co-driver shortly. Buffum has 12 years of rally experience; Boyce is in his tenth year.

The rally TR7's are being specially built by Leyland ST in Great Britain. They will have the four cylinder, 16 valve, single overhead camshaft engine proven so successful in the Triumph Dolomite Sprint sports sedan. Tuned for competition, the power unit develops 240 horsepower. The rally cars will have full roll cages, heavy duty drive lines, 15-inch Minilite wheels, Pirelli rally tires and fuel cells. The cars will be identical to those prepared by Leyland ST for major British events down to their red, white and blue paint jobs, and will benefit from a full year's development program.

Delivery of the first of the two rally TR7's is expected in March and the first firm entry is for the Buffum car in the NARRA Pirelli Olympus rally in Tacoma, WA April 23-24. This car will also run the NARRA Lancia Rim of the World rally in Palmdale, CA May 7-8.

CHRYSLER CORPORATION POSTS CONTINGENCY AWARDS PROGRAM FOR 1977 ARC

Chrysler Corporation has announced today that it will continue its support of rallying in 1977. The Rally Awards Program, which was established in 1974, will be continued through December 31, 1977. Performance type rallies including the full America's Rally Cup series, will be supported for rally drivers competing in a Dodge Colt, Plymouth Arrow, Plymouth Trail Duster, Dodge Ramcharger or other Chrysler Corporation vehicles will be eligible for cash awards, as follows:

| <u>Standard Award*</u> | <u>Bonus Award</u> |
|------------------------------|---------------------|
| 1st Chrysler Vehicle - \$300 | 1st Overall - \$700 |
| 2nd Chrysler Vehicle - 200 | 2nd Overall - 500 |
| 3rd Chrysler Vehicle - 150 | 3rd Overall - 300 |
| 4th Chrysler Vehicle - 100 | |
| 5th Chrysler Vehicle - 50 | |

* Must finish in the top ten overall

Questions on this program including requests for technical information, the availability of special parts or awards claims procedures should be directed to: Chrysler Corporation, Vehicle Performance Planning Dept., P.O.Box 857, Detroit, MI 48231.

RULE CHANGES FOR THE 1977 AMERICA'S RALLY CUP SERIES

1.0 RULES

2.0 COMPETITION COMMITTEE

3.0 SANCTIONS

4.0 SUPPLEMENTARY REGULATIONS

5.0 ENTRY REQUIREMENTS

US and Canadian residents must have an Entry Permit in order to enter any event (see Sec 21.0)

6.0 SEEDING PROCEDURES

Seeding will be based on those points earned during the current year plus the previous year by the top ten drivers in each event in the Pro, Canadian National and America's Rally Cup rallies. They will be listed in the Appendix of the 1977 Rules and updated in the NARRA Newsletter as changes are made throughout the year.

Ed.note: Seed Four will be split (due to its often unwieldy size) into two groups: those drivers who have finished in positions 1 to 5; and those who have finished in positions 6 to 10 in any of the above recognized events.

7.0 REGISTRATION AND DOCUMENTATION

A valid Entry Permit for each entrant (or equivalent for foreigners) must be submitted.

8.0 SAFETY SCRUTINEERING

All vehicles must carry self-standing DOT approved triangles and 5lb and/or 10 BC extinguishers.

9.0 VEHICLE ELIGIBILITY

Roll cages are mandatory for Seeds One and Two. All other vehicles must be fitted either with a roll cage or roll bar. Neither slicks nor studded tires are permitted. All lights that might blind an oncoming driver must be controlled from a single switch which must leave the low beam headlights functioning. Manually controlled backup lights must have an interior warning light. The 90% weight rule and the stock engine block requirement have been set aside until January 1, 1978.

10.0 PRACTICING

Pace notes are prohibited in all 1977 NARRA events.

11.0 ROUTE

Arrows will be used to help avoid confusion and as an aid to keeping competitors on course. Always follow your route instructions. There will be no driver's meeting as such. All questions to the organizers must be submitted in writing and the answers will be posted on the official bulletin board.

12.0 CONTROLS

Early arrival at time controls is NOT permitted. Reversing of vehicles, in any manner, is not permitted in any flying finish control zone. All Start and Finish Time Controls will be located on the right side of the road.

13.0 TIMING

14.0 PENALTIES

All penalties must be expressed in minutes and hundredths of a minute.

- 15.0 RESULTS
- 16.0 INQUIRIES AND PROTESTS (GRIEVANCES)
- 17.0 SERVICING
- 18.0 COMMERCIAL ADVERTISING
- 19.0 AMERICA'S RALLY CUP
Points earned for the Championship will be based on the best of a majority of the events sanctioned. (Ed note: Therefore, it will not be necessary to "non-declare" any event.)
- 20.0 CONDUCT OF COMPETITORS
- 21.0 FEES
Membership, including Entry Permit for the calendar year, is \$25.
Temporary Entry Permits will cost \$10 per event.

A similar, separate advisory dealing with Rule 18.0 "Commercial Advertising" will be circulated shortly after major national sponsorship agreements are finalized.

NARRA'S 1977 AMERICA'S RALLY CUP SCHEDULE

NARRA announces a schedule of ten high quality performance events. Only the Maine event is listed as tentative. Good geographical balance is featured.

| <u>Date</u> | <u>Event</u> | <u>Start/Finish</u> | <u>Organizer</u> |
|-------------|----------------------|----------------------|---------------------------------------|
| April 23-24 | Olympus/Daffodil | Olympia, Washington | Puget Sound Sports Car Club |
| May 7-8 | Rim of the World | Palmdale, California | Ridgecrest Rally Club |
| May 21-22 | 20 Stages | Grayling, Michigan | Sports Car Club of Ann Arbor |
| *July 9-10 | Yankee 400 | Portland, Maine | Performance Rally Club of Maine |
| Aug. 13-14 | Happiness is Sunrise | Olean, New York | Western New York Pro Rally Committee |
| Sept. 3-4 | Chisum Trail | Denton, Texas | Saab Club of Texas |
| Sept. 10-11 | Catskill 300 | Monticello, New York | Catskill Rally Club |
| Sept. 24-25 | Northern Lights | Midland, Michigan | Valley Rally Assn. |
| Nov. 5-6 | Marquette 1000 | Marquette, Michigan | Greater Marquette Rally Club |
| Nov. 26-27 | Mendocino Forest | Sacramento, Calif. | Northern California Performance Rally |
| *Tentative | | | Enterprise |

PIRELLI MENDOCINO FOREST RALLY NAMED "BEST NARA RALLY IN 1976"

The Pirelli Mendocino Forest Rally has won the coveted title of "Best NARA Rally in 1976". The Mendo was followed by the Lancia Rim of the World and Lancia 20 Stages. Full rundown appears below:

N A R A
Competitors Evaluations
1976 Summary

| | <u>Number of Competitors</u> | <u>Percentage of CER's Received</u> | <u>Final Event Rating</u> |
|---------------------|--------------------------------------|---|-----------------------------------|
| 1. Mendocino | 88 | 42% | 86.3 |
| 2. Rim of the World | 58 | 33% | 81.6 |
| 3. 20 Stages | 94 | 37% | 78.8 |
| 4. HIS | 128 | 14% | 75.2 |
| 5. Olympus | 114 | 44% | 73.4 |
| 6. Northern Lights | 104 | 25% | 72.4 |
| 7. Chisum Trail | 36 | 31% | 72.1 |
| 8. Marquette 1000 | 98 | 10% | 69.3 |
| 9. Sunriser | 76 | 25% | 60.4 |

| | <u>1st</u> | <u>2nd</u> | <u>3rd</u> | <u>Last</u> |
|----------------------------|------------|------------|------------|-------------|
| Supplemental Regs | Marquette | Rim | Mendocino | HIS |
| Registration/Documentation | Marquette | Rim | N. Lights | Olympus |
| Scrutineering/Safety | Rim | Mendocino | 20 Stages | HIS |
| Service Crew Arrangements | Chisum | Rim | 20 Stages | HIS |
| Route | Mendocino | HIS | 20 Stages | Chisum |
| Route Book | Olympus | Mendocino | 20 Stages | Sunriser |
| Stage Arrowing | Mendocino | Sunriser | HIS | Chisum |
| Control Placement | 20 Stages | Rim | HIS | Sunriser |
| Control Operation | HIS | Mendocino | N. Lights | Sunriser |
| Timing | Mendocino | HIS | Chisum | Marquette |
| Scoring | Mendocino | Marquette | 20 Stages | Olympus |
| Organization | Rim | Mendocino | 20 Stages | Sunriser |
| Atmosphere | Chisum | Mendocino | &Rim | Sunriser |

NARA's 1976 PIRELLI MENDOCINO FOREST RALLY FALLS TO GOODWIN AND HENSLEY
IN ALASKAN BRANDS MAZDA ROTARY PICK-UP TRUCK

Danny Goodwin, Alaska's boyish-looking standard bearer in NARA's 1976 America's Rally Cup Championship, broke a season-long string of unlucky breaks and mechanical failures to win his first America's Rally Cup Championship event with a strong run in the Pirelli Mendocino Forest Rally over the November 27-28, 1976 weekend. Goodwin zipped his Alaskan Brands Mazda quarter-ton pick-up truck around the 260 mile mountain circuit in a skilled performance that bested Michigan veteran Scott Harvey and navigator Randy Graves in the Team Harco Dodge Colt by just over four minutes, as Harvey was hindered throughout the event with a rough-running engine. Roy Donison and Todd Terp of Portland, Oregon turned in a sparkling drive in their veteran Mazda RX-2 to nail down third place nearly seven minutes back of Harvey and Graves. Goodwin's triumph was achieved over a strong 44-car field and was the first ever NARA win for a pick-up truck of any manufacture.

Rally co-chairmen Ron Richardson and Erick Hauge, ably assisted by a fine crew including new NARA National Competition Committee Delegate Ron Boeck, treated competitors to a superb racing challenge in the beautiful Mendocino National Forest on some of the finest roads ever offered for a US performance rally.

The all-gal team of Paula Ogilby and Bonnie Adams turned in a fast and near faultless run that garnered the Southern California Datsun 510 team a solid 6th place. Ross Downing and Rick Conrey placed their MGB seventh--the first time any MG had finished in the top ten in a NARA ARCC event.

In all, nine of the top ten places went to vehicles of Japanese manufacture--five Datsuns (four 510's and a quarter-ton "Lil Hustler" pick-up truck), three Mazda rotaries (Goodwin's quarter-ton pick-up and 2 RX-2 coupes) and Scott Harvey's Dodge Colt. Drivers from Oregon nailed down third, fourth and fifth, while Washingtonians took down 7th, 8th and 9th. Six of the ten top spots went to the Pacific Northwest.

Top rated stars John Rodgers (Seattle, WA) and Eric Jones (Columbus, OH) suffered mechanical failures which eliminated their Datsun 510's. California champion Hendrik Blok was out early when a rear brake line came adrift on the second stage.

The Pirelli Mendocino capped NARA's highly successful Bicentennial inaugural season which witnessed nine high-quality events from coast to coast which set new, higher standards for the sport in organization, exposure and prize money.

Pirelli Mendocino Forest Rally
Sacramento, Cal. Nov.27-28, 1976

| <u>Driver/Navigator</u> | <u>Hometown(s)</u> | <u>Car</u> | <u>Penalty Points</u> |
|---------------------------------|---------------------------------|------------|-----------------------|
| 1. Dan Goodwin Randy Hensley | Anchorage, AK Ridgecrest, CA | Mazda P/U | 17842 |
| 2. Scott Harvey Randy Graves | Rochester, MI Rocky Hill, NJ | Dodge Colt | 18259 |
| 3. Roy Donison Todd Terp | Portland, OR Candy, OR | Mazda RX-2 | 18946 |

PERSONALITY NOTES

Alaskan Brands impresario Tom McCabe suffered a nasty fall from his transporter some weeks ago and was painfully injured. He is fortunately well on the way to recovery now.....Alaskan speed king Danny Goodwin has been signed to a 1977 season contract by McCabe that will include a full run at the NARRA ARC series.....Motorcycle ace Malcolm "On Any Sunday" Smith will continue to run selected performance rally events for McCabeSAAB's Lennart Lonnegren announces that Jon Davis has been awarded the ex-Rallye Magazine SAAB 99 EMS sedan for performance rally competitions in 1977.....Jean Paul Perrusse has a 16-valve factory SAAB 99 drive for US and Canadian competitions in 1977. NARC trophy is named as primary objective.....British Leyland mounts massive challenge to all major North American performance rally programs in 1977. Buffum/'Vicki' and Walter Boyce signed for big two car Triumph TR7 assault on NARRA ARC, CASC and SCCA championships and NARC trophy. (Leyland story appears elsewhere in this Newsletter).....Buffum/'Vicki' put up fine show in RAC. Pair lay 18th overall and were moving up when eliminated with seven stages remaining with seized clutch slave cylinder.....Hendrik Blok to campaign two new lightweight Dodge Colt Lancers for 1977.....Competition Board member Tom Grimshaw has fully recovered from a double heart by-pass operation in Dallas. His doctors have given Grimshaw a clean bill of health but his rally diet will be drastically reduced for a considerable period. Friends who would like to write Tom should take note of his new address: 3918 Farmville Road, Dallas, TX 75234.

GINNY REESE WINNER OF NARA'S AWARD FOR BEST PR & PUBLICITY JOB OF THE 1976 NARA ARCC SEASON

Virginia Reese of Ann Arbor, Michigan will soon be honored with a formal award as winner of NARA's "Best PR & Publicity Performance" for a 1976 America's Rally Cup Championship event. Ms. Reese is the Coordinating Librarian for the Residence Hall Library System of the University of Michigan and respected performance rally navigator who campaigns with top rally star Tom Tolles. She is married to Jim Walker, one of the best and fastest performance rally drivers in the United States.

PIRELLI CINTURATOS DOMINATE MONTE CARLO RALLY FOR THIRD STRAIGHT YEAR

Sandro Munari drove his Lancia Alitalia Stratos, equipped with specially developed Pirelli Cinturato P7's, to a decisive victory in the 1977 Monte.

Jean Claude Andruet took second place in a Cinturato-equipped Fiat Abarth 131 Mirafiore. This makes the second year in a row that Pirelli--equipped cars have finished in first and second place. It is also Pirelli's fourth Monte victory in six years, posting other wins in 1972, '75 and '76.

MAILBAG

Editor:

In support of performance rallying, Heffalump Racing Enterprises is happy to announce the award of \$125 for the Pirelli Olympus in April. First, second and third place finishers in seed six will receive \$60, \$40 and \$25 respectively. Heffalump Racing will enter a 240Z in this year's Pirelli Olympus. This car will not be eligible for any Heffalump awards. Good luck for 1977. See you in Olympia!

Donald J. Fouse, Cooper Landing, AK

MAILBAGcontinued

Editor:

I would appreciate being put on your mailing list as soon as possible. I have been a control worker for two years and served on one of the course layout crews at the Marquette 1000. Congratulations on completing a fine rallying season.

James C. Green, Detroit, Mich.

Editor:

My interest in road rallying is very high and I would appreciate if you would put me on your mailing list. I helped work at the Marquette 1000. Am also interested in becoming a driver. Please send me driver and competitor license applications. Thank you for your cooperation.

Kurt D. Abendroth, Ishpeming, Mich.

Editor:

I am interested in joining your association as a driver. After watching a couple of events and talking to the people involved, I've got to say it really looks like fun. Please send me any information you have on joining your group. I hope to be at several other events as a spectator but would like best to show up with my Alfa Romeo that is being prepped for rally competition. I was building it to SCCA rules originally but have decided not to join SCCA at this time. Please also send a copy of your rules. Thank you.

R. B. Perry, Saugerties, NY

Editor:

The clipping from a recent issue of "Motoring News" has an interesting comment in the last paragraph. I feel that if this aspect of sponsorship were emphasized to those organizers, scrutineers and competitors who grumble about our Rules, we may find more respect paid to our insistence that the Rules are followed to the letter.

Marina wins in South Africa

THE sixth qualifier of the South Africa Rally Championship, the Total-sponsored n'Thabeni Rally (Zulu for The Mountain), was won by Eric Sanders and Chris Hawkins in a Marina with Dolomite Sprint engine. Second, just 63 seconds behind, were Jan Hettema and Stuart Pegg in a Ford Escort-RS and third were Bob Hardy and Brian Woodhead in a Datsun 160U.

Some competitors appeared to have carried advertising conflicting with that of Total, the sponsors, and an official of that company reminded them that they risked losing their cash prizes. Total is the biggest motor sporting sponsor in South Africa, but would consider pulling out altogether before becoming involved in an advertising war.

Iain Tugwell, Cheektowaga, NY

IMPORTANT NOTICE RE MEMBERSHIP AND COMPETITORS APPLICATION FORM

All members and competitors are urged to take careful note that the 1977 Membership and Competitors License application form is enclosed with this Newsletter. We further urge each of you to execute these applications and send them to the national headquarters with the appropriate payment(s) required at your earliest convenience. It is important that we reduce the hassle of licensing paperwork at individual events--especially those early in the season. Cooperation of all in this regard will be much appreciated.

NARRA, Inc.

P. O. Box 814

NYACK, NY 10960

FIRST CLASS MAIL