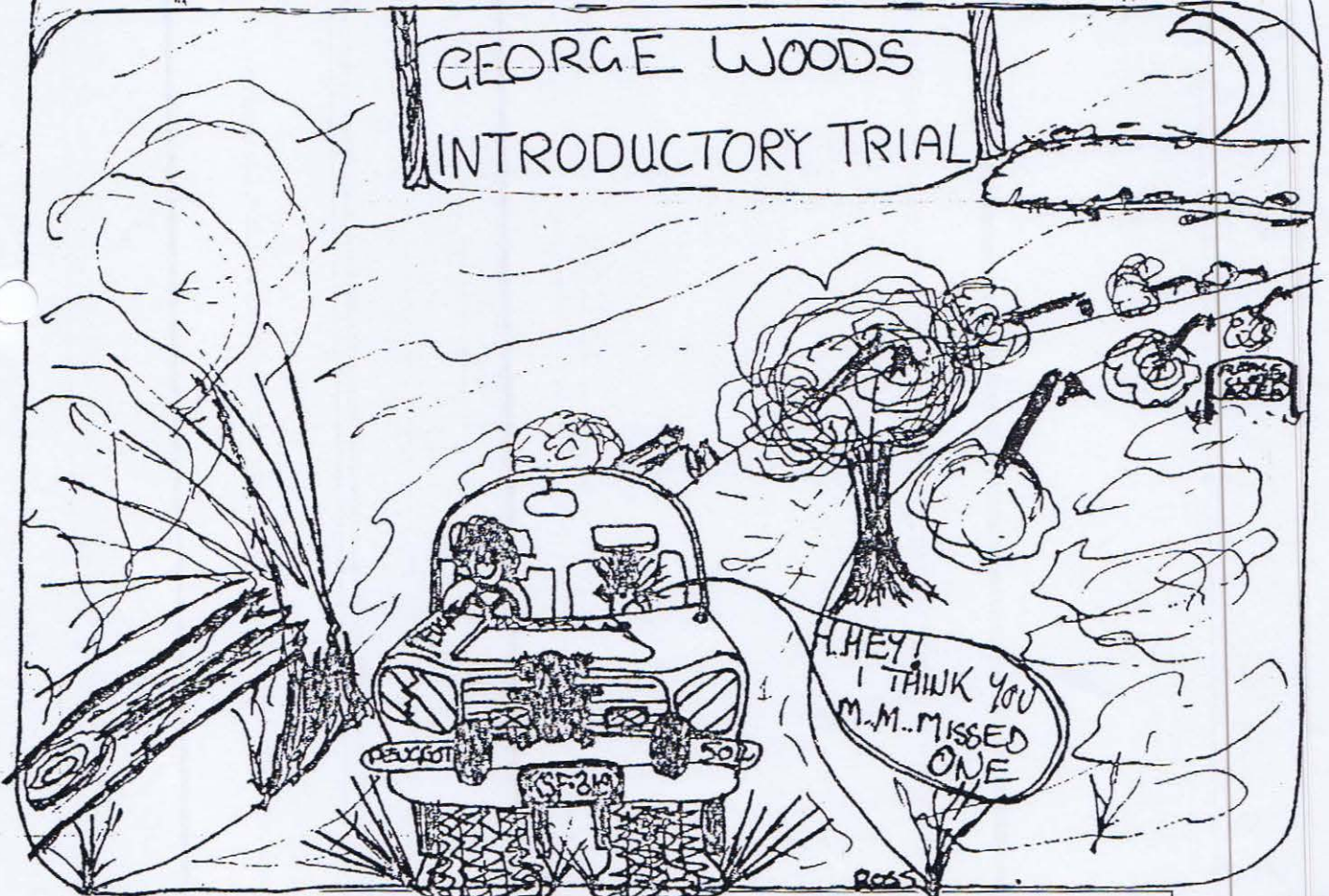


George Woods Introductory Trial

|| SATURDAY, 11 FEBRUARY 1995 ||

GEORGE WOODS
INTRODUCTORY TRIAL



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GEORGE WOODS INTRODUCTORY TRIAL - 11/2/95 - PROVISIONAL RESULTS

Thank you all for your participation, competitors, officials and sponsors, without your support there would be no event.

We had an excellent response to the navigational training night prior to the event. This helped the "beginners" that had attended when plotting; they had some idea of what they were doing. Most crews seemed to plot the event fairly accurately in the time available. Only a couple of crews seemed to have had any trouble reading the map while competing. Finding the correct route on the road without seeing those "Wrong Way Go Back" signs comes with practice.

Wrong Way Go Back signs kept the field on track despite some navigational mistakes and overshoots. It seems we needed an extra Wrong Way Go Back sign on Section 3 for the benefit of David & Jeremy (Car 12). When looking for the right turn from Toorong Road into Link Road, they turned left into Upper Yarra Track and wasted a lot of time!

Now, something about the scoring. To start at the beginning, it is important to get to the start on time. For a change, this year no-one booked in late. While booking in late doesn't score penalty points in itself, it does use up late running time. Any time loss at the start can be very expensive later in the event if you use up the rest of your late running time. The previously mentioned Car 12 lost so much time on Section 3 that they ran out of late running time at Control 5. They could have regained time by short cutting later sections and would then have qualified as finishers. Peter and Ross (Car 15) also ran out of time by just four minutes on the final section; this meant that they were deemed to have missed the final control and were therefore placed behind all those competitors who completed all sections within late running time. Although they were out of late running time they were still classified as finishers because an additional thirty minutes "safety time" is allowed at the last control.

It is clear that in this type of event with a huge speed differential between the fastest and the slowest competitors, we need to increase the late running time allowance. This will ensure that crews can complete the event within the time limit without having to drive faster than they are prepared to. It will still let us set times fast enough to separate the quicker crews.)

So, it is important to complete all sections within late running time. Then points are totalled over all the sections completed within that time limit. Points are lost according to the following scale -

- Late arrival at the end of competitive sections: 1 point per minute (or part thereof).
- Late or early arrival at the end of average speed sections: 1 point per minute (or part thereof).
- Early arrival at the end of transport sections: 1 point per minute (or part thereof).
- There is no points penalty for late arrival at the end of transport sections, but it still uses up late running time.
- There is no points penalty for early arrival at the end of competitive sections.
- Missing or incorrect observation: 30 points.
- Missing or wrong direction of entry to a passage control: 30 points.
- Stopping "in sight of" an enter on sight control: 30 points.

The attached results, with full details of each crew's performance on every section calculated as described, will become final if no protest is received before 8 pm on Monday, 20 February, 1995.

All competitors, officials, sponsors, and family and friends are invited to the presentation of trophies at 12:30 on Sunday 5th March at the director's residence (Banksia Manor, 66 Blue Ridge Road, Dewhurst - Telway 211 K7). A poolside BBQ lunch will be provided, BYO drinks and bathers. This is another opportunity to talk to other competitors and to find out a bit more about rallies and trials by talking to more experienced competitors, the directing team and officials.

Trophies will be presented to the following crews -

1st Outright

Car 4 Geoff Floyd & Kate Sleeman Datsun 1600 FFCC 31 pts

2nd Outright

Car 6 Paul Hogan & Brett Coughlan Peugeot 404 PCCV 45 pts

3rd Outright

Car 1 Ashlea James & Brendan Clough Mazda RX2 PAC 57 pts

1st Standard Car (& 5th Outright)

Car 17 Jeff Gill, Peter Cusworth & Andy Gill Peugeot 504 PCCV 67 pts

2nd Standard Car (& 6th Outright)

Car 7 Kerri Crocker & Matthew Hargreaves Mazda Familia FFCC 78 pts

1st Lady Competitor (& 1st Outright)

Car 4 Kate Sleeman (& Geoff Floyd) Datsun 1600 FFCC 31 pts

1st Peugeot (& 2nd Outright)

Car 6 Paul Hogan & Brett Coughlan Peugeot 404 PCCV 45 pts

Director's Award

Car ?? A Deserving Crew - You'll all have to turn up to find out if you've won it!

Hard Luck Award

Car ?? A Not-So-Lucky Crew - You'll all have to turn up to find out if you've won it!

PCCV George Woods Introductory Trial - 11 February 1995

ENTRY LIST

<u>No.</u>	<u>Driver</u>	<u>Navigator</u>	<u>Third Crew</u>	<u>Car</u>	<u>S/M</u>	<u>Gr</u>	<u>Club</u>
1	Ashlea James	Brendan Clough		Mazda RX2	M	4	PAC
2	Derek Dawkins	John Nakulski		Morris 1100	S	4	HRA
3	Peter Newman	Fred Jashar		Peugeot 504	S	4	PCCV/PAC
4	Geoff Floyd	Kate Sleeman		Datsun 1600	M	4	FFCC/CCC
5	Geoff York	Bruce Tudhope		Datsun 610 SSS	M	4	CCRMIT/PAC
6	Paul Hogan	Brett Coughlan		Peugeot 404	M	4	PCCV
7	Kerri Crocker	Matthew Hargraves		Mazda Familia	S	4	FFCC
8	Graeme Wakeling	Ian Barnes		Alfa Sud TI	M	4	HRA
9	Glenn Batchelor	Adam Ratcliff		Mazda Capella	S	4	CACA/PAC
10	John Pettiford	Andrew Pettiford		Peugeot 504	S	4	PCCV
12	David Coleman	Jeremy Coleman		Datsun 1600	M	4	CCC
14	Dale Horsley	Martin Warnakee		Peugeot 404	M	4	PCCV/NCCA
15	Peter Quennell	Ross Wareing		Peugeot 306	S	4	PCCV
16	Daryl Moyle	Jacqui Moyle		Peugeot 505	S	4	PCCV
17	Jeff Gill	Peter Cusworth	Andy Gill	Peugeot 504	S	4	PCCV
19	Brad Waterhouse	Paul Smith		Mitsubishi Galant	M	4	PAC

George Woods Introductory Trial - 11/2/95: Results

No.	Sec 1	Pass 2A	Sec 2	Pass 3A	Sec 3	Pass 4A	Sec 4	Sec 5	Sec 6	Sec 7	Pass 8A	Pass 8B	Obs Y	Sec 8	Sec 9	Obs E	Obs T	Pass 10A	Sec 10	No. Secs	Total Points	O/R Place	Class Place
1	--	--	1	--	2	--	6	{16}	5	--	--	--	--	7	{1}	--	30	--	6	10	57	3	3
2	--	--	12	--	12	--	8	--	7	--	--	--	--	15	--	--	30	--	36	10	120	9	3
3	1	--	11	--	15	--	11	3E	11	--	--	M	30	9	{3}	--	30	--	24	10	175	10	4
4	--	--	4	--	3	--	5	--	3	--	--	--	--	7	--	--	--	--	9	10	31	1	1
5	1E	--	7	--	5	M	5	--	4	--	--	--	--	9	--	--	30	--	20	10	111	8	6
6	--	--	6	--	6	--	8	--	5	--	--	--	--	9	--	--	--	--	11	10	45	2	2
7	--	--	6	--	7	--	6	{1}	5	1E	--	--	--	11	2E	--	30	--	10	10	78	6	2
8	--	--	9	--	9	--	9	{2}	6	--	--	--	--	13	{2}	--	30	--	27	10	103	7	5
9	1E	--	14	--	15	--	18	M	--	{4}	--	--	--	49	7E	30	30	M	{9E}	9	194	12	6
10	--	--	14	--	16	--	15	M	--	M	M	M	M	M	M	M	M	M	DNF	Found the going too tough and went home			
12	--	--	8	--	73	--	8	M	M	M	M	M	M	M	M	M	M	M	DNF	Lost too much time on the wrong road			
14	1	--	7	--	20	--	6	{4}	11	--	--	--	--	10	--	--	--	--	11	10	66	4	4
15	--	--	16	--	16	--	12	{3}	11	12E	--	--	--	21	--	--	30	--	M	9	88	11	5
16	2	--	10	M	M	M	M	M	M	M	M	M	30	M	M	M	M	M	DNF	Had a good run to ontrol 2 then turned the wrong way and got too confused to go on			
17	--	--	11	--	12	--	10	{1}	6	--	--	--	--	16	--	--	--	--	12	10	67	5	1
19	--	--	6	--	3	M	M	M	M	M	M	M	M	M	M	M	M	M	DNF	Inverted while running in third place			

E = Early

M = Missed Control

DNF = Did Not Finish

{ } = Late Running Time only - no points penalty