

AUTO ACTION

SPEEDWAY ACTION

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AGAIN WE HAVE just witnessed another outstanding Begonia Rally. Credit must go to the members of the LCCA (Ballarat), the organising team which was made up of many hard workers and of course, the two leading identities, Geoff Boyd and Ross Runnalls.

At this stage, they are somewhat unsure of their plans for next year. An enormous amount of work goes into the event and it's a bit hard to ascertain next year's plans before they have a little rest. Hopefully they will apply for a Round of the ARC, and this time get it. The event certainly deserves the status.

It was pleasing to finish the event sixth, and for the second year running, both times behind Warwick Smith. Considering all the problems we experienced, both during the week prior and in the course of the event, it's not too bad a result. Credit must go to Mick Verrall for firstly getting the car to the start and secondly keeping it together through the two gruelling days of the event. Mick certainly is a top mechanic who thoroughly knows his job when it comes to preparing a rally car.

WE HAVE A very interesting visitor to Victoria at the end of

RALLYING WITH JOHN WHITE

this month. The Chairman of the National Rally Panel will face the firing squad on Tuesday 31st March. He is being bought down as a guest of the V.R.A. to enable Victorians to hear his point of view and on the other hand, give him their point of view.

He will be at the Willis Hall at the Nanawading Civic Centre, from 7.30pm. It is a very interesting opportunity for Victorians to fire all sorts of questions to Mr Sykes, especially regarding his very outspoken views regarding the future of Rallying.

THE RESULT of the M.U.C.C. Spring Rally conducted on Saturday 21st February was very close indeed. Chris and Simon Brown managed to take the event in their Datsun 180B, by a mere three seconds from Rob Devenish and Helen Eastwood in a Datsun 1600.

The Browns had a combined time for the two runs of 20.05, with 10.07 on the first and 9.58 on the second. Devenish scored

10.07 and 10.01. CCRMIT took the honours as far as the TAUC series goes.

The presentation night for the event will be at the Melbourne University Union Building, in the University grounds, Parkville on Friday 20th March, commencing at 8pm.

THE FORD FOUR Car Club is again conducting their Anglia Memorial Rally, this year on the 4th April. The event is Round 2 of the "Group 5" rally series and will be conducted over approximately 120 competitive kilometres in the Daylesford area.

The event will be half Route Chartered and half very straight forward navigation on the superb roads that abound in the area.

Prizemoney and awards now exceed \$450 and will be totally shared between Grade 3 and 4 crews only. The event is being directed by Paul Lechner and the invited clubs are DCCA, PIARC, MMSC, CRBCC, TCOV,

VWCV and the Cerberus Car Club.

Supplementary Regulations are now available from the usual outlets and anybody requiring further information should contact Paul Lechner on 842 3156 AH.

THE MARTINI MOUNTAIN Rally presentation was held at the Top of The Town, at Doncaster Shopping Centre on Tuesday 3rd March. It was another top night at an excellent venue.

We will be holding the Autosport Stages presentation at the same venue at a date to be advised. I'm surprised more major events don't look into this venue for an outstanding night.

I KNOW I have asked before, but we really need more control officials for the Autosport Stages on Saturday 25th April. We have been receiving volunteers for road closures, although we still need more and remember experience is not essential for this job. What we desperately need is a lot more experienced officials to man controls.

We require over 35 sets of officials throughout the day, so if you can help out at all please give Sue Bray a ring on (03) 749 5523 AH.

HILL/HEANEY INJURED

TWO OF THE country's leading privateers were seriously injured in an accident in the recent Windscreens O'Brien Begonia Rally. The event, Round Two of the Victorian Rally Championship series, attracted many interstate crews, amongst those was the crack team of Ian Hill and Ann Heaney from New South Wales.

Hill came over a crest, after a series of them on a straight road, to see the road kick left and then right, then left again, but ever so slightly. On the left was pine forest and on the right — harwood.

Hill, in his usual style, was trying extremely hard and was hard in third gear in the Miranda Hi-Fi ex works Escort RS2000. All would have been well had not the right side wheels hit a stump, cut off at ground level originally, but now about 4 inches out of the ground.

At the speed Hill was travelling, it was enough to throw him off line and into the graded edge on the left. He then shot back to the right, narrowly missing a stump, but catching the graded edge and bouncing over to the left again.

This time the car was somewhat off line and the rear quarter panel hit a small pine, putting the front off the road and onto a mound of graded dirt running beside the road. He was unable to steer off this and careered straight into a large stump, hitting dead centre.

So enormous was the force that it is most unlikely that the car is repairable, as the roof, firewall and most other panels are buckled.

Hill's knee struck the brake bias adjuster and shattered the kneecap. He also suffered fractured ribs, either from the steering wheel or the force on the harness.

Ann Heaney is somewhat worse, she has chipped the base of her spine, crushed the seventh vertebrae and broken her

sternum. Apart from that, she is very badly bruised.

The ambulance which came from Daylesford, took over an hour from the time of the accident, far too long. Ann was first taken to Daylesford hospital, but was found to have an enlarged heart. She was immediately transferred to Ballarat with Ian and her pulse recorded each 30 minutes throughout the night.

Ann is coming along quite well but her movements are somewhat restricted and those that know her, can understand what misery that is causing.

Ian has had two operations on the knee, which is wired. He expected to be out after a week, but is still there. Hopefully they will both be released soon, or at least transferred closer to

Story by
John White

Janine Kilfoyle must be praised for her prompt attention to the injured crew, plus her reassuring words, especially to Ian Hill. The following cars all stopped at the scene, until the organisers could get the ambulance in.

Luckily this accident was not more serious, but the time delay in getting an ambulance is not good enough, and organisers must now start looking for ways to improve this situation. Even having the St John Ambulance in attendance would be a big improvement. No doubt this will be looked into in the very near future.

I know all rallyists will join with me in wishing both Ann and Ian a very speedy return to full health.