

CLUB ACTION

N. EASTERN TO DAVIS

By Anton Walton

WANGARATTA — OCTOBER 8. — GIL DAVIS/PETER HASS (Torana XU-1) were this morning declared provisional winners of the 1972 Milford-BF Goodrich North Eastern Trial.

Another XU-1 crewed by Auto Action's Len Shaw and former State Champion Navigator Jim McAuliffe took second place, closely followed by the Rex Muldoon/Bruce Norton Cortina.

Although the North Eastern was a full open event the main interest was focused on the grade two crews as the rally was the sixth heat in the fiercely competitive Clubmans Championship.

Starting at Wangaratta at 7 o'clock and returning after a 166 mile loop for a refuel, the rally again set out for another loop (108 miles) returning for a barbecue breakfast.

After a 15 mile transport to Greta West the night's work was on in earnest with a 12-minute section to Lurg, via an unmapped road from near Glenrowan West.

Gil Davis opened up an immediate lead when he lost one to the twos of Whitten/Parkinson (Anglia), Muldoon/Norton (Cortina) and Bill Strownix/Gary O'Donnell (Torana). Many crews experienced delays when they were held up by an inquisitive member of the local constabulary.

CLEANED

Most cars cleaned the long run West to Whitfield and then the tight section through Upper Edi to the Edge of the Merriang Plantation. Muldoon set the pace into the plantation when he set fastest time with a loss of three.

Usually the area the director had chosen for his competitive sections would be a navigators nightmare, however, by providing a very accurate map for the navs. to work from he made the job relatively easy.

Section six required close consultation with the map as picking the correct road was vital.

A passage control enroute was easy enough to find for the hot shots but some of the juniors had trouble getting it the right way. Five points apiece to Davis, Muldoon and Piazza/Burns (GT Cortina) were the best scores registered.

Five cars dropped one each on the more straightforward run to Slaughteryard Creek Road. Muldoon, Shaw, Piazza, Bird/Newman (Anglia) and Jack Janssen/Alan Clegg (Datsun 1600).

REFUEL

After the 10 minute refuel the rally continued with a further three sections in the same area. Muldoon and Davis continued on their merry way with a point apiece down Dwyer road.

A short loop constituted section 10½ dozen cleaned.

Muldoon had a disastrous tie rod breakage that was to cost him two and then a further 24 points on section 11 making repairs.

The novice crew of Whitten/Parkinson (Anglia) had it all to themselves at the edge of the forest with a quick three.

A couple of crews experienced punctures on the way back to Wangaratta, and the 11 points Lloyd James/Tony Walsham (R 16TS) lost was to prove expensive as most only lost a couple.

At the end of division one Davis/Haas, Whitten/Parkinson on 25 held a narrow one point lead from Shaw/McAuliffe (26), with Bird/Newman (Anglia) on 29 and Strownix/O'Donnell (Torana) 30.

LOST POINTS

From Everton to Buckland Gap the leaders were clean and it wasn't until the field visited Lake Kerferd that any points were lost. Shaw took the honors on one, with Davis, Whitten and local crew, Henderson/Ingarfield (VW) equal on two.

The route chart to the Stanley Plantation was cleaned by only Davis and Mike Baxter/Rob Hopkins (Mazda 1500).

Section four, the first of two loops back to a central control took three points apiece from James/Walsham, Harrison/Paterson (Hillman), John Leighton/John Begelhole and Muldoon.

Davis won the second on one. Leaving the Stanley via a partial route chart, Shaw and Harrison split the difference on three each. Davis cleaned the

downhill "Big Dipper" to West of Mudgeegonga.

After the second service for the night the Ovens Plantation was the scene of the final six controls.

NO TERRORS

Section Nine to a central points held no terrors, but the following 15 minute maze saw the destruction of many of the favored crews.

Davis, Shaw and Whitten got it right and it was only the impossible time that forced a two point penalty on them. Whitten was alone with one point on the rally's final competitive section.

A well thought out event, the club can feel proud of their effort. Most of the competitive sections were in confined forestry areas, so minimising disturbance to locals.

Although the navigation seemed easy in fact it required an on the ball navigator to stay on correct roads.

With Bruce Norton taking off the grade two prize for navigators, the Clubmans series has become a closely contested affair. Warwick Smith still remains in the lead (although now ineligible for further points) on 22. Norton has 21 and Rex Muldoon 16.

On the drivers side Bob Bird is unbeatable although Garry Harrowfield could equal by placing first in grade two in the Cooper Memorial.

Provisional Results

1st Gill Davis/Peter Hass	Torana XU-1	51 pts.	
2nd Len Shaw/Jim McAuliffe	Torana XU-1	68 pts.	
3rd Rex Muldoon/Bruce Norton	Cortina	72 pts.	1st grade two
4th Bill Strownix/Gary O'Donnell	Torana	76 pts.	2nd grade two
5th John Leighton/John Begelhole	Datsun 1600	77 pts.	3rd grade two
6th Lloyd James/Tony Walsham	Renault 16TS	78 pts.	4th grade two
7th Mike Baxter/Rob Hopkins	Mazda 1500sss	83 pts.	5th grade two
8th John Whitten/John Parkinson	Anglia	87 pts.	6th grade two

Teams prize:

BONHOMME ON TYRES

OVER THE PAST YEAR, the selection of tyres for rallyists has grown considerably. For a number of seasons Dunlop's popular SP44 Weathermaster series held the lion's share of the market due to its good radial ply wintertread construction, reasonable availability and good size range.

But a casual inspection of cars competing in last week's Southern Cross Rally showed that the Dunlop boys no longer have things their own way.