

BOND'S BACK IN BUSINESS

SALE, MAY 26. — COLIN BOND AND GEORGE SHEPHEARD, crewing a HDT Torana XU-1, scored a narrow victory in the second heat of the Australian Rally Championship here this morning.

Minor placings were filled by Frank Kilfoyle/Ian Richards and George Fury/Monty Suffern, both in Datsun Rally Team 180B SSS models — but both cars are ineligible for national championship points!

Fourth outright and second ARC point-scorers were Ross Dunkerton/John Large (Datsun 240Z) from West Australia — an outstanding performance by this crew, considering their lack of experience of the conditions under which the event was run.

PUDDLES

The Akademos — which could fittingly have been subtitled the "Rally of a Thousand Puddles" — nearly did not occur at all.

Torrential rain in the Gippsland area in the two days prior to the event almost caused cancellation — a fate which had befallen the previous scheduled heat of the championship, the Bunbury Curran.

However, Clark Ballard and his Melbourne University Car

Club team were determined to keep faith with competitors, particularly those from interstate (including three from WA), so the course was re-hashed, new instructions printed and the course checked in the space of some 24 hours!

The final format, although somewhat short on competitive mileage, was appreciated by all competitors — even though road conditions may not have been to their liking!

ARC NINE

The event started from Sale, with some 48 entrants — of which nine only had nominated to contest for ARC points.

These were Bond/Shepherd and Lang/Gocentas (HDT XU-1s), McLeod/Mortimer (Datsun 260Z), Dunkerton/Large (240Z), Sutton/Van der Straaten and

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Myers/Snooks (XU-1s) — the latter three from WA — Rainsford/West (Porsche, SA), Evans/Mitchell (Datsun 120Y) and Kahler/Daniel (Mazda RX2, NSW).

The competition was made more interesting by non-ARC eligible entries of Kilfoyle/Richards and Fury/Suffern (Datsun Rally Team 180B SSSs), Riley/Van Loon (Mitsubishi Lancer), Canberra stars David Lang/Coleman (Datsun 1600) and Victorians Harrowfield/Boyd (Cortina), Strownix/Baldock (XU-1) and Ted Anderson/Haas (Datsun 1000).

With further rain threatening, the field looked set for a testing night of rallying, despite the abbreviation of the event.



Frank Kilfoyle and Ian Richards teamed up in a Datsun Rally Team 180B SSS came home a strong second but, like their team-mates, are not eligible for Championship points in the ARC. Geoff Selton pic.

First up was a crowd-pleasing belt around a section comprising in part the Maffra and District Car Club's hill climb at Boisdale.

The directors thought this section would be "just possible" in the time allowed; the first two dozen cars proved them wrong by losing one point apiece.

WET SECTIONS

Then on to the real stuff — two very wet sections of 17 and 24 miles, of which the first was cleaned by most (except David Lang, down two).

Kilfoyle and Fury were best on the next, down four apiece, with Bond, Lang, Riley on five and McLeod, Sutton, Rainsford six.

After a service break at Wuk Wuk the course headed deep into Akademos country — Bullumwaal, Deptford and Mt. Sugar Loaf.

Four competitive sections saw Bond (two, one, four, two), Kilfoyle (two, two, four, two), Peter Lang (two, one, three, three) and Fury (two, two, four, three), hammer and tongs for the lead with David Lang

Colin Bond returned to the winning ways of 1972 with a brilliant win in the Akademos, navigated by his other half, George Shephard in the HDT Torana. Geoff Selton pic.

Dean Rainsford and Graham West looked like possible winners in their Porsche 911 'S' from South Australia. Photo by Canon FTb.

(two, three, four, three), making up for his early loss.

Bob Riley and Ross Dunkerton were also waging an equally fierce, if slightly less competitive battle with scores of three, two, six, three and three, two, four, three respectively.

DREARY

From the next service point near Wiseleigh on the Omeo Highway, cars were sent off on a long, dreary transport run to Omeo — the reason being the need to include extra mileage to make up the 350 miles required for a National Championship heat.

Competitors took it in good spirit, however, and during the

meal break at Omeo the fantastic Hewlett-Packard computer being used by the MUCC scoring team produced these interesting results:

Leading on 15 points — Bond, Lang and Kilfoyle; followed by Fury (16), Riley and Dunkerton (20), David Lang (21) and McLeod (22).

Stewart was not happy with his run, badly adjusted lights and a slight lack of confidence after his SA roll-over perhaps costing him precious minutes.

Returning down the Omeo Highway, crews looped in at Tambo Crossing for two competitors, with Bond now apply-



ing the pressure to break clear (one, zero) from Lang (two, zero) and Kilfoyle (two, one).

However, the next transport was costly for Bond when he had a rock jam the clutch linkage and lost one point.

IDENTICAL

From the Wieseleigh service point the course was identical to the first stage, except run in the opposite direction — giving the leaders a taste of what car 48 had to cope with!

A lengthy one to north-east of Bullumwaal cost Peter Lang his chance when the Torana developed ignition trouble, costing him 37 minutes.

Bond held his lead by dropping five, equal with Kilfoyle, to the sixes of Fury and David Lang.

Down to Bullumwaal Bond again shone, down one to the two's of most others.

The event had developed into a Bond-Kilfoyle battle, and both dropped three, with Fury, into the Wuk Wuk service.

Bob Riley had his Lancer fall off the jack whilst changing a flat, costing him 21 minutes.

SPROUTING

McLeod arrived with a tree branch sprouting from his windscreen — and a very white-faced Mortimer!

The remaining competitive, across to Briagolong, saw the demise of David Lang, after another brilliant effort — perhaps he should go in shorter events?

Again, Bond and Kilfoyle were equal on six down, with the strong-finishing Dunkerton

on seven and Fury eight after a back-up to double check a turn-off.

A transport to Sale and the finish rounded off an event run very successfully under great difficulties and atrocious road conditions.

The trusty computer was soon issuing forth print-outs of

the final results — a touch really appreciated by tired crews.

Final results gave victory to Bond/Shepherd on 32 points, from Kilfoyle/Richards (34), Fury/Suffern (37) — a great performance — and Dunkerton/Large (46).

AKADEMOS RALLY

FINAL POINTS:

1. Bond/Shepherd (XU-1).....	32 1st ARC
2. Kilfoyle/Richards (Datsun).....	34
3. Fury/Suffern (Datsun).....	37
4. Dunkerton/Large (Datsun).....	46 2nd ARC
5. McLeod/Mortimer (Datsun).....	47 3rd ARC
6. Rainsford/West (Porsche).....	59 4th ARC
7. Evans/Mitchell (Datsun).....	61 5th ARC
8. Sutton/Van der Straaten (XU-1).....	65 6th ARC

ARC POINTSCORE

(After two heats)

DRIVERS	NAVIGATORS
S. McLeod (SA).....10	G. Shepherd (NSW).....18
P. Lang (A.C.T.).....9	A. Mortimer (SA).....10
C. Bond (NSW).....9	J. Large (WA).....8
R. Dunkerton (WA).....8	R. Vander Straaten (WA).....5
R. Watson (Vic.).....4	G. West (SA).....4
D. Rainsford (SA).....4	

Harrowfield/Boyd Cortina found the going in the National event a bit harder than State events, but were ineligible for ARC points anyway. Geoff Selton pic.

AKADEMOS RESULTS REVISED — CLOSER

AS IF IT NEEDED to be any closer, the results of the Akademos Rally, round two of the Australian Rally Championship, have been revised and now show that Colin Bond and George Shepherd defeated Frank Kilfoyle and Ian Richards by only one point.

This is the only amendment made to the results and all positions are unaltered.

Comments from competitors indicate that the event was one of the most pleasant and well run events in a long time, despite the fact that the course had to be completely reset after flash floods in the area.

The rally was organised by the very efficient Melbourne University Car Club.

