

## VICTORIAN CLUBMANS SERIES

# CORTINA'S MID WESTERN

**BALLARAT, SEPTEMBER 29** — PETER STAPLETON AND BERNARD LAKERINK FOLLOWED UP their recent second outright in the Goldfields Rally to take out first place in the LCCA Mid-Western Trial, the seventh heat of the Victorian Clubman Trials Series.

In a Mk. 1 Cortina they came home on 31 points, one point ahead of Ian Nalder/Paul Patterson in a Datsun 1600.

It was Ian's first lot of points for the Clubman Series but Paul had been placed twice previously with Kevin Harrison.

### SURPRISED

This crew's second placing surprised many of the other competitors as their Datsun 1600 was stock standard. The car is a replacement for the one which Ian damaged severely in the George Derrick.

Ian and Paul would have won except for a mistake at a control on a re-alignment.

They actually pointed towards the control, had second thoughts, went away and returned after dropping vital time.

In third place, and gaining sufficient points to take them to the top of the points score table were Rob Dyer and Graham Wallis in their trusty Peugeot 404. The "Pug" had its third engine this year installed just before the event with the initial running in being carried out just before scrutineering.

### DROPPED

Dyer/Wallis dropped 40 points. Fourth on 54 were John Birrell and Graham Vaux (Renault R8) which is their highest placing in the series so far.

Fifth place went to Phillips/Runnalls in a Corolla on 56 points, their first Clubman Series points, while Alf and Ian Pearce (Datsun 1600) showed

their consistency by placing yet again. They were sixth on 62.

The Mid-Western, directed by Howard Wakeling, was set in the Ballarat, Creswick, Beaufort area. And of course it was wet!

Every effort was made to ensure that only all-weather roads were used.

### COMPETITIVE

Unfortunately three weeks before the event between 80 and 90 kilometres of competitive roads were lost when the rain took its toll.

A further road, the Ben Major Road in the Mount Cole area, had 15 cm of topsoil put on it and couldn't be used.

A shortage of control officials resulted in many manned via points being unmanned. As well as members of the LCCA, the VADC provided many willing and efficient helpers.

### PROBLEMS

But problems weren't confined to the organisers.

John Adams and Mick Brasier didn't start because they couldn't ready their Cortina in time.

Peter Evans and Nereo Castelli broke a windscreen on the way to the start and the rain made the use of their emergency plastic screen unmanageable.

Rob Dyer, on his way to third outright, blew up his generator and had to have it replaced at the second service point.

### SWORE

Peter Otzen and Glen McAlice, in the Datsun 1600 that Peter swore would never be used for rallying, had to make a few split second decisions as they headed off the

## Report by Colin Wood

road on section three. But it was nothing that 24 minutes winching couldn't put right.

On section four Mike Baxter and Tom Cox punctured a tyre, driving 10 km on the flat tyre into control. They also had an embarrassing few minutes when the car got slightly out of control going through some water at a photography point.

### STUCK

The car got its front end stuck in a drain and had to be winched clear.

And it was a sad night indeed for that happy band of people who call themselves the Kookaburra Racing Team.

The team comprises the Pender/Baldock Autosport Torana GTR and the Dalle/Daniel Peugeot 504.

Five kilometres before control seven Pierre Dalle and Raymond Daniel found themselves on a wrong road that became a bulldozer track and the going got pretty heavy.

So, using a nearby stump, they winched themselves off the track and got so bogged that a Land Rover found it an impossible task to move them.

### DE-BOGGING

So their de-bogging squad had to winch them back onto the road and then, bit by bit, tree by tree, winch back to the start of the track.

Bob Pender and Ian Baldock's troubles were uncharacteristic. Up to the start of this event they were leading the points score table, both being very well prepared for every event they enter.

**CONCLUDED  
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## GARNER LEADS N.S.W. CLIMBS

**CURRENT POINTS LEADER** in the New South Wales Hillclimb Championship is Barry Garner in his Bowin.

Barry took fourth place in the second round of the National titles last week, and is well up in the points there too.

The list of leading runners in NSW is:—

B. Garner	39
S. Rumble	24
T. Jones	19
M. Bingham	14
B. Bloodworth	11



**THE DATSUN** of Ian Nalder and Paul Patterson took second place. Here they negotiate a bog that caught one or two competitors. Klaus Ferck photograph.

## MID WESTERN RALLY FROM P.13

On section seven Bob and Ian's Autosport Torana suffered a sheared off disc brake caliper, resulting in no foot brake, and damage to the steering mechanism.

Slowly they nursed their car, using only the handbrake as anchors, to the half way break. It was fixed but they had lost any chance of staying in the lead.

### SPOT ON

The concept of the Mid-Western was spot on for a Clubman Series.

There was straight-forward navigation mixed in with route charted sections which were designed to give drivers their heads through the more navigationally tricky areas.

The success of the degree of difficulty can always be seen in the results. For this event the winners lost 31 minutes while the sum of the quickest times was 14 minutes, and that included six minutes on the last route chart.

Three basic areas were used: Italian Gully, the Scarsdale Plantation and Ben Major.

### MAP READING

Starting from the Light Car Club rooms at Ballarat Airport the crews took on four sections in the Italian Gully which involved map reading combined with enough to keep the driver interested.

On the way into the Scarsdale Plantation the director used a navigational device that was used in an earlier heat of the Clubman Series, the Amateur 100.

The Scarsdale plantation was used for three navigational sections grid referenced on the 100 thou maps. The latter stages were through undulating country which had been cleared so there were no trees to help drivers to read the road.

### AMAZED

Then it was on to the half-way at Beaufort where many were amazed to find Nal-

der/Patterson leading on five down from Bruce and John Tassell (Cortina).

The eventual winners, Stapleton and Lakerink, were holding third slot on nine and Birrell Vaux were not far behind on 11.

On 10 down at the half way were Len McKay and his new navigator from Queensland John Souminen who has been running with Adrian Taylor.

Unfortunately John is ineligible to compete for Victorian Clubman points.

### FIRE

On the second stage they had a fire on their hands when the winch cable shorted out the battery. All the electrics went dead and smoke started issuing from the boot.

To add to the drama they couldn't get the boot lid open due to a slight connection with a tree earlier in the night which had pinched the guard in.

Then they couldn't get the fire extinguisher off its mounting.

The second stage took crews to the Ben Major area where the highlight was a slide down Steep Link Road.

### SPLASH

Photographer Klaus Ferck set himself up at a water splash just outside a loop control and got more than he anticipated.

Mike Baxter/Tom Cox got a little out of control going through the water and speared off the road getting the front end bogged in a grassy drain. It was found that the photographer's car was the only secure point from which to winch.

The final blast was through the Creswick Plantation and the School of Forestry along Saw Pit Gully and Lady Peacock Plantation.

For those crews who would like to give their sponsors a picture of their car splashing through the scrub Klaus Ferck's proofs can be seen at Autosport, Box Hill.

### PROVISIONAL RESULTS

1st Stapleton/Lakerink	31 pts.
2nd Nalder/Patterson	32 pts.
3rd Dyer/Wallis	40 pts.
4th Birrell/Vaux	54 pts.
5th Phillips/Rurnalls	56 pts.
6th Pearce/Pearce	62 pts.