

CONTROL 2.

"ELLIS' EPIC"

Map: SJ54-8

Via: (i) ~~1901.3787~~ from the S.W. INFORMATION 1
(ii) the following route chart from Via (i):

0.00	S.O. to NORTH
1.64	S.O. CAUTION
4.90	T.R.
5.42	T.R.
6.04	S.O.
6.93	T.L.
8.37	B.R.
8.69	B.R. CAUTION
10.12	T.L.
11.84	B.R.
12.01	B.R.
13.55	T.L.
15.20	T.R.
16.83	S.O.
18.49	T.L. Bitumen
20.13	S.O. CAUTION
21.78	T.P. Bitumen
22.95	S.O.
23.88	T.L.
24.15	Gate
24.93	K.L. and K.T.M.T.
25.26	Gate - and proceed to via (iii)

36
24
10

(iii) Unmapped R.J. at 1772.3965 from the EAST.
INFORMATION 2.

CONTROL 2 (cont.)

Location: Unmapped R.J. on the mapped road at 1759.3969.

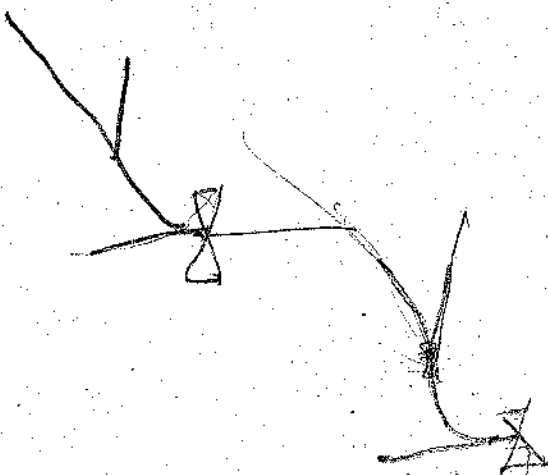
Entry: From the E.S.E. along the unmapped road.

Distance: 44.54 km.

Time Allowed: 36 minutes.

Directors Notes: (i) Exercise caution and quietness passing all houses.
(ii) Directors used 8.02 km. of unmapped road.
(iii) Unmapped road is rough and rocky in places. Time has been allowed, so use caution - we'd like to hope you'll finish!

3/3



CONTROL 3.

"LANGI K-K-K-KAL KAL"

Maps: 301 and SJ54-8

- Via:
- (i) Mapped R.J. of white and dotted white roads immediately S.E. of second "1" in "Mt. Mitchell" (301) from the EAST.
 - (ii) Mapped R.J. 1.5 km NORTH of mapped R.J. 9.3 km N.W. of WAUBRA. Entry from the EAST along mapped road - INFORMATION 3.
 - (iii) Unmapped R.J. 3.5 scale km N. of an intersection 2.7 km NORTH of a R.J. of red and white roads immediately NORTH of the 3rd "1" in "Langi-kal-kal" (301). From the EAST along the unmapped road. INFORMATION 4.

10:08
16:31

Location: Mapped R.J. at 6422.3867 (SJ54-8)

Entry: From the EAST along dotted road.

Distance: 36.12 km.

Time Allowed: 26 minutes.

Directors Note: At the risk of repeating ourselves, PLEASE back off past any houses. At a couple of points this is for your own good.

0/3

CONTROL 4.

"HIDDEN, ROUGH & STEEP"

Maps: 301 and SJ54-8

Via: (i) Mapped R.J. of red and dotted white roads immediately SOUTH of the "T" in "WATERLOO" (301). From the N.E. along the mapped road.
(ii) Unmapped R.J. at 6384.3910 (SJ54-8). From the WEST along the mapped road. INFORMATION 5.

Location: Unmapped R.J. at 6382.3938 (SJ54-8).

Entry: From the SOUTH along the unmapped road.

Distance: 21.78 km.

Time Allowed: 22 minutes.

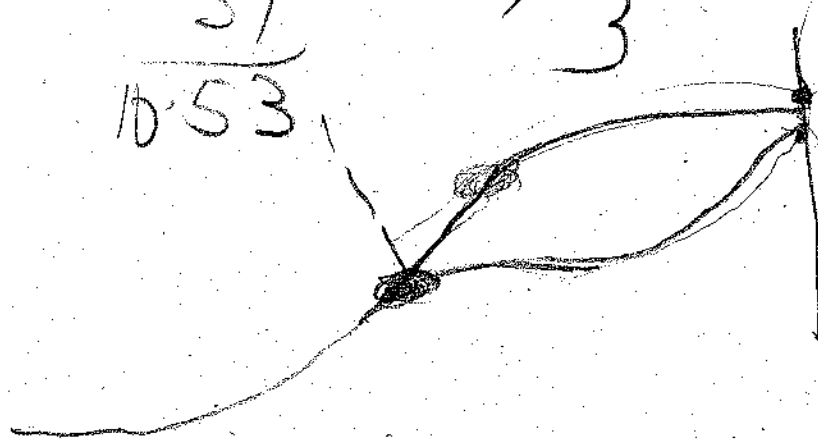
Directors Notes: (i) "NORTH-SOUTH TR." is an apt name.
(ii) Apt though it is, it's extremely rough for it's last 2 km. Take great care.

2.032

22
31

10:53

8/3



CONTROL 5.

"BEST BET LAST"

Map:

SJ54-8

Via:

* (i) The following route chart from Control 4:

0.00	S.O.	CAUTION M.R.
0.54	B.L.	
03	0.57	B.R.
187	2.44	T.L. (S.P. GRANITES TR.) and F.M.T.
150	3.94	K.R.
41	4.35	K.L. around tree
31	4.86	T.L.
153	6.19	B.L.
19	8.36	K.L. and F.M.T. until
97	8.93	K.R.
07	8.40	S.O.
26	8.66	T.H.R. off M.T.
24	8.90	K.R.
16	9.06	S.O. (M.T.)
19	9.25	B.L.
31	9.56	S.O.
36	9.92	K.L. around tree
29	10.21	K.L. around tree
30	10.51	T.H.L. <u>INFORMATION 6.</u>
08	10.59	S.O.
140	11.99	K.L. (BIG HILL TR. to right)
62	12.61	S.O. (M.T.)
48	13.09	S.O. (M.T.)
05	13.14	S.O. (M.T.)
07	13.21	S.O. (M.T.)
48	13.69	T.R. & <u>QUIET PLEASE</u> until 15.60
173	15.42	T.H.R. on M.R. and K.T.M.R. until
414	19.56	T.R. off M.R. (S.P. BEN MAJOR TR.)
81	20.37	S.O. and proceed to control.

~~~~~

CONTROL 5. (cont.)

Location: Mapped R.J. at 6395.4000

Entry: From the S.W. along mapped road.

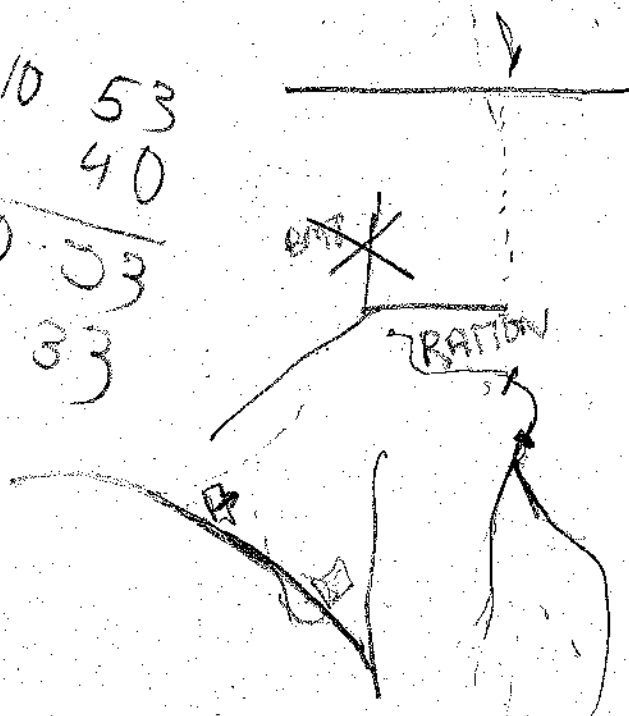
Distance: 30.33 km.

Time Allowed: 40 minutes.

- Directors Notes:
- (i) BACK OFF THROUGH CHUTE.
  - (ii) If you're smart, you'll find that after you finish the route chart, the suggested route is exactly as per the mapped road (except for the last 0.8 km)!
  - (iii) If you're a dummy, food = RATIONS, and BET BET's a good bet. The view from the top of Ben Major is magnificent, but if you value your sump - don't bother!

30.33  
 30.33  
 8 33 Bed  
 41  
 44 gate - gate

10 53  
 40  
 10 53  
 11 33



This is the end (gasp, gasp) of Division 1.

Your time out for the start of Division 2 will be given to you by the officials at Control 5.

The lunch break is at 6416.4001 - i.e. 2.43 km to your right along the bitumen road. Please use extreme care when entering and leaving the lunch break area.

Fuel is available in LEXTON.

The start of Division 2 (Control 6) is at 1677.4043. Entry from the W.S.W. (i.e. via BURNBANK (301)), and the distance from Control 5 to Control 6 is 15.35 km. Make sure you leave yourself enough time from lunch and refuel to Control 6.

DIVISION 2CONTROL 7."GOLDFIELDS JUNIOR"

Map: SJ54-8

Via: The following route chart from Control 6:

|                      |                               |
|----------------------|-------------------------------|
| <del>0.00</del>      | <del>S.O. on M.T. until</del> |
| <del>1.77</del>      | <del>T.P.</del>               |
| <del>1.44</del> 3.11 | <del>T.L.</del>               |
| <del>1.41</del> 4.52 | <del>K.L.</del>               |
| <del>02</del> 4.54   | <del>B.P.</del>               |
| <del>03</del> 4.77   | <del>S.O.</del>               |
| <del>01</del> 4.78   | <del>K.L.</del>               |
| <del>1.80</del> 6.58 | <del>B.R. on to M.R.</del>    |
| <del>00</del> 7.48   | <del>T.L.</del>               |
| <del>1.69</del> 9.17 | <del>S.O.</del>               |
| <del>18</del> 9.35   | <del>S.O. (M.T.)</del>        |
| <del>23</del> 9.74   | <del>B.R. on to M.R.</del>    |
| <del>50</del> 10.33  | <del>T.H.R. off M.R.</del>    |
| <del>05</del> 10.38  | <del>K.L.</del>               |
| <del>07</del> 10.45  | <del>K.L.</del>               |
| <del>25</del> 10.80  | <del>B.P.</del>               |
| <del>72</del> 11.53  | <del>K.L.</del>               |
| <del>62</del> 12.15  | <del>B.R. around tree</del>   |
| <del>29</del> 12.44  | <del>S.O. (M.T.)</del>        |
| <del>16</del> 12.60  | <del>B.R.</del>               |
| <del>62</del> 13.24  | <del>T.P.</del>               |
| <del>04</del> 13.58  | <del>S.O.</del>               |
| <del>06</del> 13.64  | <del>B.L. around tree</del>   |
| <del>02</del> 13.66  | <del>S.O.</del>               |
| <del>11</del> 14.82  | <del>S.O.</del>               |
| <del>40</del> 15.22  | <del>S.O.</del>               |
| <del>11</del> 15.38  | <del>S.O.</del>               |
| <del>18</del> 15.48  | <del>K.P.</del>               |
| <del>04</del> 15.52  | <del>S.O.</del>               |
| <del>68</del> 16.20  | <del>S.O.</del>               |

51 TR

CONTROL 7. (cont.)

|               |                  |                          |                       |
|---------------|------------------|--------------------------|-----------------------|
|               | 16.21            | T.R.                     |                       |
| <del>42</del> | <del>16.63</del> | <del>S.O.</del>          |                       |
| <del>50</del> | <del>17.13</del> | <del>B.L.</del>          | <u>INFORMATION 7.</u> |
| <del>51</del> | <del>17.64</del> | <del>S.O. (M.T.)</del>   |                       |
| <del>53</del> | <del>17.87</del> | <del>T.R.</del>          |                       |
| <del>27</del> | <del>18.14</del> | <del>S.O. (M.T.)</del>   |                       |
| <del>29</del> | <del>18.33</del> | <del>S.O. (M.T.)</del>   |                       |
| <del>32</del> | <del>18.65</del> | <del>B.L. off M.T.</del> |                       |
| <del>40</del> | <del>19.10</del> | <del>K.L. (M.T.)</del>   |                       |
| <del>01</del> | <del>19.11</del> | <del>K.R. (M.T.)</del>   |                       |
| <del>81</del> | <del>19.92</del> | <del>T.R.</del>          |                       |
| <del>12</del> | <del>20.04</del> | <del>S.O. (M.T.)</del>   |                       |
| <del>10</del> | <del>20.30</del> | <del>S.O. (M.T.)</del>   |                       |
| <del>21</del> | <del>20.64</del> | <del>S.O. (M.T.)</del>   |                       |
| <del>20</del> | <del>20.84</del> | <del>K.L.</del>          |                       |
| <del>12</del> | <del>21.56</del> | <del>T.H.R.</del>        |                       |
| <del>82</del> | <del>22.45</del> | <del>S.O. (X.R.)</del>   |                       |
| <del>15</del> | <del>22.60</del> | <del>T.H.L.</del>        | <u>INFORMATION 8.</u> |
| <del>21</del> | <del>22.81</del> | <del>S.O.</del>          |                       |
| <del>02</del> | <del>22.83</del> | <del>K.L.</del>          |                       |
| <del>58</del> | <del>23.41</del> | <del>S.O. (M.T.)</del>   |                       |
| <del>06</del> | <del>23.47</del> | <del>S.O. (M.T.)</del>   |                       |
| <del>50</del> | <del>24.03</del> | <del>B.R.</del>          |                       |
| 01            | 50               |                          |                       |

1720  
 4053  
 1748  
 4055

1.20

CONTROL 7. (cont.)

0748  
4055

- ~~76~~ 24.04 S.O. across M.R.
- ~~76~~ 24.80 P.L.
- ~~76~~ 25.36 K.R.
- ~~95~~ 26.29 B.R.
- ~~83~~ 26.32 B.R.
- ~~64~~ 26.96 B.R.
- ~~81~~ 27.27 S.O.
- ~~19~~ 27.46 B.L.
- ~~31~~ 27.77 K.R.
- 28.17 Control.

Location: Totally unmapped R.J. at 1680.4063

Entry: Via the route chart.

Time Allowed: 25 minutes.

247  
11-23  
7-2

Directors Notes:

- (i) Be very wary of peasants, woodcutters, and trail bikes.
- (ii) Anyone who comes within 5 minutes of time allowed may well be excluded for dangerous driving !!

8/

CONTROL 8.

"DON'T BURY THE PREMIER"

Map: SJ54-8

Via: (i) ~~T.L. out of Control 7.~~

(ii) Mapped R.J. at 1720.4059 from the N.N.W. along mapped road.

(iii) Mapped R.J. at 1748.4055 from W.N.W. along unmapped road. INFORMATION 9.

(iv) the following route chart from Via (iii):

|                      |                   |                               |
|----------------------|-------------------|-------------------------------|
| <del>0.00</del>      | <del>T.L.</del>   | and F.M.R. until              |
| <del>3.84</del>      | <del>T.R.</del>   |                               |
| 04 <del>3.88</del>   | <del>R.M.</del>   |                               |
| <del>4.14</del>      | <del>T.R.</del>   | on highway (EXTREME CAUTION). |
| 2:71 <del>6.85</del> | <del>S.O.</del>   |                               |
| 33 <del>7.18</del>   | <del>T.H.L.</del> |                               |
| 15 <del>7.33</del>   | <del>T.R.</del>   |                               |
| 32 7.65              | B.R.              | and S.O. (CAUTION)            |
| 33 8.18              | T.L.              | and proceed to Control.       |

Location: Mapped R.J. at 1850.4025

Entry: from NORTH along dotted road.

Distance: 26.77 km.

Time Allowed: 27 minutes

Directors Notes:

- (i) Watch for peasants and trail bikes.
- (ii) Road is rough and rocky for approx. 4.5 km after Via (iv).
- (iii) Please do not feed the swans.

180

22  
29  
54

3

63  
B1

1719

27

CONTROL 9."MAY GOD BE WITH YOU"

Maps: SJ54-8, 301.

- Via:
- ✓ (i) Mapped R.J. 1892.3998 from the NORTH along ~~dotted mapped road. (SJ54-8)~~
  - ✓ (ii) Mapped R.J. 1928.3930 from the NORTH along mapped road. (SJ54-8)
  - ✓ (iii) An unmapped R.J. on the mapped road at the intersection of straight lines drawn between BURRUMBEET and intersection of red and white roads 2.7 km SOUTH of R.J. 2.0 km E.S.E. of WERONA; and between RATHSCAR and FISKVILLE. (301) Entry to the SOUTH along mapped road.
  - ✓ (iv) Exit via (iii) to the EAST along unmapped road (301).
  - ✓ (v) Mapped R.J. 2006.3899 (SJ54-8) from the WEST. INFORMATION 10.
  - ✓ (vi) Mapped R.J. 2001.3856 (SJ54-8) from the NORTH.
  - ✓ (vii) Mapped R.J. 1.3 km N.E. of SPRINGMOUNT from the WEST along dotted mapped road.
  - (viii) the following route chart from via (vii):

|               |                 |                                 |
|---------------|-----------------|---------------------------------|
|               | 0.00            | T.H.R.                          |
|               | <del>0.56</del> | <del>S.O.</del>                 |
| 37            | 0.93            | K.R. on HIGHWAY. (CAUTION)      |
| 13            | 1.06            | PH.L. (S.P. Dean 7)             |
| <del>38</del> | <del>1.44</del> | <del>T.R.</del>                 |
| 22            | 1.66            | B.L. off M.R.                   |
| <del>22</del> | <del>1.88</del> | <del>S.O. INFORMATION 11.</del> |
| 35            | 2.26            | K.L. on M.R.                    |
| 54            | 2.80            | K.T.M.T.                        |
| 18            | 2.98            | K.T.M.T.                        |
| 30            | 3.28            | T.L. (S.P. Bartram Rd.)         |
| <del>18</del> | <del>3.46</del> | <del>B.R.</del>                 |
| 17            | 4.90            | S.O.                            |
| 11            | 5.01            | S.O.                            |
| 27            | 5.28            | K.R. on M.R.                    |
| 40            | 5.68            | T.R. to Control.                |

CONTROL 9 (cont.)

Location: Mapped intersection of white and red roads  
immediately SOUTH of "K" in CRESWICK" (301).

Entry: Via the route chart from Via (viii).

Distance: 41.05 km

Time Allowed: 35 minutes.

Directors Notes: Watch for peasants during the route chart, and also  
please be very quiet past any houses on the route.

35  
51  
-----  
1.86  
2.20

CONTROL 10

"TRANSPORT"

Via: The following route chart:

|     |      |                                                            |
|-----|------|------------------------------------------------------------|
|     | 0.00 | T.R. on Highway. (CAUTION)<br>and K.T.M.R. into CRESWICK.  |
|     | 4.52 | T.L. (S.P. Midland H'way).                                 |
| 359 | 8.11 | T.H.R. off highway. (EXTREME<br>CAUTION) (S.P. Centre Rd.) |
| 29  | 8.40 | S.O.                                                       |
| 06  | 8.48 | T.R. into CONTROL.                                         |

Location: Completely unmapped R.J. at 1940.3787 (SJ54-8)

Entry: Via the route chart.

Time Allowed: 12 minutes

Directors Notes: OBSERVE ALL SPEED LIMITS EN ROUTE.

23

30  
 12  
 ---  
 42

CONTROL 11."BIG WILL'S WANKY WHEELSPINNER"

Map: SJ54-8

Via: (i) The following route chart from Control 10:

|                     |                  |                                 |
|---------------------|------------------|---------------------------------|
| <del>0.00</del>     | <del>S.O.</del>  |                                 |
| <del>0.11</del>     | <del>B.R.</del>  |                                 |
| <del>27 0.38</del>  | <del>S.O.</del>  |                                 |
| <del>04 0.42</del>  | <del>T.R.</del>  |                                 |
| <del>66 0.54</del>  | <del>S.O.</del>  |                                 |
| <del>12 0.66</del>  | <del>S.O.</del>  |                                 |
| <del>11 0.77</del>  | <del>K.L.</del>  |                                 |
| <del>24 1.01</del>  | <del>K.R.</del>  |                                 |
| <del>09 1.10</del>  | <del>T.L.</del>  |                                 |
| <del>112 2.28</del> | <del>T.L.</del>  |                                 |
| <del>26 2.54</del>  | <del>T.L.</del>  |                                 |
| <del>14 2.68</del>  | <del>B.L.</del>  | and rough ascent until 3.32     |
| <del>46 3.14</del>  | <del>S.O.</del>  |                                 |
| <del>18 3.32</del>  | <del>T.R.</del>  | <u>INFORMATION 12.</u>          |
| <del>25 3.57</del>  | <del>T.R.</del>  |                                 |
| <del>03 3.60</del>  | <del>S.O.</del>  |                                 |
| <del>36 3.96</del>  | <del>T.L.</del>  |                                 |
| <del>21 4.22</del>  | <del>S.O.</del>  | <u>CAUTION</u>                  |
| <del>12 4.40</del>  | <del>Steep</del> | <u>Slippery Descent CAUTION</u> |
| <del>12 4.52</del>  | <del>T.R.</del>  |                                 |
| <del>21 4.73</del>  | <del>B.L.</del>  |                                 |
| <del>02 4.75</del>  | <del>S.O.</del>  |                                 |
| <del>04 4.79</del>  | <del>T.L.</del>  |                                 |
| <del>11 4.90</del>  | <del>S.O.</del>  |                                 |
| <del>50 5.40</del>  | <del>S.O.</del>  |                                 |
| <del>01 6.01</del>  | <del>T.R.</del>  |                                 |
| <del>10 6.11</del>  | <del>S.O.</del>  |                                 |

19 50

CONTROL 11. (cont.)

|                         |                    |                                            |
|-------------------------|--------------------|--------------------------------------------|
| <del>6.30</del>         | <del>S.O.</del>    | <u>CAUTION</u>                             |
| <del>14 6.44</del>      | <del>S.O.</del>    |                                            |
| <del>28 6.72</del>      | <del>T.R.</del>    | (Pile-drivers Paradise endeth !!)          |
| <del>47 7.19</del>      | <del>S.O.</del>    |                                            |
| <del>17 7.36</del>      | <del>S.O.</del>    |                                            |
| <del>17 7.53</del>      | <del>S.O.</del>    |                                            |
| <del>42 7.95</del>      | <del>T.I.</del>    |                                            |
| <del>15 8.10</del>      | <del>S.O.</del>    |                                            |
| <del>29 8.39</del>      | <del>S.O.</del>    |                                            |
| <del>12 8.57</del>      | <del>T.R.</del>    | (Harrington <sup>TK.</sup> <del>W.</del> ) |
| <del>INFO 36 8.95</del> | <del>T.R.</del>    | <u>-INFORMATION 13.</u>                    |
| <del>33 9.28</del>      | <del>T.R.</del>    |                                            |
| <del>30 9.58</del>      | <del>S.O.</del>    |                                            |
| <del>16 10.04</del>     | <del>CAUTION</del> | <u>CREST</u>                               |
| <del>07 10.06</del>     | <del>S.O.</del>    | and proceed to Via (ii)                    |

(ii) Unmapped R.J. on mapped road at 1932.3824 from the SOUTH along unmapped road. (SJ54-8)

Location: Mapped R.J. 1914.3814 (SJ54-8)

56

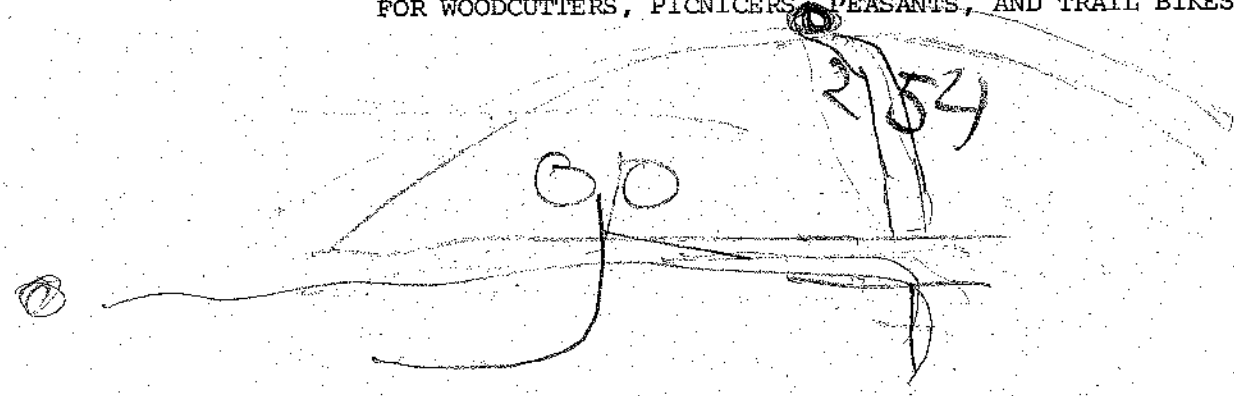
Entry: from E.N.E. along mapped road.

2,

Distance: 12.80 km.

Time Allowed: 12 minutes.

Directors Note: PLEASE USE EXTREME CAUTION IN THIS AREA AS IT IS NOTORIOUS FOR WOODCUTTERS, PICNICERS, PEASANTS, AND TRAIL BIKES.



CONTROL 12.

"TRANSPORT"

Location: L.C.C.A. Clubrooms (Ballarat Airport)

Via: the following route chart:

|      |       |                                |
|------|-------|--------------------------------|
|      | 0.00  | T.L. and S.O. until            |
|      | 3.40  | K.R.                           |
| 2.32 | 5.72  | S.O. 62x 110 RL                |
| 1.88 | 7.60  | T.R.                           |
| 2.20 | 9.80  | T.L.                           |
| 2.30 | 12.10 | K.L.                           |
|      | 12.70 | T.R. and proceed to clubrooms. |

Entry: Optional

Time Allowed: 45 minutes.

2.56  
 45  
 3.01

That's the end of the 1976 Daryl Tunbridge Trial. The Directors sincerely hope that during the event they managed to bog, flog, or totally lose you, and secretly, we hope you enjoyed it !! Perhaps you may come back again next year ?

56 X