

CARR WRAPS IT UP

BALLARAT, SUNDAY, DECEMBER 17th: PRIOR TO THE Marchall Rally, any of four crews could win the National Rally Championship, these being Fury/Suffern and Dunkerton/Beaumont driving for Nissan and Bond/Dawson-Danner and Carr Gocentas driving for Ford.

It was finally Greg Carr that won the event and the Championship, but only after a count-back of wins from Ross Dunkerton who finished second in the Marchal and equal on Championship Points.

Colin Bond finished third in the event and the Championship whilst Fury blew the engine of his Datsun Stanza leaving him in fourth place in the Championship.

Report from Ian Richards

However, the unplaced heroes of the event were undoubtedly Geoff Portman and Ross Runnalls in the Autosport Datsun 1600 who lead the event from two-thirds distance until the second last section when a problem in the distributor stopped them for almost an hour. They

were destined to win by a minute from Carr.

Fourth place was taken equally by the Datspars entry of Harrosfield/Banhomme and the private entry of Power/Lakerink both in Datsun 1600's. Harrowfield was very quick all night but became bogged for ten minutes costing him third place.

The Chadstone Chrysler Lancer of Jones/Pearson picked up sixth place and the final Championship point.

The Marchal Rally commenced with a series of nine daylight stages in the Creswick Pine Plantations just north of Ballarat. The quickest times were shared by Carr and Fury with an odd one to both Portman and Bond.

Ian Swan/Phil Rainer (Datsun 120Y) and Chris Brown-



ABOVE: Colin Bond, here seen on the Repco Alpine, scored third place for third on the Championship. Photo by Paul Harrington.

/Simon Brown (Datsun 1600) were both early retirements with engine failures.

At the Division end back in Ballarat the scores read Car 10, Bond 10 $\frac{3}{4}$, Fury 11, Portman 11 $\frac{1}{2}$, Dunkerton 12 $\frac{1}{4}$, Mulligan 132, Power 13 $\frac{1}{4}$, Harrowfield 12a-, Smih 14, Batten 14 $\frac{1}{2}$.

As the long night Division commenced, most cars cleaned the longer section back through faster roads in Creswick Forest but Fury only went one kilometre before the engine failed in his Stanza.

The next tight section through the mountainous Creswick School Plantation had Car, Dunkerton, Riley Coote, Portman and Bruce Wilson all clean tething Portman up into second ahead of Bond.

A longish transport up to Talbot preceded the next three stages which lead into Maryborough refuel and central control. Only Carr cleaned the first with Dunkerton, Bond and Portman on 1. Carr, Dunkerton and Portman dropped one on the

second whilst the same trio cleaned the third, hence allowing Dunkerton ahead of Bond.

After the mealbreak, only Dunkerton and Portman cleaned the short run northwards. the subsequent section in the forest north east of Maryborough was deleted when many cars became lost at an incorrect instruction. A longer section through the Waanyarra Forest had only Dunkerton, Portman and Harrowfield clean.

A short section to the Tarnagulla Road was cleaned by Car, Dunkerton, Bond, Coote, Davis, Portman and Mulligan. Another long section southwards to Durnolly had Portman one one minute with Carr, Bond and Dunkerton on 2. This placed Portman in a narrow lead over Carr. Warwick Smith became bogged on this stage as did Garry Harrowfield.

Most cars cleaned the quick run back into Central Control at Maryborough and after the break, the same section out of Central was repeated with the same result — Carr, Dunkerton and Portman all clean.

A short run through the Betley Forest had most of the leaders down 1 whilst Car, Dunkerton, Bond, Coote, Portman and Mulligan cleaned the run through the Goldsborough Forst.

Through the Welcome Stranger Forest was next where Carr, Portman, Harrowfield, White Ellis and Duthie were all down 2.

A transport south through Durnolly was followed by a re-run of the section into Central where most crews cleaned, but Portman stopped with a distributor problem, ending a fine run which appeared certain to end in victory.

After the break there was only one longish section around the Paddy Rangers south west of Maryborough. Portman was flying again to be quickest down 4. Next was Carr on 5 then Dunkerton, Bond, Jones and Harrowfield on 6 with Power and Batten on 7.

Official Results:

Ford Motor Co. Greg Carr/Fred Gocentas	Escort RS1800	23
2. Nissan Motor Aust Ross Dunkerton/Jeff Beaumont	Datsun Stanza	26 $\frac{1}{2}$
3. Ford Motor Co. Colin Bond/John Dawson-Damer	Escort RS1800	33 $\frac{1}{2}$
= 4. Datspars (Aust) P/L Garry Harrowfield/Roger Bonhomme	Datsun 1600	39 $\frac{1}{2}$
= 4. Chris Power/Bernard Lakerink	Datsun 1600	39 $\frac{1}{2}$
6. Chadstone Chrysler David Jones/Ian Pearson	Mitsubishi Lancer	42 $\frac{1}{2}$
7. Opposite Lock Ed Mulligan/Chris Heaney	Datsun 1600	44 $\frac{1}{2}$
8. John White/John Williams	Mitsubishi Lancer	45
9. Murray Cook Rallying Murray Coote/Rod Browning	Datsun 120Y	46 $\frac{1}{2}$
10. Gil Davis/Graham Toner	Holden HR	47 $\frac{1}{2}$

BELOW: Chris Power scored a fine result in his Brad Boyden sponsored private entry. Photo by David Segal.

