

INTERNATIONAL BP RALLY

By Roger Bonhomme

THIS YEAR'S BP RALLY, the 15th to be held, lived up to its reputation of being a tough, rugged event with the emphasis placed on navigation.

No less than 10 crews led the field at various stages along the 2200-mile route — Bond, who started two cars from the end at number 42, was the first to finish.

As usual, crews rallied from various cities in South-east Australia to the central point at Echuca. From there, eight trial divisions took the 43 starters through Shepparton, Corryong, Wagga, Griffith, West Wyalong, Forbes, Young, Albury, Wangaratta and Bendigo before the finish in front of some 2000 spectators at Chadstone Shopping centre in Melbourne.

BARMAH FOREST

From Echuca, John Hall/Graham "Shorty" Harrison led the field east into the Barmah forest in their Capri.

On the exit to Echuca, the organisers set up an amphotermeter to check crews' speed in the 35 zone.

Law-breaking drivers were

BOND PUNCTURES
Whilst the times allowed in the first division were generally easy, crews had their problems.

Bond punctured near Picola but drove on with a flat to clean the control.

Tom Barr-Smith/Rob Hunt (12 Gordini) punctured on fencing wire near the same spot and dropped a couple of points.

Fellow South Australians John Taylor/Graham West (Austin X6) lost all chance of winning the event when they and a number of other crews bogged badly exiting the Barmah area en route to Ulupna.

Taylor lost over an hour. Dunbulbalane ford was a popular spectator point, but fortunately the ford was not as



C'ETAIS BP FRANCAIS!

BOB WATSON WINS AT LAST:

BOND STUCK FOR AN HOUR

let off with a warning that in future a penalty of two points per mile an hour over the limit would be recorded against them.

Despite the warning, many drivers lost a lot of points when the amphotermeter was used later in the event.

Robbie Dawson continued his run of bad luck in BP rallies when, for the second year in a row, he was the first car to break down.

Just out of Echuca his Escort's battery shorted out against his winch which resulted in a fire in the car boot.

Dawson and navigator Brian Amey retired two divisions later when the cooling system somehow became joined with the Escort's lubrication system.

deep as it was three years ago when it trapped around a dozen BP contestants.

TRICKY LOCATION

Final control for the division was a tricky location on the far side of the Drumanure swamp which, at first glance, meant that crews would need a swamp buggy to make the control right direction.

At Shepparton, Bond/Jessup led on two points lost from Queenslanders Kabel/Dancer (Mazda RX3) and Tasmanians Barwick/Reid (Holden HR) on four points, South Australians Chapman/Vincent (Datsun 1600) and Victorians Davis/Haas (XU-1) each on five points.

It was interesting to see each State represented in the leading group at this stage.

Eventual winners, Watson/Thomas, were next on six points whilst McPherson/Beaumont were giving everyone a head start by being down 19 points and back in 15th place.

Division two continued the easy pace east across northern Victoria with controls at Dookie, St. James, Almonds, Peechelba, Lilliput, Indigo, Wodonga and Tangambalanga before a great drive through the gum and pine forests south of the Murray Valley Highway at Koetong.

PROBLEM SECTION

This was the only problem section for the division.

Bond and last year's second placegetters Chettle/Comerford (Renault 16TS) were the only ones to clean sheet.

McLeod dropped a point. Barr-Smith's problems were not over for on the way to division end at Corryong, his gear selector mechanism started to play up and that plus a faulty alternator forced his retirement in the Corryong-Wagga stage.

While hungry crews had lunch in Corryong's El Dorada Cafe, scorers placed Bond at the head of the field on two points from Davis/Haas seven points, Watson/Thomas and Barwick/Reid both on 11 with Wilson/Mitchell in fifth place on 12 points.

Bond/Jessup were the only crew to clean the stage although the points losses were very light after two divisions and everyone was waiting for the tough stuff to come.

We didn't wait too much longer.

TOOMA RIVER FORD

After an easy run through Toowoong and Greg Greg, the field was sent through a long rough ford over the Tooma River. Eleven cars required the official recovery vehicle's assistance (at five penalty points a time) on the ford.

A long run north along the Tooma-Talbingo power lines followed before the really rough and slippery country north east of Tumbarumba was encountered.

McLeod moved into the lead for the "Most Punctures" Award, scoring his second and third for the event on the run north to Pilot Hill.

He finished the last 10 miles on a Globe mag wheel.

McPherson/Beaumont started to shine through the Green Hills plantations and took over leading the field from Philip/Bonhomme with some great navigation.

A difficult control near Laurel Hill saw Bond/Jessup score a wrong direction and thus relinquish their overall points lead.

LOST HOUR

Bond and a number of other cars lost up to an hour sliding through the maize of pine forest tracks between Hansens saw mill and Pilot Hill.

Two controls later, an 11-gates in six miles control to

north of Humula saw McLeod display a great deal of sportsmanship when he stopped and pulled Wilson's 1200 Datsun from some huge eroded gutters which lined the route.

Barr-Smith also got stuck in one. Watson tried to pull him out but lost the Peugeot's rear bumper in the process.

Queenslanders Charlie Lund/Nigel Collier revelled in the rough to drop only two points.

On the following transport section to the Murrumbidgee State Forest, Hudson/Swan hit a non-chicken cow head on and broke their lights.

Murrumbidgee held a lot of crews in its maize for a long time: Philip/Bonhomme spent nearly an hour winning their way past a fallen tree whilst others drove round and around looking for a way out of the forest.

McPherson/Beaumont, still in great form, dropped eight points, to the 14's of Bond and Watson.

WATSON'S LEAD

At Wagga, Watson/Thomas (51 on the stage) led on 62 points from

McPherson/Beaumont who jumped 10 places to second slot (42 points on the stage) on 66 points, with Wilson/Mitchell (63) third on 75. Davis/Haas were fourth on 78 whilst earlier leaders Bond/Jessup dropped back to ninth place on 103. Queenslanders Charlie Lund/Nigel Collier (Mazda) won the division on 40 points.

Division four, Wagga to Griffith, saw the emergence of Tasmanian VW crew Lin Gigney/Ross Kelly.

Gigney cleaned the stage to jump from eighth to third place outright.

The route led west through Belfrayden to the rough Mt. Galore.

Kabel/Dancer took a longer and smoother route around Mt. Galore but "ran into the world's largest mob of sheep" which dropped them a point.

The very sandy and dusty Buckingham forest came next with numerous gates and the fine talcum-like dust making things hard for crews and control officials alike.

KABEL'S BAD LUCK

Kabel's luck continued bad on the run west through Morundah when he was picked up on the dreaded amphotermeter seven mph too fast — another 14 points to his score.

The stage's final problem was the vast flatness of the Coleambally irrigation area. A 14-mile route chart led the field into the middle and left them to short things out!

Wilson/Mitchell were one of five crews to WD the following control. But McPherson had worse problems — his starter motor packed up and, because replacement would take over an hour's work, he attempted the rest of the event without one.

At Griffith, Chuck Mora retired after bending his second suspension wishbone in 24 hours.

The engine of his R8 Gordini was also pumping out oil, so he gave it away.

Gigney/Kelly and Bond/Jessup both cleaned the stage to put Gigney in third spot and improve Bond to fifth.

Watson still led on 64 points from McPherson 79 with Davis/Haas in fourth spot on 102 points.

The large, poorly mapped areas between Griffith and Forbes came next and Thomas, who cut his navigational teeth on bad maps, guided Watson through for a minimal 10 point division loss.

MAP HOPPING

After a blast through the Mt. Binya forest directors Mike Osborne and Frank Kilfoyle ran the crews east jumping between the Narrandera and Cargelligo maps.

The fact that roads on these two adjacent maps often don't link up didn't bother the leading crews.

Point losses were consequently light until the stage refuel at West Wyalong, apart from a nasty mini-forest swamp area just out of the town.

Watson did nine of his 40 division points finding the control; Kabel/Dancer were a minute quicker.

Bond had new front shockers fitted to his car at West Wyalong but Wilkinson/Inglis (Datsun 1600) found too little time available to mend their broken exhaust system.

The rest of the division comprised navigational exercises in the Nerang Cowl, Euglo South, Weelaha and the Manna State forests plus a tricky unmapped



FOURTH PLACE overall and up to 1300 cc class win went to Bruce Wilson and Mike Mitchell in Datsun's 1200.

Catalina Rallycross Concluded

COWAN'S HANDICAP

On corrected time Cowan won but he started scratch in a handicap led by Mulligan in the big Ford.

Having enthusiastically announced to me that he didn't know why drivers were complaining the track wasn't wide enough, with nowhere to pass, Cowan had to get past Andy

Foord, Bruce Hodgson and Mulligan.

He made it past Foord with a flying leap over Torana Take-Off landing half side-on, then started harrying Hodgson.

But despite some wild and desperate driving by both, Hodgson kept him at bay while Mulligan fought the big V8 Ford to stay ahead of them.

BEST RECORD

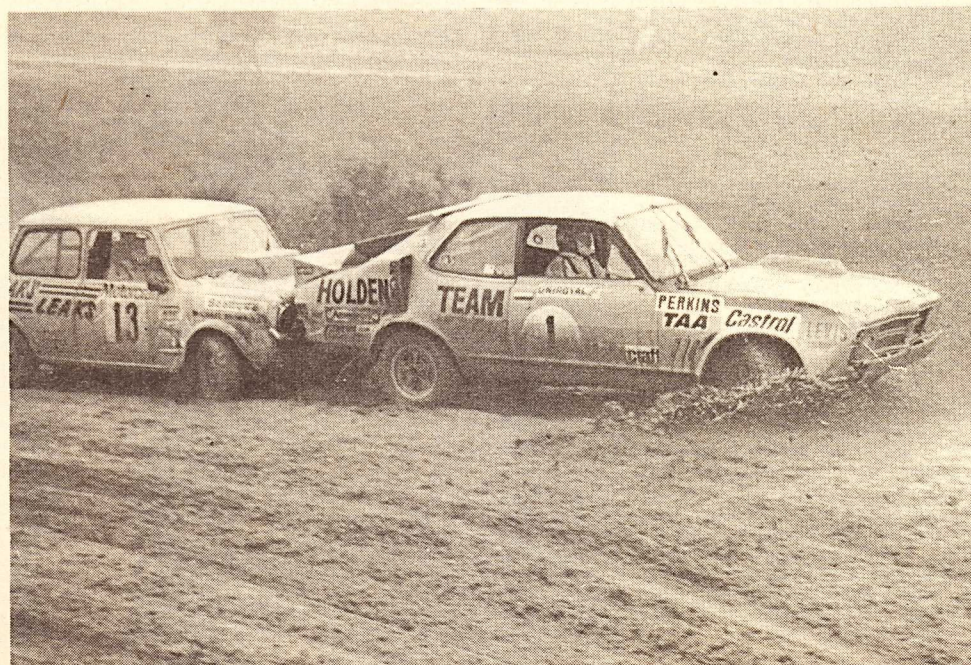
And undoubtedly the best record of the day for any car

was the tireless Roadsafe Mini's.

Preparation finished at 6 p.m. in drizzling dark on the Saturday night before at the track, yet without faltering it chalked up eight wins and one second from nine starts!

Roadsafe cars have had their problems in the past but Terry Douglas and the boys must really be getting to grips with competition preparation, now.

MIKE BROWNING got stuck into Larry Perkins, presumably testing his sponsors product! Bill Forsyth photo.



INTERNATIONAL BP RALLY

Continued

excursion between Jemalong Weir south to the Newell Highway south west of Forbes.

McPHERSON OFF THE ROAD

Several cars scored WD's in the Weelah forest when roughly parallel roads converged on control. McPherson and Wilson both slid off the road in this area, McPherson being rescued by the amiable Hank Kabel.

The section to the Newell Highway contained everything — bitumen highway, a canal in the wrong place, swamps, good and poor gravel, too many gates, sand and a mini mountain range.

Division leaders were Watson/Thomas 10, McPherson/Beaumont 22, McLeod/Lock 29, Gigney/Kelly 35, and Bond/Jessup 40.

Outright rally leaders at this stage were Watson and McPherson still a fair way ahead on 74 and 101 points respectively from Gigney 136, McLeod 140, who slipped in front of Bond on 143.

Cars were showing the strain of the continual pounding along the often rough roads.

At West Wyalong, Hudson put a new gearbox in his Lotus Cortina whilst John Armitage's Lancia performed better on its second clutch.

The series of forestry sections linked by transport controls continued in the Forbes-Albury stage.

SQUARE BLOCKS DASH

First up was a great dash through the square blocks in Back Yamma pine forest.

Wilkinson/Ingis were very early but most crews lost points.

Across to Ooma Creek, Gigney/Kelly slipped past McPherson/Beaumont to lead the field whilst Chapman, making up time lost through a faulty alternator earlier in the event, dropped only a point on the following control through Warraderry pine forest.

Watson dropped a mammoth (for him) 35 points in Weddin State Forest when a typing error in the route instructions confused Thomas and most other navigators.

After a brief refuel at Young came a series of really good sections, calling for accurate reading of mapped roads and on-the-ball driving.

Wombat, Redbridge, Nubba and Wallendbeen came up in quick succession before a one-hour section took crews south-east across the Hume Highway at Coolac to the Snowy Mountains again.

DAWN SATURDAY
As dawn was breaking on the Saturday morning, crews moved south from Adjungbilly through Tumorrana, Tumut and around Batlow on what were undoubtedly some of the most scenic sections yet devised in rallying.

Without trying to make AAA into a travel brochure, one must mention the tremendous views over newly formed Blowering dam from the spine road along Snubba Range and the Christmas card appearance of Laurel Hill village covered with thick frost and surrounded by green pines. Luvly stuff!! (Ooh Bonhomme, 'ow lyrical yer get! — Ed.)

Meanwhile, the lead on the road was being swapped vigorously with McPherson, McLeod, Gigney and Bond taking it in turns.

At Albury, Gigney/Kelly won the division on 40 points from Kabel/Dancer 45, Barwick/Tyson (in the 350,000-mile ex-taxi) 47, Wilson/Mitchell 48.

Philip/Bonhomme would also have featured in division results but for a navigational blue which booked them into Albury 20 minutes early!



Despite relatively poor stages by the Renault crews, they still held a comfortable lead — Watson 135, McPherson 150 over Gigney/Kelly 176, Bond/Jessup 196 and Kabel/Dancer, moving slowly back into the picture, on 220.

McLeod/Lock and Wilson/Mitchell both slipped back slightly to be equal sixth on 221 points.

The stage was set for the final two divisions — Albury to Wangaratta and Wang to the finish at Bendigo.

The first three sections were no trouble, but the fourth involved a very hard-to-find road south of Brocklesby on the very indifferent Jerilderie map.

DUSTY PADDOCKS
A dozen or so cars milled around the dusty paddocks until Bond/Jessup spotted the required gated road behind a bush and dived through hotly pressed

by McPherson, Wilson, Barwick and the others.

Bond cleaned the section, but Watson dropped 24 and McPherson 15.

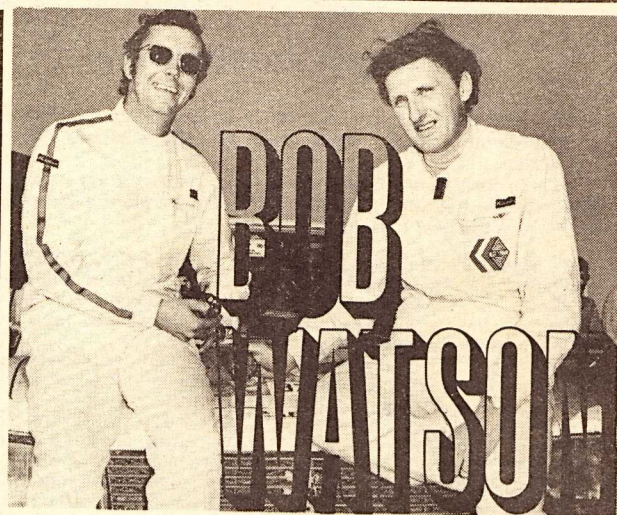
Bond moved ahead of the field on the road over the following sections whilst McPherson had a heart-stopping moment when his car stalled over a very rough quarried hill near Daysdale.

Fortunately, he managed to roll start the Gordini, despite the roughness of the terrain, and continued on.

SA DRIVERS QUICKEST
South Australians Taylor/West showed up the locals by getting through quickest on four points from Bond five and the sixes of McPherson, Wilson and Davis.

The following control — which started at the end of the previous route chart in the middle of a forest — contained four via points.

Only a dozen or so crews got all four vias and Wilson/Mitchell in the little 1200



The BP from the winner's seat

HAVING (ALMOST) COME DOWN to earth again after achieving one of my longest and most cherished ambitions by winning the BP, I find myself reflecting on the event and its traditions.

Basically, the BP is biased towards difficult navigation, although this does not mean that a good navigator could win in any car, with any driver — far from it!

However, the difficulty with this type of event is to keep the advantage of local knowledge to a minimum, and this has been achieved to a large extent by setting sections which require accurate following of mapped roads — true, basic navigation.

Even so, it is obvious that Victorian crews, familiar with many forest areas through usage in our own State championship events, will have a distinct advantage as long as the event finishes in Melbourne.

And this will discourage many interstate, and possible overseas, crews from competing.

The ideal solution, from the purely competitive point of view, is to run the entire rally in "neutral" territory — say somewhere north-west of Alice Springs where no one has done any mapping or surveying (yet).

That way, no one could deny that the best navigator had won.

But I doubt if BP would be impressed with the administrative expenses or the publicity angle!

It is a difficult problem to solve — but obviously, judging by the excellent entry this year, especially from interstate, not a major one.

Organisation throughout the event was immaculate — so good, in fact, that you didn't even notice it, which is the ultimate criterion!

BP should be justly proud of their Rally, and the people who run it for them; to Charlie Weir, Peter de Wolf, Kerry Luckins and many others — thanks for a job well done!

THE BATTLE FOR the National Championship resumes next weekend with the MUCC's Akademos.

Starting from Sale, in East Gippsland, the event would appear to be using traditional Alpine territory, and I wouldn't be at all astonished if we visited dear old Omeo for a refuel!

After the Bunbury Curran, I am hoping for two things; firstly, a more reasonable seeding of the field, so that the faster cars are not lumped in with those just out for a jaunt around the bush; and secondly, a few showers of rain to lay the dust.

In the national events, where so much is at stake, everything should be done to ensure that all of the regular competitors in the series have equal conditions:

In the Bunbury some of the favorites started from positions as far back as number 25 — and had to sit frustrated in dense dust clouds from slower cars while the leaders had a clear run.

The organisers state that all controls will be specified by grid references, so maybe navigation will consist of more than following endless, boring route charts.

So it should.
After all, there IS an award for the Australian Champion Navigator, and why should this be awarded to the route-chart reader who never looks at a map but who happens to be with the fastest driver/car combination?

Let 'em work for it, I say!
Geoff Thomas and I will be back in the R12 Gordini now shod with new Dunlop 205 x 13 60 series SP 44s, which may give us the traction we badly lacked in the Bunbury.

The car is proving to be very reliable, so I feel a win is not far away.

HOW'S THIS FOR A TOUCH? The ASCC's Snowy Rally, sponsored by Uniroyal, has an entry fee of \$40!!

Assuming 60 entries, this gives the organisers nearly \$2500 plus sponsorship money, to give away.

It will be very interesting to see the prize list (which, strangely enough, didn't appear in the supplementary regs.).

Even so, not everyone can win, and to pay \$40 for the privilege of destroying one's car in a two-day event sounds dangerously close to insanity to me!

BP'S WILLI KUNZ chats with second place getters Mal McPherson and Jeff Beaumont at the rally's final fuel stop.



TOP: Chris Jessup wins the HDT Torana up a skating rink surface, losing valuable time in the process.

ABOVE: AUTO ACTION'S Len Shaw eases the Starlight Express R12 through some of the better going in this year's event.

BELOW: Lin Gigney and Ross Kelly could have shaken the whole system had they not run out of fuel near Chiltern.



The route led back into Victoria at Corowa.

Watson, not having the best of final stages, dropped 11. From Redcastle, the route led further west into the Huntly forests where Bond/Jessup scored through the unmapped mess on one point from the fours of Philip/Bonhomme, Armitage/Sharpley, McPherson/Beaumont, Taylor/West and Davis/Haas, who were making a strong recovery back to the leading group after spending a miserable hour bogged near Forbes.

GIGNEY OUT OF FUEL
Disaster struck Gigney/Kelly just out of Chiltern when their VW inexplicably ran out of fuel. They lost 85 points refuelling their car, dashing the Tasmanians' hopes of a good result.

Points losses for all crews mounted just west of Mt. Pilot because of a difficult-to-find rough little track.

Bond eventually wrong-directed a nearby check point — possibly through driving a little too quickly whilst "Chester" Jessup pondered a problem.

Despite the WD, the Holden crew won the stage from Philip/Bonhomme.

Watson now led on 186 from McPherson 203, Bond 242, and Wilson/Mitchell 267.

The final stage started with an easy run south to the Strathbogie Ranges (which appear in BP rallies year after year) before moving west across the Hume Highway to Murchison.

McLeod finally won the "Most Punctures" Award when a seventh tyre gently subsided in the Waranga control. Service crews were on hand to assist.

The BP's final fling started at Waranga with a long mind-muddling route chart into the old gold fields of Whroo.

Datsun beat the big boys by dropping only eight points.

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Bond and McPherson were busy swapping leads through Huntly as the event drew to a close.

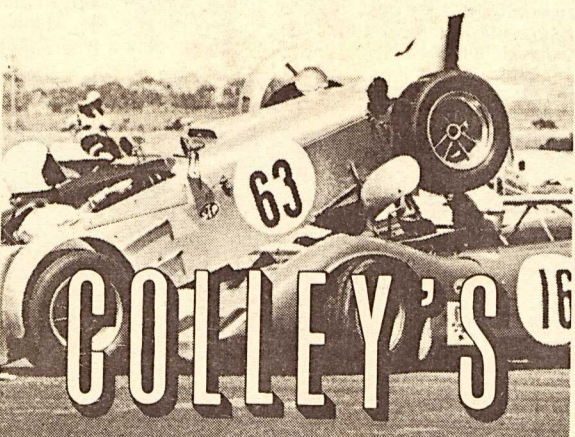
On the final control Philip/Bonhomme took over the second spot in the field whilst a couple of cars back McLeod was slowed with a leaking fuel tank and, to add to his misfortunes, they scored a WD on the final check point.

WATSON PIPED?
At Bendigo, the scores kept by crews somehow got mixed up and Watson was sure he had been piped on the post by McPherson.

Whilst naturally pleased at his team-mate's success, Watson was naturally a little disappointed at yet another placing in a BP instead of a win.

The ever-efficient BP scorers soon put the matter straight but LCCA president John Ould still had a hard job convincing Watson/Thomas they had in fact won

AT MOMENT'S LIKE THIS THINK OF



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MORE BP

BP BURBLINGS

• The win by the Renault teams was a great shot in the arm after last year's effort which was hampered by mechanical problems in R8 Gordinis.

Preparation for the event by navigators Thomas and Beaumont was extremely thorough and this undoubtedly had played an important part in their victory.

• Third-placed navigator Chris Jessup showed great form after setbacks in mid-event.

To sit alongside Col. Bond and to have Harry Firth looking over your shoulder would make most navigators go off-song in such a difficult navigational event.

But Jessup proved his worth and will be a navigator you'll have to queue up to borrow in future events.

• Mike Mitchell, who brought Bruce Wilson's Datsun 1200 home to fourth place, is also a young fast-rising navigator. The crew, with the experience of several BPs behind them, was always handily placed and improved two spots on the last stage.

• McLeod/Lock finished fifth and haven't been so far back in the BP results for quite a while. They were always a threat for leadership, but faded slightly on the last night.

• Sixth place getters Philip/Bonhomme started badly and, thanks to two bog sections, had dropped to 19th place at Wagga. However, steady teamwork brought them back into the money by a point from the Gigney/Kelly VW.

• Organisation of this year's BP was, as usual, tremendous. Despite the problems of having two of the directing crew —

Mike Osborne and Wally Harris — hospitalised for much of the pre-rally period, the event presented to the field was both interesting and challenging.

• One noticeable thing in the past three BP rallies has been the success of the small Datsuns in both class and outright placings.

In the 1970 and 71 events Datsun 1000's took out first in class and seventh overall driven by Bruce Wilson and Jon Leighton respectively.

This year fourth outright and first in class went to the Datsun Distributors entered 1200 coupe of Bruce Wilson and Mike Mitchell.

Undoubtedly much of these cars' success has been because of the experience and skill of the crews, but also the basic robustness of the cars themselves.

• Leighton's 1971 car was the 1000 stacked into one of the TV towers at Bathurst the year before. In BP form it was virtually standard (yes, you all say — we've heard that before — but in this case it is true) preparation being limited to tacking on lights and a sump guard.

The only other modifications were a special exhaust system and competition shockers on the rear — these were removed later in favor of standard items.

• Leighton even used Goodrich GT 100 road tyres to come in ahead of many fully-prepared rally specials.

Both the Mini-Bits boss and Bruce Wilson laud the strength and reliability of the small Datsuns for any rally work, but particularly as a novice's road/rally vehicle.

BASKERVILLE

By Chris Robinson

HOBART MAY 14 — Tasmania's hottest season for years bowed out in a fine way today, as Baskerville hosted the State's top cars for one of the year's finest meets.

Despite poor spectator support, and the non-appearance of several favorites, all who attended agreed that the meeting was consistent with the high standard set throughout the season.

Robin Pare, piloting Don Elliott's flying Camaro, affirmed his position of superiority over the touring car ranks, winning both Division one scratch races easily in spite of clutch failure.

STILL NO CHALLENGE

The expected challenge from Tony Calvert failed to materialise when the Mustang's usual fine form was hampered by mechanical trouble.

Pare led the field away from the front grid, ahead of Tim Smith (Torana XU-1) and Calvert.

While Pare cleared off from the rest, Smith, whose twelve-month-old racing career has surprised (and in some cases, shocked) many established drivers, gallantly kept the Holden ahead of the Mustang and Tony Edmonson (Cortina 1500) kept an eye in behind.

Calvert made the most of his well-known braking advantage into radio 7HT corner (formerly Firestone), passing Smith and taking off in pursuit of Pare, who by now had a lead of several seconds.

LEAD INCREASES

Pare's lead continued to increase for three laps, Calvert's only impression being under brakes at the end of the straight into 7HT.

At the end of lap four, with Pare a clear third of a lap ahead of Calvert, the Camaro slowed visibly.

Calvert, seeing his opportunity, pulled out all stops and commenced a race against time, to reel in Pare over the remaining three laps.

Further back, Smith led Edmonson, who was being bothered by locking rear brakes, and a dicing pair consisting of Elvin Radford and Pelham Jansen (XU-1's).

Pare and the clutchless Camaro retained the lead built up earlier, heading Calvert and Smith across the line and into the pits for the nerve race leading up to the second match of the giants.

SECOND MATCH

Once again Pare got the break, leaving Smith to block out Calvert and Allan Loughran (XU-1).

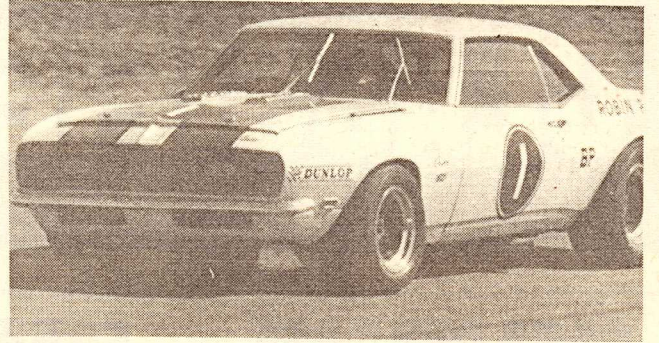
Calvert held on this time, pulling past the Torana up the hill on the first lap, moving into a second position that he was to retain to the end.

Calvert was not just content with staying though, and his efforts to close the gap separating him from the lead produced several brake-locking heart-stopping moments.

Smith's third place remained safe throughout the distance, his only potential threats being Darryl Wilcox's EH and Colin Noble's Falcon (both running at Calder) and Rob Conolly's Cooper, which was experiencing a mysterious miss.

Don Elliott's second car, the Cortina driven by Tony Edmonson, passed Loughran soon after the start, and finished fourth despite locking rear brakes.

So the finishing order was Pare, Calvert, Smith and Edmonson, the first two being separated by about thirty feet at the finish.



CAMARO CLOSES APPLE ISLE SEASON

BOWE AGAIN

John Bowe continued his well earned winning run in the Elfin Vee, taking out what must have been the most hard fought series of the season. The thrills provided by Formula Vee racing have reformed many opponents of the class, and lately have shown just what can be done with good, reasonably priced machines and every ounce of skill the driver can extract.

Bowe found a box-full of neutrals as the flag dropped on the start of the scratch race for Formula Vees, and got away behind Allan Simpson (Manta), Ted Forsyth (Gremlin), Dave Powell (Trowbridge) and Leon Smith (Elfin).

Powell found a way round Forsyth at the top of the hill, moving into second, and shortly after passed Simpson. Bowe, having passed Smith also took Forsyth through the esses on the second lap, the first five being only feet apart.

PRESSURE ON

Into 7HT for the second time, Simpson once again moved into first place, leaving Powell to contend with a tail-snapping Bowe. With the pressure really on, Simpson prepared his line for the esses, only to be passed on the inside by Powell. Right on Powell's exhaust, Bowe also took the shocked Simpson, who had no room to object.

Meanwhile, Forsyth and Smith dived about twenty feet behind, and Don Campbell trailed the field along after Norm Goodwin had retired his CMS on Skyline with no engine.

LAST LAP

Bowe made his move at the start of the last lap, demoting

Powell to second place. Seconds later Simpson sealed it, passing Powell just before the finish, and Smith drew alongside Forsyth under the flag, being denied fourth by inches.

The Vees had met earlier during the running of the racing car scratch race, which was clearly won by Max Thompson and the evergreen Elfin Ford.

Sports cars joined the fun for event eight — the sports and racing car scratch race.

Geoff McHugh (Renmax Traco) made use of the torque of the big V8, clearing out with Bruce Gowans (Lotus 23B) looking for a way through. He found it under brakes into Warwick Motors Corner, and quickly opened a safety-gap to make sure.

DICING COUPLES

Max Thompson had already found third slot, and as the race progressed, the field sorted itself into a series of dicing couples behind the first three.

David Yoemans paired up with Pat Stride, while Allan Watts, in his second start in the ex-Gowans/Ling Lotus 23, found a partner in Trevor Fidler (Turnham Rotary).

John Bowe as usual chose Alan Simpson, being pursued by Leon Smith and Dave Powell.

To trace the place-changes would take Britannica, but suffice to say it provided good sport, great spectacle and something very different.

Probably the most significant change occurred as Fidler and Watts climbed the hill for the last time.

The rear-mounted fuel pump on the rotary-powered Clubman

came adrift, shorting the electricals and dropping Fidler back quite a few places, luckily intact.

HOLDEN RUNAWAY

Without the appearance of Darryl Wilcox and Leon Burdon (EH's) Tim Smith ran away immaculately with the Holdens only race.

His lead from start to finish was never threatened, and Alan Loughran had to remain content with second. While Elvin Radford (XU-1) and Peter Kitto (EH) dived for third, (Kitto finishing on top) Matt De Paoli's FE was slowly being shared out among the early models back in the field, finishing very much in pieces, even more so than the other half of the battered victims. And the panel beaters rubbed their palms together mentally assessing (!) the situation!

DIVISION TWO

Graeme Parsons easily won the Division Two Tourers race in the vintage Cortina GT, while Greg Rummy cruised the FX into second place miles ahead of Danny Newland (FX) after John Routley's early model "retired" at 7HT.

Other highlights of the meeting included the spot-on handicapping for several races, and the dramatic run by Robin Pare during the last handicap race.

Pare, who started 1.43.0 back, carved the field up, lowering Tony Calvert's twelve-month-old outright Touring Car record by six tenths of a second. His fastest lap was an official 1.02.6, and he was just pipped by Rob Conolly on the line, finishing second behind the white "brick".



JOHN TAYLOR'S Austin X 6 sprays mud and gunge in all directions as it powers along a track typical of this year's BP.



CRAIG BRADTKE spent a little time communing with nature in this manner, but untangled his Mazda sufficiently to continue.



Len Shaw goes rock climbing into third place in up 1300 cc. This hazard was near Corryong.



TONY CALVERT just doesn't seem able to get onto terms with Robin Pare in his Mustang. Here he rounds a turn with Tim Smith's Torana leading the similar car of Allan Loughran. — Chris Robinson Photo.

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