

# The BP Rally

## May 1973

Ken Cusack & Ian Baldock



**Car 23 - Ken Cusack & Ian Baldock**  
**'68 HK Holden GTS Monaro 350ci 2 speed auto**



# 62 Starters - 52 Finishers - 1800 Miles (2880 Kms)

**We finished 40th Outright, 12th in Class C**  
(after losing 6 hours - 1 division, with a broken rear wheel bearing)

**Service Crew: Russell Day, Brent Fletcher, (Holden HT Ute)**  
**Peter Thomson (sadly R.I.P. July 2009)**  
**and Bruce Cusack (Morris Mini Cooper)**



**BC**

**PT**



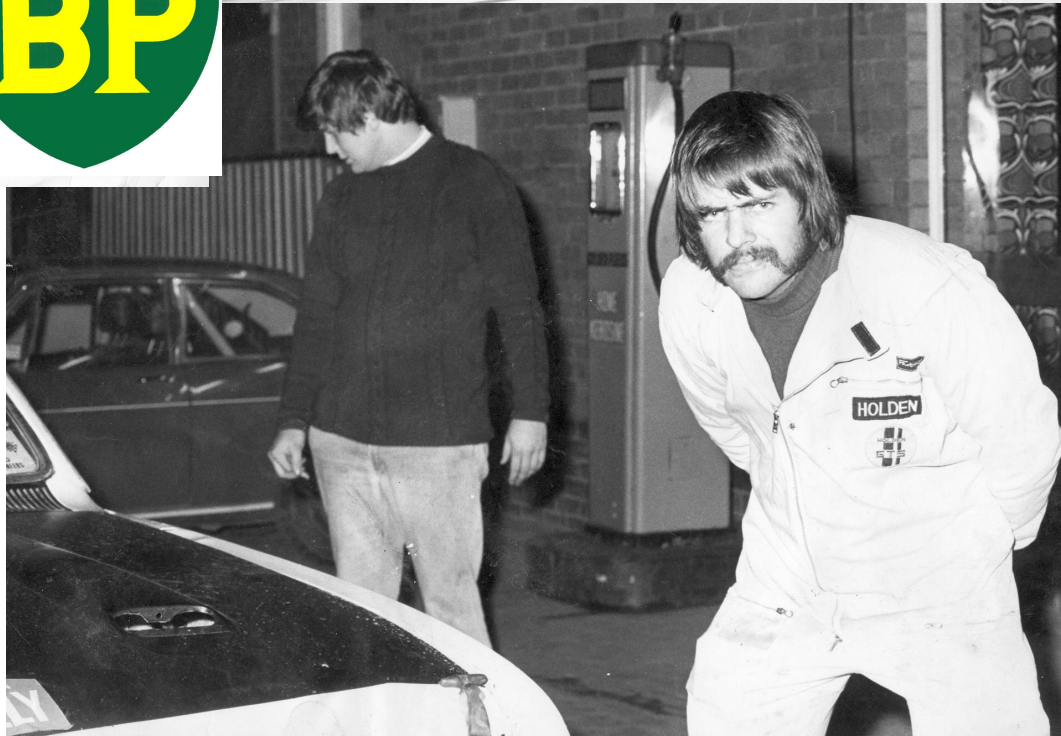
**RD**

**BF**

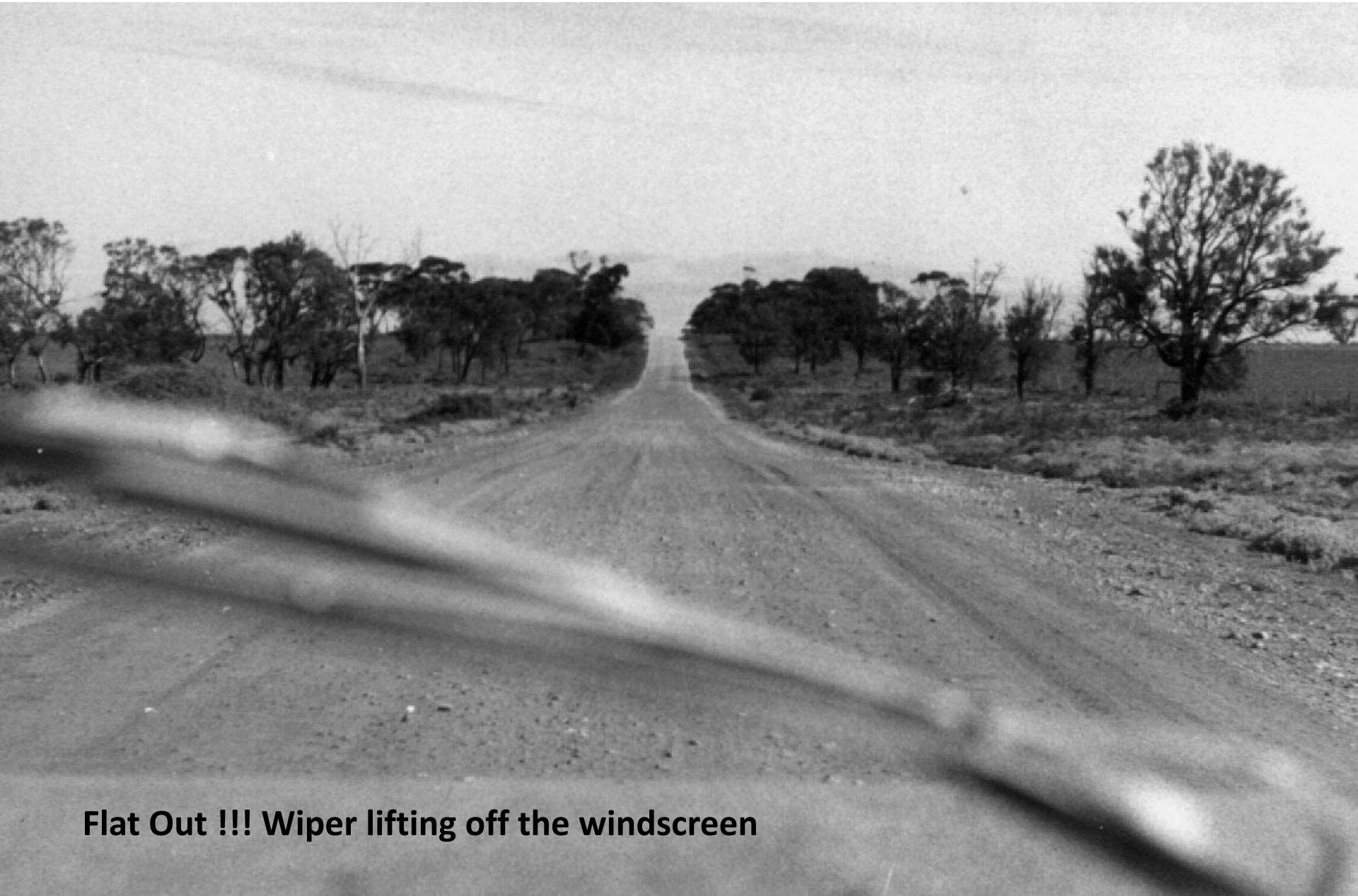


**The Car was never that clean again EVER**  
in its 40 year history . . . .  
*(sadly sold in 2012)*

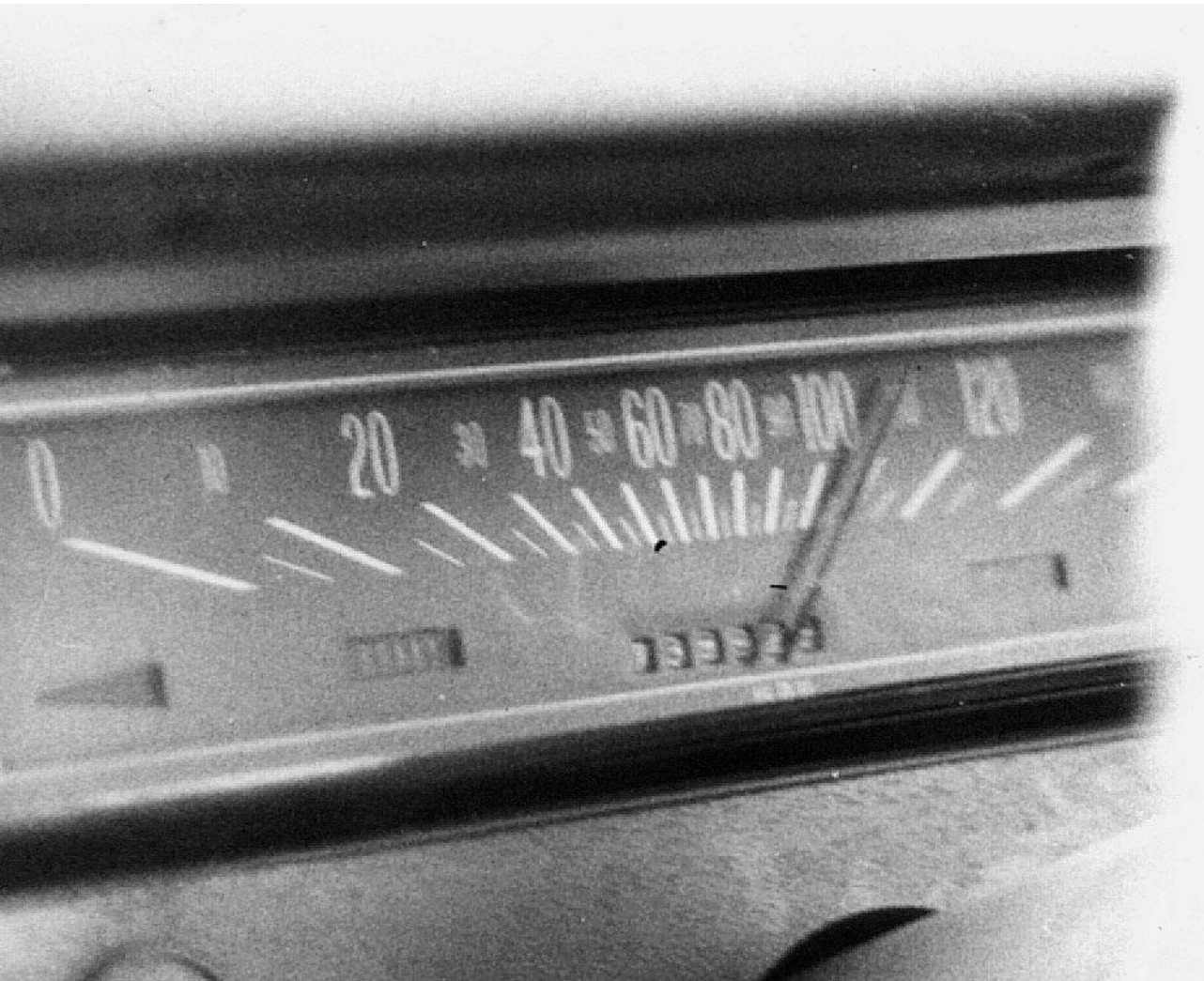




**The Roads started out as ball-tearers . . . . Out of Benalla!**



**Flat Out !!! Wiper lifting off the windscreen**



**Flat Out @ 108 MPH  
(174km/hr) - Not fast  
by today's standards  
but in a big heavy car  
with rear drum brakes  
it was scary stuff.....**

**(2sp Auto & 3.36 Diff)**



**I had a Pentax Spotmatic 1000 camera slung around my neck, which was given to me on my 21st Bday. We hit a big bump and later a huge crest, I finished up with a blood nose and a chipped front tooth! The camera then went west and was trashed with dust and mud by the end of the event. I still have it, and it still works !!!**





The roads got worse and worse.....



**Great roads for a big Monaro - just  
steer the car with the accelerator...**





**Sheep crutches....**



**Then it got wet . . . .**





And wetter . . . .







**With great foolishness we attempted to rush through this bog . . .  
Big V8 - Big LSD – Big Right Foot - - - but NO Brains . . . .**

**AND SANK – with all hands lost !!!**



**I had to dig a trench and bury the spare tyre and winch forward on that for 1-2 hours.**



**The window wouldn't wind up, we soon found the problem..... MUD !!!**

**This VW Bug nearly floated away !!!!!!**





**Ian said he'd  
found a good  
short cut to get  
us some late  
time back . . . .**

**After becoming lost for an hour we spent 20 minutes  
making a U turn on this fire trail . . . .**



**Into the SUNSET Country**

**And the SAND !!!**





**The Monaro excelled in this terrain, because of its big LSD diff and 350 V8 torque.**



**As long as you didn't  
have to stop.....**

**And then Recovery put the chain on the  
light bar and not on the Tow Hook !!!**



# DISASTER !!!

The Rear Wheel Bearing broke, and by the time the Service Crew could find us, we had lost nearly 5 hours, so we had to cut and run to the end of that division.

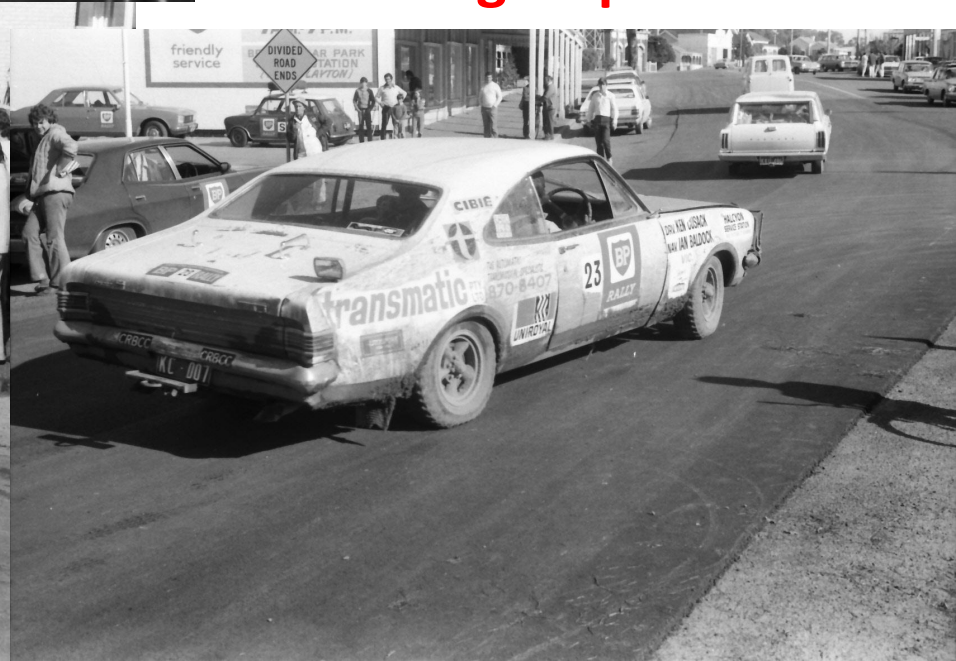




**Thank goodness  
for great Service  
Crews . . . .**



**Swan Hill –  
final re-group . . . .**





**BRUCE!!! I can see the Pub !!!**



**Gil "Mallee Root" Davis  
congrats me on finishing . . . .**



## Sunday Rally Finish Back at Chadstone

**Motorkhana –  
I thought the object  
was to hit as many hay  
bales as possible !!!**



Made it . . .

4 days - 2880 kms





## Finishers Medallion Presentation



# The great rally ends an era

By PETER GAVAGHAN

**A SIGN** saying "Rally Finish" was taken down at the Chadstone Shopping Centre yesterday — and a chapter in Australian motor sport ended.

The 16th and last BP rally — one of Australia's best known and most valued rallies — was over.

Of the 59 starters, 52 finished to collect finisher's medals, a coveted prize among rally enthusiasts around Australia.

As one competitor put it: "To finish in a BP is like winning."

Because it was the last BP, crews went to extraordinary lengths to finish.

Suspensions, engines, differentials and brake systems were rebuilt by crews who had no chance of even winning a class placing.

Some penalty points tallies were enormous — one crew amassed 5049 points and another 4360.

The four-day trial took competitors over unmapped tracks and secondary roads on a secret route via Mt. Hotham, Shepparton, Swan Hill, Bright and Ouyen.

Finishers covered 1800 miles in four days — including the 400-mile rally stages.

Melbourne crews took

five of the first six places — and Datsun cars did best.

They took out first and third outright, first in class B and the manufacturer's award.

Andy Chapman and Laurie Cumerford in a Datsun 1600 were first home with 128 points lost.

The second crew was Matthew Philip and Roger Bonhomme in a Torana XU-1 with 141 points lost. Third were Gil Davis and Peter Haas in a Datsun 180 B with 164 points lost.

Two Melbourne men were lucky to escape injury when their car ran off the road at Mt. Hotham during the event.

Alan Hallifax, 27, and Bill Grainger, 34, went off the road in their Datsun 180 B at about 70 mph.

A sapling about 15 yards down the 80 degree slope stopped the car plunging several hundred feet into the valley.

"I'll never forget this rally," Grainger said yesterday. "You might say we were a little lucky."

**"That's  
all  
folks!"**

