

BP Rally
1973

Spectator Notes
DIVISION I

Summary of Division

This division is essentially a test of driver and car. The most outstanding section in it is a section which goes from Jamieson via Licola to the Moroka River, a distance of 100 miles, all on excellent roads. The road rises to approximately 5,000 feet twice in this section. This is the longest single competitive section ever used in a BP rally and as far as we know in any event in Victoria. The section following this is also unusual in that it uses a road which runs down Turton's Spur and which has not been used for a rally before (as far as we know). This road passes through a most spectacular and narrow cutting, known as "Mother Hardy's". The rest of the division runs north through Dargo and over the Dargo High Plains, to division end at Bright. In all, this division rises to 5,000 feet three times and is a severe test of car and driver.

Maps : 321E or 5030, Pas 26,27

Division I is extremely difficult to spectate satisfactorily as it uses the shortest possible route between Jamieson and Mt. St. Bernard and virtually all the competition takes place in this part.

A Service Point has been established on the main road just south of the junction $2\frac{1}{4}$ miles E.S.E. of MANSFIELD.

First car due approx. 7.00 p.m. The next point at which cars can be seen is at "Germantown" $3\frac{1}{2}$ miles S.E. of BRIGHT. Once again this is a service area. Go there via Benalla and Wangaratta please obtain meals, fuel etc. on Hume Highway, not in Bright to save congestion.

First car due 1.15 a.m. (approx.)

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Spectator Notes
DIVISION II

Summary of Division

In this division the navigators are asked for their contribution to the team. There are three sections in the Ovens Plantation and Stanley Forest designed to test precise and rapid navigating. These are followed by some relatively straight forward sections across the plains to Shepparton for breakfast.

The first spectator point is at a control an unmapped junction 3 miles N.E. of MYRTLEFORD. First car due at 3.49 a.m. Park well off the road so as not to block competing cars - they will be in a hurry!

A further pair of spectator points are at:

- (a) Control 19 which is at crossroads of "red" and "white" roads 2 miles south of BOWEYA
- (b) Control 18 which is immediately east of the mapped bend in the road 2½ miles north of BOWEYA.

Go to this pair of points via Oxley and Glenrowan. (The road running west from Oxley does join the Hume Highway and is bitumen).

First car due control 18	6.43
" " " " 19	7.02

Meal break and refuel is in Shepparton. Please go there via THOONA, GOORAMBAT and the MIDLAND HIGHWAY. CAUTION at crossroads 2 miles NE of THOONA, rally traffic crosses.

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Spectator Notes
DIVISION III

Summary of Division

As this is a daylight division, it does not involve the navigational and driving problems of the previous two divisions. However it does provide an interesting and scenic drive to Swan Hill with two forestry sections in the Perricoota and Koondrook forests on the N.S.W. banks of the Murray.

This is a fairly short division, hence there is only one spectator point. This point is on the red road running NNE from BARHAM, where this road crosses Barbers Creek. Proceed there via ECHUCA and KOONDROOK. CAUTION at the junction $2\frac{1}{2}$ miles NNE of BARHAM, rally cars will be turning right at this point. The above point is control 25, please do not obstruct the operation of the control, the road leading to it or the main road at this point.

First car due 2.00 p.m.

The end of Division III is in Swan Hill. The refueling point is at BP Swan Hill service station on the north side of town.

First car due, approx. 3.20 p.m.

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Spectator Notes
DIVISION IV

Summary of Division

This division divides into two parts. The first part is a straightforward daylight run to Underbool, the second part is a highly competitive run through some quite rugged tracks in the Sunset Country. Navigational problems are few, but after the recent rain it is expected that drivers' skills will be tested to the utmost.

The most competitive part of this division is inaccessible to spectators, however quite interesting viewing of the early part will be possible at the junction of "white" roads south of the "M" of TIMBEROO S. (Two of these roads are "red" and one is "yellow" on map 12 of 5030). Go to this point via OUYEN.

First car due approx. 11.30 a.m.

The refuel and meal break is at Ouyen.

First car due 3.25.

Summary of Division

This division is relatively simple with a few navigational twists to keep the navigator awake and the odd claypan and sand hill to keep the driver on his toes. Large points losses are not expected. The cars are required to travel via Tittybong, which John Pryce says is an oboriginal word meaning independent front suspension.

This division does not offer great spectator excitement, but two points are suggested where cars can at least be seen in action.

1. A junction 4 miles east of CHILLINGOLLAH Cars enter this junction from the north and leave to the east. Park well off the road. First car due approx. 6.55 p.m.
2. On the road approx. 3 miles ENE of BUCKRABANYULE. Cars will be coming from the ENE and will be turning right onto an unmapped road at about this point. First car due approx. 9.55

Go from point 1 to 2 via CHILLINGOLLAH, SEA LAKE AND CHARLTON. Beware approaching rally traffic between Charlton and point 2.

Refuel break at BP Charlton service station Impound at Trotting Track on Wycheproof end of town. First car due 10.28 p.m.

Summary of Division

This year's BP Rally started with a division which tested the driver's skill to the limit, it finishes with one which does the same for the navigator. A number of sections in the forests south of St. Arnaud and near Kingower will test the navigators ability to accurately plot a course and then to follow it. Two sections also are arranged to test the navigators' ability to know exactly where they are at the end of a complicated route chart.

The first (and foremost) spectator point on this division is on the "white" road directly above the "LL" of WINJALLOCK.

Proceed to St. Arnaud via Coonover Bridge (Caution here, rally traffic crosses). Follow the Sunraysia Highway (Formerly North Western Highway) towards Avoca. $7\frac{1}{4}$ miles south of the Bealiba turnoff, turn right onto good gravel road, 2 miles along this road is this spectating location. Park in parking area on right hand side of road. Do not obstruct north south road at this point - this is the rally route, cars will cross the road you came along at this point.

First car due approx. 2.40 a.m.

The other spectating point is at control 51, MELVILLES CAVES.

Proceed via St. Arnaud, Logan and Wehla. $3\frac{1}{2}$ miles east of Wehla, bear left onto bitumen road to Melvilles Caves, continue straight on through camping ground and up hill until you get to a clearing near the top, this is control 51. Park well out of the way.

First car due 4.23 a.m.

When you have finished, go down the hill the way you came up. Then go via Kingower, Inglewood and Bendigo division end. Beware of rally traffic near Rheola - Kingower road.

End of division is at BP Neangar Park Service Station, Eaglehawk.

First car due 6.02 a.m.

SPECIAL SPECTATOR NOTES. DIV. I

These notes mention further points of interest, in particular to photographers, but should be read in conjunction with the ordinary spectator notes.

Control Locations. (See map 321E or 5030, Maps 26, 27, 36 and 37)

- Control 1 MOORNGAG from the NORTH
 - Control 2 Creek crossing 3 miles NNW of BRIDGE CREEK.
 from the W (unmapped)
 - Control 3 3 miles E of JAMIESON (Transport section)
 - Control 4 At the end of the road mapped as going
 through the word "Mt Wellington" (35
 scale miles north of MAFFRA)
 - Control 5 Unmapped junction approx 6 miles north
 of BRIAGOLONG
 - Control 6 (in) Creek crossing east of WATERFORD
 (out) 1 mile north of DARGO
 - Control 7 Mt. St. Bernard, from the south
 - Control 8 Harrietville
- End of Division Bright

These locations are given largely for your information. All except controls 1 and 2 are inaccessible after the start of the event.

Control 2 could supply some material, but be very careful going in, up the road from Bridge Creek - rally cars approaching.

SPECIAL SPECTATOR NOTES

DIVISION II

Control locations.

- Control 9 HAVILAH from the east
- Control 10 (Transport) The "O" of MYRTLEFORD, from
the south
- Control 11 3 miles NE of MYRTLEFORD from the SE
(unmapped)
- Control 12 Unmapped road under "R" of BRUARONG
- Control 13 (Transport) On unmapped road near second
"D" of YACKANDANDAH
- Control 14 Unspecificable on 321
- Control 15 Junction on EVERTON - BAARMUTHA road
at figure "8½", from the N.E.
- Control 16 Near the "y" of Reedy Creek
- Control 17 (Transport) Immediately SE of PEECHELBA
- Control 18 Immediately east of bend 2½ miles
north of BOWEYA
- Control 19 2 miles south of BOWEYA
- Control 20 1¼ scale miles east of LEMNOS
- Impound In street outside Shepparton Civic
Centre (See map 56, in No.5030)

The only extra point worth viewing is control 13. You can get there thus: proceed to Yackandandah via Madyeeyonga, turn left in town towards Beechworth, follow main road out of town, about ¼ mile past built up area turn left, and follow this road to control 13. You will encounter rally cars on this road. Park and proceed as directed by the official at control 13. (Should be Frank Kilfoyle) First car due 4.49 a.m.

Control Locations

- Control 21 Junction 3 miles SSW of KARIOKA from the south.
- Control 22 Unmapped junction $1\frac{1}{2}$ miles south of BARNES from the east (unmapped)
- Control 23 PERRICOOTA from the north (service point)
- Control 24 At an unmapped junction near the first "u" of Burrumburry Cr. (You can get to this point if you wish by heading SW from the mapped junction $4\frac{1}{4}$ miles SE of THULE)
- Control 25 Unmapped junction $1\frac{1}{2}$ miles NNE of junction $2\frac{1}{2}$ miles NNE of BARMHAM (crossing of Barbers Creek). From the east.
- Control 26 Junction $1\frac{1}{2}$ miles south of GONN CROSSING, from the north.
- Control 27 On white road immediately under the "S" of SWAN HILL from the SE.

If it is wet, there is a deep ford immediately after leaving control 22. Go to control 22 via McCoy's Bridge, when you get there, proceed straight on and follow road to ford.

First car due 12.00

Another interesting point is at Control 24 - go via Barmah and Perricoota. (Note, control 23 at Perricoota)

First car due 1.28 p.m.

Control Locations

- Control 28 Unmapped junction 4 miles west of BULGA, from the east.
- Control 29 Unmapped junction 5 miles south of CHILLINGOLLAH, from the east.
- Control 30 PIER MILLAN, from the east.
- Control 31 Unmapped junction near the "G" of DERING from the east.
- Control 32 Junction 4 miles SSE of UNDERBOOL, from the west. (Service point)
- Control 33 Birthday Plains, from the east (unmapped)
- Control 34 Last Hope Tank, from the south. (Not mapped on Broadbent's)
- Control 35 NOWINGI, from the west.

The road into control 31 could be interesting. This control is approached by leaving GYPSUM to the west (start of road mapped) - find a pleasant spot along this road and park well out of the way. Do not return along this road, but continue to control 31. First car due at GYPSUM approx. 11.10 a.m.

For the intrepid, try BIRTHDAY PLAINS (Birthday tank on Sunset Country Fire Map). This is control 33. Go there via the road leaving TUTYE to the NW. We believe this road goes through but have not tried it.

First car due: 1.05 p.m.

You will not be able to go to both these places, there is not enough time.

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Special Spectator Notes
DIVISION V

Control locations

- Control 36 Unmapped junction $2\frac{1}{2}$ miles south of KULWIN, from the west.
- Control 37 Unmapped junction $1\frac{3}{4}$ miles NNW of COCAMBA, from the west.
- Control 38 Unmapped crossroads 1 mile west of RYANBY. From the east.
- Control 39 Crossroads 2 miles east of GOWANFORD from the west.
- Control 40 Unmapped junction approx $1\frac{1}{2}$ scale miles NE of WARNE, from the north
- Control 41 Unmapped junction 1 mile east of junction $1\frac{3}{4}$ miles SSE of TOWANANNINE, from the west.
- Control 42 On an unmapped road on the eastern side of Lake Marmal, from the north.
- Control 43 BUCKRABANYULE, from the south.

Could be some interest at mapped junction immediately north of "D" of LARUNDEL.

First car due approx. 6.12

Go to this point via junction 1 mile west of MANANGATANG.

Yet another bog may be used with a passage control immediately west of "L" of L Lalbert. Contact director about this one.

Control Locations

- Control 44 Unmapped junction approx. 1 mile SE of NINE MILE, from the north.
- Control 45 Unmapped junction $4\frac{1}{2}$ miles south of YEUNGROON
- Control 46 Unmapped junction 1 mile ESE of junction $2\frac{1}{4}$ miles south of SUTHERLAND, from the north. (Service point)
- Control 47 Immediately east of bend in road approx. 2 miles south of junction 4 miles SSW of MOOLERR from the ENE
- Control 48 IN On "white" road $2\frac{1}{2}$ miles WSW of STUART MILL, from the west.
- Control 48 OUT Road junction at "S" of STUART MILL
- Control 49 Immediately north of a junction $4\frac{1}{4}$ miles SSE of LOGAN, from the west.
- Control 50 2 miles WSW of junction. 1 mile south of RHEOLA from the NW.
- Control 51 MELVILLES CAVES from the east.
- Control 52 Unmapped crossroad $2\frac{1}{2}$ miles south of INGLEWOOD, from the west.
- Control 53 Immediately under the "L" of NEILBOROUGH, from the north.
- Control 54 At the "D" of WOOD VALE from the east.

The two locations given on the standard start are excellent, but an interesting ford can be found thus: Proceed via St. Arnaud towards EMU. 1.2 miles after railway crossing near EMU there is a road on the right, turn right, cross the railway again and turn left immediately. Approx $\frac{1}{2}$ mile down this road you will find a passage control. (After speaking to official and explaining who you are, follow road around to right and down through a gate into paddock. A bit further on you should find the recovery vehicle manning a ford in the middle of the paddock. Please get to this point before 3.15 a.m. to avoid oncoming rally traffic.

First car approx. 3.20 a.m.