



RALLY

of South Eastern Australia

1967

TENTH IN A ROW

(From an original manuscript by D.K. Thomson and corrected by Messrs. Hoinville & Pryce).

Maybe it's the introduction of the decimal system, or perhaps it goes back to the number of one's fingers and toes, but one can't help feeling that a tenth anniversary is something. And we've done it - the 10th BP is now history. In an age where long-distance trials come and go, and in fact when one thinks of all the past errors and sins in the BP itself, it's something of a pleasant surprise to know that we've got into double figures.

The BP, if we do say so ourselves, has long since become a tradition as much as an event. This year's, thanks to fortune and a little planning, seemed to our prejudiced eyes the best of all. It wasn't the easiest, as any of 72 crew members who started in the event can tell you. But again it wasn't impossible, as every control on the Trial Stage was clean-sheeted by someone; it was a close thing on one or two, but every section was done on time. And what a percentage of finishers - 92%! Where else would you get that sort of efficiency and determination? Well, it was a rhetorical question. Let us to the tale.

ASSEMBLY STAGE

Starting at Adelaide, Sydney and Melbourne (the latter including two from Hobart) the crews faced the usual long highway grind, this year to Tatura in the Goulburn Valley. There they arrived at 3.30a.m., which is no rush hour in Tatura, we can tell you, and started off for Wangaratta via what may be called a devious route, which included Rushworth, and the Whroo Forest. You never can tell, can you? The Whroo Forest has not only been used for years but is now accurately mapped. Do you think this resulted in all clean sheets? If so, you're so wrong. It resulted in no clean sheets, at Waranga where we ourselves watched with great glee. It was the only control in the whole Rally which no one got on time, so it was a pity the Assembly Stage didn't count this year, as it did last year. If it had, the outright winner would have changed.

After Waranga a pretty straightforward run to Wang. gave no clue to what was to come; but everyone was a lot drier and earlier to breakfast than last year!

THE TENTH BP RALLY OF SOUTH EASTERN AUSTRALIA



ORGANISED BY

LIGHT CAR CLUB OF AUSTRALIA

Before the Trial Stage began after a pleasant civic procession, the leading Assembly Stage scores read:

1.	Roberts/Haas	11
2.	Taws/Sproat)
	Vaughan/Vaughan	
	Lunn/Flanagan	
	Ould/Burns	
6.	Phillips/McAuliffe	16
7.	Thieler/Chapman	19
8.	Maddock/Kelly	20
9.	Firth/Osborne)
	Bonhoome/Goode	
11.	Tubman/Johnson	22
12.	Bond/Hope	23

TRIAL STAGE - DIVISION I

The route from Wangaratta to Canberra led, not via the Eldorado forest and the Snowy Mountains, as many expected and some hoped, but north through Howlong to Culcairn, then east to Holbrook and (eventually) Tumut. We say "eventually", because there were some variations of opinion (as there were meant to be) about how to get into Macston's homestead through the thirty million pine trees: Nineteen lost points, three missed it altogether. But the rest of the Division was fairly well mapped, provided you turned left at Argalong and not right, as the recovery vehicle found out.

At Canberra, after another welcome by BP's NSW Manager, who hosted a delightful meal at the Civic, the leaders were:-

1.	Winkless/Meyer (NSW))	Nil lost
	Firth/Osborne		
	Williams/Lawson (Qld)		
	Lunn/Flanagan		
	McLeod/Lock (SA)		
	Crown/Collier (NSW)		
7.	Collier/Adcock (NSW))	1 pt.
	Bond/Hope (NSW)		
9.	Bonhomme/Goode		2 pts.
10.	Roberts/Haas		4 pts.
11.	Tubman/Johnson (NSW))	5 pts.
	Phillips/McAuliffe		
	Taylor/West (SA)		

DIVISION II

The next division had not been expected to cost many penalties, although it's here that the first couple of sections ran through paddocks. The area round Canberra is pretty accurately mapped, and if it hadn't been for the dust, one could have expected no real change at Goulburn. However, a surprising few were lost and by mid-afternoon on Friday, the scores for the leaders were:

DIVISION II (cont.)

1.	Firth/Osborne	)	Nil.
	Crown/Collier (NSW))	
3.	Winkless/Meyer (NSW))	
	McLeod/Lock (SA)	)	1 pt.
	Bond/Hope (NSW))	
6.	Bonhomme/Goode	)	2 pts.
7.	Collier/Adcock (NSW))	
	Lunn/Flanagan	)	4 pts.
9.	Phillips/McAuliffe	)	5 pts.
10.	Wilkinson/Inglis	)	6 pts.
	Williams/Lawson (Qld))	
12.	Woodfull/Forsyth	)	8 pts.

DIVISION III

Late afternoon saw them leave Goulburn for the run to Cooma. We expected this to be pretty hard on the leaders, and everyone else too. But again (except for the second last control, of which more later) the field seemed to cope pretty well. By now Tony Theiler and Gary Chapman had withdrawn (Gary hasn't had the world's greatest luck in recent years). Murrumbucca South, just north of Cooma, was to be a real spread-eagler; only eight of the 35 survivors made it clean, and there were actually more time-points lost at this little control than any other single section on the Trial Stage.

In the black dark, Cooma must have looked like a haven for lost ships. The leading dozen there proved to be:

1.	Firth/Osborne		Nil.
2.	Winkless/Meyer (NSW)		1 pt.
3.	Phillips/McAuliffe)	
	Bond/Hope (NSW)	)	5 pts.
5.	Woodfull/Forsyth		8 pts.
6.	Roberts/Haas		9 pts.
7.	Collier/Adcock (NSW)		10 pts.
8.	Lunn/Flanagan)	
	McPherson/Sharpley	)	12 pts.
10.	Ellis/Guymer		14 pts.
11.	Kilfoyle/Rutherford		15 pts.
12.	Vaughan/Vaughan		17 pts.

- the first time we see the eventual winners in the leading twelve. Harry Firth and Mike Osborne were sitting very pretty here - clean sheet after half the Trial Stage. But to come was -

DIVISION IV

- and how was the mighty Firth, twice winner of the BP, to fall! Matong, we imagine, is a name he and Mike will long remember, for it cost them a fatal 43, putting him, as it turned out, beyond the possibility of winning. Ron Phillips, returning to the BP for the first time since 1958, also ended his leading burst on what was after all not a very difficult section, where 20 clean-sheeted. More was to come; 16 lost points on the roundabout to Dalgety II, more at unmapped Timbery Range, and then came Bendoc I and II. Of all the survivors, now down to 33 with the withdrawal of Lionel Williams, and Peter Jansen, only the team of Ian and Roger Vaughan made Bendoc II on time - a sterling test of driving and navigation.

The simple run to Bonang and Orbost - if you call the Bonang-Orbost run, with 18,000 turns, "simple" - left the scores very interesting at Orbost, where the Apex Club turned on a really good breakfast.

1.	Woodfull/Forsyth	13 pts.
2.	McPherson/Sharpley	15 pts.
3.	Vaughan/Vaughan	17 pts.
4.	Ellis/Gurmer	18 pts.
5.	McLeod/Lock (SA)	23 pts.
6.	Collier/Adcock (NSW)	24 pts.
7.	Kilfoyle/Rutherford) Lloyd/Bryson (NSW))	48 pts.
9.	Phillips/McAuliffe	54 pts.
10.	Winkless/Meyer (NSW)	58 pts.
11.	Roberts/Haas) Crown/Collier (NSW))	61 pts.

So once again the old soldiers, Woodfull/Forsyth, Ellis/Guymer and McLeod/Lock were well up, and any of the first six could be winners. But only one was, for Fate soon struck.

DIVISION V

Circling south, east and north, the route brought the crews through what should have been a devilish trap (though mapped) on the Brodribb River Rd. However, some clot had blocked the already obscure entrance with a grader and kind-hearted Graham Hoinville had to mark it with an "Enter Here". Even this didn't help Bob Forsyth, who dropped a catastrophic 26 pts. which eventually cost him three vital places. Then Orbost II, better mapped on Broadbent's than on the Orbost 1 in. map (told you so, smarties!) meant the virtual end for Jack Ellis and Stewart McLeod. We'll say for both these crews (all bronze medallists) that even their bitter disappointment didn't allow them to blame the others. As it turned out, they were running 2nd and 3rd at the time; in our judgement, for the record, neither was to blame - it was that sort of accident. Both continued, Stewart with Lock but no lock, and neither with a r.h. front mudguard.

Why Stringer's Knob was actually the third hardest control. You've got me!

Colquhoun, a pretty mess; Goat Farm, with a tree down, and Melwood School all took their toll. This was the most expensive Division of all.

At Bairnsdale, pretty red-eyed after thirty-six hours on the trail, the crews got the scores as:

1.	McPherson/Sharpley	25 pts.
2.	Collier/Adcock (NSW)) Vaughan/Vaughan)	33 pts.
4.	Woodfull/Forsyth	63 pts.
5.	Kilfoyle/Rutherford	68 pts.
6.	Roberts/Haas	69 pts.
7.	Winkless/Meyer (NSW)	75 pts.
8.	Phillips/McAuliffe	79 pts.
9.	Christie/Hartigan	83 pts.
10.	Lloyd/Bryson	108 pts.
11.	Taws/Sproat	126 pts.
12.	Firth/Osborne	129 pts.

We ourselves thought the result then pretty well set, though you never can tell, as one always says, and the winner is at Chadstone, not Bairnsdale.

DIVISION VI

This was not intended to be hard. The maps are specific and accurate, the roads good, the traffic liable to be heavy. It did rain, which was the cause of consistent losses at Gonyah by nearly everyone. But Mal and Robin didn't intend to lose what they'd won so hard -the lead - and wisely gave away a spare 2 pts. to protect the car.

So when all were in at Springvale Sth, fed and rested an hour or so, and led by us and proud father Snr. Const. Alan Sharpley (you'd have thought he won it!) to Chadstone, it finished up:

1.	Mal McPherson/Robin Sharpley	27 pts.
2.	Bruce Collier/Lindsay Adcock (NSW)	33 pts.
3.	Ian & Roger Vaughan	34 pts.
4.	Bruce Woodfull/Bob Forsyth	66 pts.
5.	Tony Roberts/Peter Haas	69 pts.
6.	Frank Kilfoyle/Doug Rutherford	70 pts.
7.	Max Winkless/Peter Meyer (NSW)	76 pts.
8.	Ron Phillips/Jim McAuliffe	82 pts.
9.	Ray Christie/Martin Hartigan	85 pts.
10.	John Taws/Geoff Sproat	128 pts.
11.	Harry Firth/Mike Osborne)
	Gerry Crown/Norm Collier (NSW)	) 130 pts.

Of the first dozen crews, six individuals were past winners. Mal's win couldn't have been more popular - he's been in every BP except 1962, when he eased off to do the Safari instead, and is a bronze medallist. Robin, on his fourth BP showed even such navigational experts as Bob Forsyth, Peter Haas, Doug Rutherford, Martin Hartigan and Frank Kilfoyle how it's done.

Bruce Collier and Lindsay Adcock were the highest finishing NSW crew since Tubby nearly took out the 1962 event, and made it a 1-2 for Renault who must be highly elated. And the Vaughans - well 3rd outright in their 4th BP speaks for itself (as does that clean sheet at Bendoc II).

A special mention must go to the following: John Taws and Geoff Sproat, highest finishing private entry and 10th of the 33 finishers. Jack Ellis and Frank Guymer, entered only to preserve the long tradition that goes back (as does only Mal McPherson's) to the 1st Sun Rally of 1953; Stewart McLeod and Jack Lock, another crew who didn't burst into tears in the face of bitter disappointment for the 2nd year running, but plugged on to finish 16th; Max Winkless and Peter Meyer; seventh first-time up and never lower than 10th; Bruce Wilkinson and Ian Inglis, the most cheerful losers in the past, and equally cheerful class winners this time; and the girls, Susan Vaughan and Jenny Cash, who could show any pioneer Australian woman and a good few men, too, what determination and fortitude means.

And, if we may, thanks to the many who said "goodbye and thank you" at the finish. And most of all to the officials, who obeyed the Movement Order like Monty's Battle Orders; and those incredible computers the scorers who performed miracles without food, sleep or even drink (we think).

One of the rewards of organising is that over the years one makes many close friends and establishes what at worst is a love-hate relationship with many others. All we can say after the 10th BP is that it went as planned, and was a credit to the crews - sportsmen and women every one. What else can a director say that's better?

Performance of Makes -

Ford Cortina	8 started	8 finished	= 100%
Renault	5	5	100%
VW 1300	4	4	100%

Volvo)			
Datsun)	2	2	100%
Colt)			

Anglia)			
Falcon)			
Morris-Cooper)	1	1	100%
Bellett)			

Holden	6	5	83.3%

Hillman)			
VW 1600)	2	1	50%

Timing - Official time set by Longines Chronometers.

Director's Car - Toyota Corona S, by courtesy Australian Motor Industries Ltd.

Scorer's Car - Valiant Regal, by courtesy Chrysler Aust. Ltd.

The following clubs and organisations assisted the Light Car Club of Australia in the manning of control points, machine examination and timing.

NSW Police Motor Sports Club, N.S.W.
Victoria Police Motor Sports Club.
Sporting Car Club of South Australia, S.A.
Lyn Archer Motors, Hobart, Tas.
Camperdown & Dist. Car Club.
Albury & Dist. Car Club, N.S.W.
Bendigo Br., Light Car Club.
Stanhope & Dist. Car Club.
Monash University Car Club.
Benalla Automobile Club.
North Eastern Car Club.
Canberra Sporting Car Club, ACT.
ACT Volkswagen Association, ACT.
Goulburn Automobile Club, N.S.W.
Cooma Citizen's Car Club, N.S.W.
Gippsland Car Club.
Junior Light Car Club.
Melbourne University Car Club.
Clem Smith Motors, Adelaide, S.A.
BP Yagoona Service Station, Sydney.
BP Murrumbidgee S/Stn., Gundagai, N.S.W.
Harrington's Service Stn, Ouyen, Vic.

Postscripts - No car numbered lower than 27 has ever won the BP. It has been won twice by No.36 and twice by No.37. Approximately 68,000 car-miles were covered at an average speed of 38.6 m.p.h. There was only two minor accidents, involving no injury or hold-up to those involved.

SOME STATISTICS

Degrees of difficulty at various sections are indicated by the number of points lost (leaving out the cars who missed the control altogether:

Control No.	23 Murrumbucca Sth	645 time points
	31 Bendoc II	441
	38 Wairewa	420
	37 Stringer's Knob	374
	5 Macston's H.S.	337
	36 Orbost II	287
	42 Melwood	265
	28 Timbery Range	240
	27 Dalgety II	224
	43 Bairnsdale	222
	40 Goat Farm	218
	32 Bonang	210
	26 Matong	202
	7 Argalong	198
	39 Colquhoun	194

- only three of these being in the first half of Trial Stage.

The difficulty of the Divisions is indicated by the following order (based on points lost).

- V Orbost-Bairnsdale
- IV Cooma-Orbost
- I Wangaratta-Canberra
- III Goulburn - Cooma
- II Canberra - Goulburn
- VI Bairnsdale - Melbourne

Withdrawals:

- 22 Thieler/Chapman at Control 14 (417 miles)
- Engine trouble.
- 29 Williams/Lawson (Qld.) at Control 30 (830 miles)
- Brake failure.
- 14 Jansen/Davidson at Control 33 (927 miles)
- Transmission failure.

Non-starters

- 4 G.Garard (NSW) (Holden) - Engine not ready
- 16 Rex Lunn (Vic.) (Cortina)- Crew illness
- 19 Tom Christensen, (NSW) (Saab) - Crew illness