

Rally sidelights: "BP" a success

THERE seemed to be some extra polish to the uniform leggings and glasses of Victorian policeman Alan Sharpley when he arrived on duty for the finish of the B.P. Rally at Chadstone shopping centre last Sunday.

Sergeant Sharpley had heard, via the grapevine, that his son Robin had the rally won — unless his car broke down in the last 20 miles or so.

Sharpley is vice-president of the Victorian Police Motor Sports Club of which Robin, as his son, is an associate member.

The pair have won many club events together.

And fellow police club members were surrounding the finish ramp to deduct points for any car parts broken or missing.

This team was led by Sergeant Fred Sutherland, chief instructor at the driving school, who is famous for his early lap leads in the Bathurst 500 races at the wheel of a Studebaker.



WINNING combination, Malcolm McPerson (left) and Robin Sharpley shake on their outright B.P. Rally win.

OUTSIDE of the official area at the finish of the rally, with his wife Claudia and children Jean-Michel and Claude, was Renault managing director, Jacques Thoridnet.

He kept his fingers crossed till Malcolm McPherson, and then Bruce Collier, had reached the finish for first and second outright placings.

Thoridnet has backed Australian rallying for two years now, but this was his best result to date.

The three rally cars were

the first of the Gordinis off the production line at Renault's West Heidelberg factory.

Thoridnet offered me the fourth car built to drive back to Sydney the next day.

But unfortunately another car had been backed into it in the factory yard and it was undrivable.

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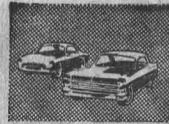
USUALLY navigator for Jack Murray, Dave Johnson this time travelled with first Redex winner Ken Tubman.

Johnson suffered his third gashed face in three events and may not be allowed any more without a space helmet.

First, an assistant ran his car off the road in the Castrol New State Rally he was directing, after he had just hopped into the back seat for a sleep.

Then he was cut when an official took a corner too fast in the M.G. Rally.

Finally, in the B.P. Rally Johnson drew blood again



MOTOR WORLD



EVERY second counts as Sydney navigator, Peter Meyer opens a gate for Max Winkless in the class winning Volvo.



as he leant into the back seat to get a map.

CHRYSLER publicity man Peter Jantzen holed the sump in his Rallye Imp, but the Press Imp driven by Chris De Fraga ran true to form.

Jantzen told me he had not entered for the Oran Park meeting, which date clashed with the B.P. Rally.

It seems Graham Ritter's Chrysler-Castroj Imp racing team has been disbanded due to lack of monetary support.

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SYDNEY navigator John Bryson gets the BEEP Trophy for the most-talked-about act of the rally.

In the Colt with Barry Lloyd and with a broken windscreen, Bryson became tired of mouthfuls of dust from a local in a utility.

Bryson took off his shoes and told Lloyd to put the

Colt against the back of the utility.

Crash helmeted Bryson climbed along the Colt's bonnet and into the back of the utility.

He then politely asked a startled farmer if he would mind moving over to let them past.

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THE irresistible Lionel Williams, now a Queenslander, was up to form in a HR Holden X2.

A Press crew let the speedy Williams get ahead, but then had a slight collision with him in the dust as he was racing back after taking a wrong road.