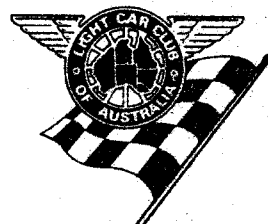
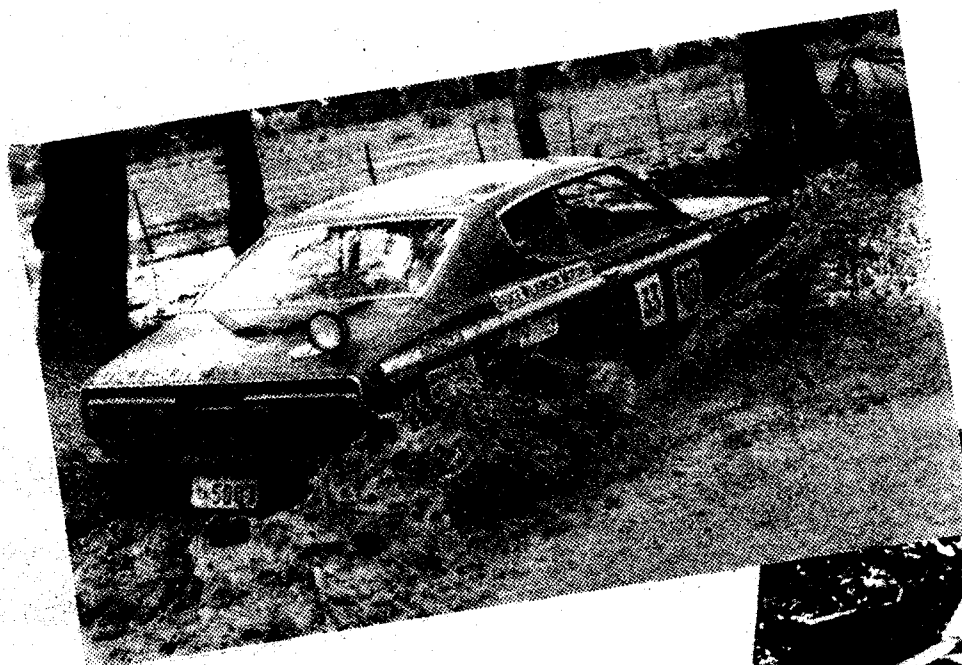


YE OLDE
BP RALLY

No.2

February 3-4-5,
1984



THE B.P. LIVES ON

When we decided to run the first "Ye Olde BP Rally" in 1979, the idea was to re-create, on a condensed scale, the style and atmosphere of the BP Rally of South Eastern Australia - that classic event, created by Don Thomson and John Pryce, which ran from 1958 to 1973.

During its sixteen year history, the BP Rally built up a unique tradition amongst competitors and officials which we felt should not be allowed to fade away, and that a shortened rally in the BP mould might be of interest to past, as well as current competitors.

The first Ye Olde BP in 1979 attracted a diverse field of crews - some of whom had previous BP experience, and others who had never suffered the excitement, frustrations and indignities such an event can provide. Evidently it was enjoyed by most, because a gradual swell of interest began to build up over the last two years for yet another "BP re-run".

Organising a long distance rally in these highly regulated days, with all the hassles of obtaining permissions from shires, forestry officers and other authorities to run an event on open roads, is not a task to be taken on lightly. Obtaining control officials over a far-flung route, and arranging for refuel points at all hours, all cause complications. However, we felt that the effort involved would be justified if we could in some small way revive the traditions of the BP Rally, and if we could obtain as good a response as for the first "Ye Olde BP".

Work began on planning the route in early 1983, and in the latter part of the year some publicity was generated in the hope of obtaining a field of competitors sufficient in number to justify running the event.

The response was, to say the least, more than adequate. Although, admittedly the 'real' BP's were longer, more expensive events, none ever attracted more than 42 starters. Our entry of sixty eight cars exceeded our most optimistic expectations, and gives an indication of the great feeling which still exists for the 'BP'. Particularly pleasing to us was the number of older competitors who dusted off their driving gloves and map boards - most not with any serious thoughts of winning, but merely to re-live the BP days and renew acquaintances with old motor sport friends.

About half the field consisted of present day competitors - the special stage brigade - who entered, we suppose, to experience a rally with a touch of adventure rather than just another forest race - and to find out who makes all these old fogeys so enthusiastic about a 'BP'. Welcome to the club!

The event gathered momentum. Entries rolled in, the volumes of paperwork piled up and the temp^o quickened. Last minute route changes were necessary following the replies from the shires, foresters and other Government bodies - in fact the last control near Bolwarrah was not finalised until two days before the rally! But with non-stop hard work by a dedicated team of helpers, it all happened.

We chose February as the date which would guarantee dry conditions (the weather was always a worry in the real BP's) - but we were biting our finger nails as the rain continued to fall during late January. Stuart Lister spent much time winching and pushing during his final course check, and we had awful visions of Korrak Korrak from the north after twenty points of rain, and the whole field stopped! Fortunately, summer arrived, and sun, dust and flies were the order of the day(s). Ask the officials!

It is a problem to know how difficult to make a 'Ye Olde' type of event, which incorporates the "Broadbents maps only" format (superbly accurate though these may be). In 1979 we made some of the early sections too difficult and, consequently had to cut out sections later on in order to stay on schedule.

In 1984, we made a real attempt to reduce the difficulty of the early divisions and the general length of the event up to Swan Hill. Even though many of you were late into Rochester and Swan Hill, no sections had to be deleted, breakfast was had by all, and no complaints were voiced either at Swan Hill, at the finish or afterwards.

Sunday's division from Swan Hill to Myrniong was very long. We were conscious of this but were constricted by the actual locations of Swan Hill and Myrniong. Had there been suitable facilities for an overnight stop closer to Melbourne we could have achieved a shorter Division 5 and an earlier finish - but finding a pleasant town with sufficient accomodation for our numbers is not that easy.

No competitor should have been unaware of the type of event he was entering or of the likely navigational difficulty. The event, as with all BP's in the past, was a test of the crew - the pressure was consistently 'on' and when fatigue resulted in a lapse of concentration, mistakes inevitably occurred.

There was no deliberate attempt to make any section too hard for Portman/Runnalls; Kilfoyle/Osborne or any of the other top crews. We remembered that no BP was ever 'cleaned', irrespective of its difficulty, but it was unavoidable that some of you found the steady diet of unmapped roads, re-alignments, passage controls, etc. too hard.

It is interesting to record that of the 65 sections in the event, all except one - Old Gobur Road, south west of Merton, where the minimum loss was 2 points, were clean sheeted by at least one crew, therefore, almost achieving the ideal held by Don Thomson that all controls in a BP should be proven possible. It is also worth noting that the combined total score of the separate division winners, was 39 points - some 13 points less than Portman/Runnalls outright score.

The Saturday evening social at Swan Hill gave all competitors - even the latest stragglers - an opportunity to swap experiences, discuss the parental shortcomings of the directors and renew old friendships. It was wonderful to see no less than eight past BP Rally winners in attendance - Martin Hartigan, Reg Lunn, Mal McPherson, Frank Kilfoyle, Mike Osborne, Ian Vaughan, Peter Haas and Bob Watson - as well as Ian Home, Jack Ellis, Len Fulton, Doug Rutherford, Bruce Wilkinson, Brian Amey, Susie Vaughan, Jenny Cash, Shorty Harrison, Trevor Stanley, Roger Vaughan and many, many other BP stalwarts.

Of course, the scoring team would not be the scoring team without Charles Weir, Peter de Wolf, Ron Rawson, Bill Bryce, Bob Orr, Kerry Luckins and Co., and they, ably assisted by Garry Hawkins, Fritz Suendermann, Ian McKnight, Carol and Ron Halstead, Mavis Thompson, Nerida Williams and others showed they had lost none of their legendary numerical skills in scoring what was a complex and difficult event. As Peter Haas said at Swan Hill, "these results may not be perfect, but they are the only ones we have". The joke may have worn a bit thin, all the same, by the time we issued preliminary, provisional and final results - all different.

Especially pleasing to us in addition to the roll-up of 'olde' competitors, was the strong interstate entry. Jim Reddiex/Mike Mitchell/Peter Marshall and Roger Bonhomme from Queensland, Garry Spence/Tony Cox from South Australia, Ross Middleton and son Brett; Mal, Rod and John Horsley from New South Wales, and representing the Brindabella Motor Sport Club, Canberra were Ian Mackinnon/Ian Hayne and Wade Kelleher/Rod Paterson.

We hope we haven't permanently strained interstate relations with our treatment of them.

So to our stage by stage summary of the event.....

Division 1 - Zoo to Seymour

Car 1, the Peugeot of Harrowfield/Ellis was flagged off by Don Thomson and led the field of sixty eight starters through the Friday evening traffic on a pleasant rally stage to Baringo Picnic Ground. The first section after Baringo was an introduction of things to come - two unmapped roads in 12kms - but in general, easy stuff to start. The run to Seymour was straight forward for most, an easy introduction to BP style rallying, although a sneaky re-alignment at High Camp caused some frantic doubling back for many crews. Roger Bonhomme found a tree to attack near Hilldene on a track which must be the worst example of a Broadbents red road, but was able to continue after removing the damaged right front corner of the Bluebird. Besley/Wallis also came to grief at the same spot, but with more permanent damage. Hodge/Moloney retired their Cortina with electrical problems, but most arrived at Seymour unscathed, although a little out of breath.

Scores at BP Myora - Seymour

0	Portman/Runnalls
0	Bradtke/Harrison
0	Jones/Richards/Cox
1	Kilfoyle/Osborne
1	Rutherford/Kogler
2	Armitage/Suffern
4	Vaughan/Vaughan
4	Stanley/Bond
5	Brookes/White

With dozens still under 10 points lost.

Division 2 - Seymour to Wangaratta

It was night time, and also time for more pressure to be applied by the directors. The rot set in heavily at Old Gobur Road, which was the only control not clean sheeted in the whole event. Best were Hutchison/Brazier on 2 points, with eight cars on 3 and Portman/Runnalls an uncharacteristic 7. Then followed some spirited driving sections, including Tallangalook (remembered with shudders by those who competed in the '65 BP!). Portman was clean here, followed by Wall on 2, then Thompson and Hutchison on 4. Many crews did some interesting mapping of the Strathbogies on this section, although Reddiex/Mitchell/Marshall were the only crew to eventually WD the control.

Lima East kept the driving pressure on, although Portman, Jones, Kilfoyle, Reddiex, Opie and Palmer were clean. The class was beginning to show as the pressure was applied.

An innocent seeming transport/refuel through Swanpool showed that (a) all sections are competitive on a BP and (b) it was past most navigators' bed time; the passage control near Tatong on the mapped apex of a re-aligned triangle claimed all but 15 crews, and threw things wide open again.

From here the pace eased, although Ken Cusack in the Monaro was grateful for a pull back on to the road from Farnell's P76 after an 'off' on the way to Boggy Creek, which was a section specially introduced to keep the drivers happy. A relatively straight forward run through more level territory took crews into Wangaratta for a quick rest and refuel.

Best on Divison 2 were

12	Wilson/Wunderlich
27	Portman/Runnalls
28	Hutchison /Brazier
28	Gale/Jeremiah/Blandford
28	Withall/Wright
31	Spence/Cox

Leaders at Wangaratta were:

18 Wilson/Wunderlich
27 Portman/Runnalls
33 Bradtke/Harrison
37 Spence/Cox
39 Kilfoyle/Osborne
40 Jones/Richards/Cox
41 Grealby/Byron
44 Vaughan/Vaughan
44 Horsley/Horsley/Horsley
45 Armitage/Suffern
46 Johnston/Maniatakis

Retirements:

Burslem/Smalley
Roberts/Seymour/Hunt
Munro/Harris
Colgan/Bennett/Menamin

Division 3 - Wangaratta to Rochester

This division, although mainly through flat, open country, affected the leader board significantly. Wilson/Wunderlich, leading at Wangaratta, missed two passages and lost 15 minutes at Yourang dropping them well down the list. Craig Bradtke/'Shorty' Harrison, also doing well at Wangaratta, WD'd Yeerip and missed Naringaringalook passage (probably fell asleep reading the name) to fall from contention.

The rest soldiered on through the night, only the thought of breakfast at Rochester keeping some going at all. Yeerip, with Vaughan/Cash, Kilfoyle/Osborne, Foden/Young and Kent/Moore/Rosiker being the only crews that were clean, was a 'sorter', as was the passage on the dogleg of the average speed section - which, of course, implied a shortest mapped route. 41 navigators were so busy computing averages they missed it! And then Kotupna, where as Mike Osborne put it, Broadbents and the locals are in some disagreement. This was real BP stuff, with the fatigue setting in, and still a long way to Swan Hill.

At the control at Brian Love's BP Parkview Garage at Rochester, Messrs. Weir, de Wolf and Co. were controlling and scoring in the morning sunlight - and revelling in it. Breakfast at the football club almost made the long, gruelling night worthwhile, although some of the scores were beginning to look like telephone numbers already.

Best on Division 3 were:

7 Gale/Jeremiah/Blandford
8 Wall/Boyd/Maude
13 Bonhomme/Smith/Holmes (a great comeback after
their early disaster)
16 Portman/Runnalls
18 Grealby/Byron
18 Kilfoyle/Osborne

Leaders at Rochester were:

43 Portman/Runnalls
56 Wall/Boyd/Maude
57 Kilfoyle/Osborne
59 Grealby/Byron
67 Spence/Cox
72 Jones/Richards/Cox
76 Johnston/Maniatakis
80 Wilson/Wunderlich
82 Withall/Wright
92 Bonhomme/Smith/Holmes

Steve Ashton/Ro Nixon/David Brownsworth (one of the 'forest racer' set) were settling in well, and had moved from 38th at Seymour to 35th at Wangaratta and 18th at Rochester. Mal McPherson was definitely not showing his winning form of 1967 - one suspects navigator Ian Home had some Yellowglen tucked under the seats for the times when things were not going well - which was mostly.

Division 4 - Rochester to Swan Hill

With the prospect of daylight and straightish roads and a good brekky under the belt, the Swan Hill run seemed quite friendly after the rigours of the night. Complacency was not in order though, with the Benjeroop Forest south of Murrabit taking points from all except 12 crews. An interesting blast through the twin forests at Sylveterre added some interest - forests are hard to find in this neck of the woods! (And forests with passable roads even harder).

After a short refuel in scenic Gunbower, the run through Gunbower Island to Leitchville - designed as a semi-transport section to compensate for the impassable Gunbower Forest - surprisingly caught many crews, as did the remainder of the section which incorporated the only (?) illogical unmapped road on the division.

Koroop - initially put in to include the only winding roads for miles around - was cleaned by only 15 crews. Perhaps this was the Shire of Kerang's fault - fancy putting the bridge over a creek just 20 metres prior to Roger Baker's passage control.

And, as if the Directors were not devious enough, many crews lost points on the last competitive section by looking for a passage control on a via which we only intended as a helpful short cut.

At Swan Hill the stories were trickling in, as were the tired and dusty crews. Matt Philip/Chris Jessup blew a head gasket outside Rochester, and Rick Bainbridge's total of flat tyres in the Mercedes was up to 8 (not all at once). The Lada Niva team was still intact, although Russell Opie's tally of 1421 wasn't helping their teams prize efforts much.

The battle of the families was interesting - Horsley/Horsley/Horsley leading on 210 points from Monk/Monk/Newman 468, Leoncini/Leoncini 661, Middleton/Middleton 698 and Blanchard/Blanchard 1137. The Wylies', Helen and Phil, in different cars, were both doing well with Phil holding a tenous advantage. Ladies Sue Vaughan/Jenny Cash were down 1304, but still smiling and looking good for the All Ladies Crew prize - being the only candidates, all they had to do was finish!

Best on Division 4 were:

3	Portman/Runnalls
6	Kilfoyle/Osborne
8	Stanley/Bond
8	Grealy/Byron
11	Wall/Boyd/Maude
12	Reddiex/Mitchell/Marshall

First ten at Swan Hill were:

46	Portman/Runnalls
63	Kilfoyle/Osborne
67	Grealy/Byron
67	Wall/Boyd/Maude
89	Spence/Cox
99	Withall/Wright
105	Jones/Richards/Cox
111	Gale/Jeremiah/Blandford
121	Bonhomme/Smith/Holmes
130	Johnston/Maniatakis

Division 5 - Swan Hill to Myrning

Confronted with a long hard run back to Myrning, we suppose the conscientious crews left the social early on Saturday night to catch up on sleep. We can't speak for Kilfoyle and Osborne, but their Sunday certainly started disastrously with a WD at Goschen. The weren't the only leaders to fumble early - Grealy/Byron lost 20 at Goschen and followed up with another 17 north of Tresco West - a demanding section which, although arrowed and signed liberally by the directors, was only cleaned by 5 crews. A little relief followed with a straight run through Korrak Korrak, Canary and Yando, but then Wychitella North seemed to cause some slight disorientation. Most found it eventually, after visiting numerous 'wrong way go back' boards - but we wonder how many crews actually used the intended route along an overgrown, gated track. We suggest none!

A refuel at Wedderburn, then on into the gold mining areas dear to D.K.T.'s and J.M.T.P.'s hearts. Wehla and Rheola caught a lot, including Portman/Runnalls who actually lost points on two successive sections! Tarnagulla, full of memories for the older folk, was a non-event - too many gold fossickers in the forests for serious rallying in the daytime around here - but after a lull, Eddington, which has been hopelessly mapped for 20 years (and still is) caused surprising losses; only 8 clean! Perhaps crews drove too fast along the bitumen to notice the unmanned passage control.

On through the forest to Newstead (where the ageless, effervescent Tony Theiler was manning control), Yandoit and Bolwarrah to the finish at Myrning, where a cold beer and Phil Bernadou's Weber barbecued rare beef were a welcome relief after a solid day.

Bad luck for Ken Cusack/Simon Brown whose Monaro broke most of its rear axles near Wedderburn - but they still made the finish (Ken must have heard the beer was free).

Best on Division 5 were:

- 7 Portman/Runnalls
- 22 Jones/Richards/Cox
- 22 Brookes/White
- 29 Devenish/Wylie
- 32 Gale/Jeremiah/Blandford
- 39 Johnston/Maniatakis

Special praise is due to Richard Bainbridge/Clarke Ballard/Quentin Miller who must have got tired of Sunday driving in the Mercedes and applied the pressure to lose only 3 points on the first half of the division.

And the final results:

- | | | |
|-----|-------------------------|-----------|
| 53 | Portman/Runnalls | Datsun |
| 100 | Wall/Boyd/Maude | Datsun |
| 127 | Jones/Richards/Cox | Commodore |
| 127 | Kilfoyle/Osborne | Datsun |
| 143 | Gale/Jeremiah/Blandford | Datsun |
| 162 | Grealy/Byron | Datsun |
| 167 | Spence/Cox | Mazda |
| 169 | Bonhomme/Smith/Holmes | Datsun |
| 169 | Johnston/Maniatakis | Mazda |
| 187 | Harrowfield/Ellis | Peugeot |
| 187 | Withall/Wright | Toyota |

Our heartfelt thanks to the following special people, the nucleus of the organising team. Without them the rally would have been a non-event.

Judy FODEN	- organiser extraordinaire
Margaret HARDY	- and the L.C.C.A. office staff
Stuart LISTER	- the biggest course checker, and the best
Mavis THOMPSON	- co-ordinator of officials - a mammoth job
Mark JACKSON	- always on hand to lend a hand
Nerida WILLIAMS	- still worrying about clocks
Carol & Ron HALSTEAD	- intrepid surveyors of Terrick, Lake Boga, etc.
Peter FRASER & Dean JEEVES	- tireless workers on the PR run

And special mentions to:

Mr. Roger GOUDY - for providing us with the handsome BP trophies as well as banners, stickers and a keen BP interest in the entire event.
Now, about 1988, Roger.....!

Don ELLIS - (who, with Graham Hoinville, made up the 2nd string organising team with Thomson and Pryce in the BP's). He acted as our guinea pig navigator during the check survey (and actually got most of the hard ones right) and also provided from his personal files the BP memorabilia which was presented for your perusal at the Swan Hill social.

Len SHAW - for all the nice publicity in Auto Action - and for a generous contribution to the trophy fund.

C.A.M.S. - for allowing us to bend most of the rules in the book.

Irene MORGAN and June BINGHAM - for assuming the catering responsibilities at Swan Hill and Myrniong.

We would like to pay tribute to all drivers in the event. The use of non-closed forestry roads in daylight, and the proximity of the rally to populated areas in many cases, gave rise to fears of driving 'incidents'. That there were none of any consequence is a compliment to the sensible approach taken by you all.

And last but by no means least, thanks to the unknown gent who brought to the finish that young lady with the very long legs and the very short white dress. After seeing her, even the worst placed, dustiest and most disgruntled crews had to agree that the weekend hadn't been all bad!

Peter HAAS	} Directors
Bob WATSON	