

YE OLDE

BP RALLY

No.2

February 3-4-5,
1984



Final Instructions





LIGHT CAR CLUB OF AUSTRALIA

EST 1923

YE OLDE BP RALLY No.2.

Final Instructions

These Final Instructions are being posted to all Entrants whose entries have been received by the first mail on Friday, January 27, 1984. The posting or receipt of these Final Instructions cannot imply that the Entry has been accepted.

In view of the Australia Day Holiday falling on January 30, the closing of entries has had to be extended to the first mail on Tuesday, January 31. A ballot to determine the Starting Order of accepted entries will take place approximately at noon on January 31.

The Briefing Meeting will now be held at 8 p.m. on Tuesday, January 31. Confirmation of acceptance of entry, starting numbers and times and Final Instructions for entries received and accepted after the above mailing will be available at the Briefing Meeting. Any items not collected will be mailed late on Tuesday evening.

The START will be opposite the main entrance to the Melbourne Zoo in Elliott Avenue, Parkville, with the first car starting at 6.00 p.m. Any entries desiring a late starting time must notify the Organisers before the ballot takes place.

Although we have received CAMS approval to increase the field limit to 80, even this number could be exceeded and therefore you are asked to contact the Organisers IMMEDIATELY if you do not wish to start.

The following Information and Instructions, additional to those printed in the General Supplementary Regulations, is offered:

ORGANISING COMMITTEE

In addition to those named in the Supplementary Regulations, the Directors wish to express their particular thanks to Ross Comport, Don Ellis, Peter Fraser, Carol and Ron Halstead, Mark Jackson, Dean Jeeves, Bruce Keys, Irene Morgan and Mavis Thomson.

SCRUTINY DETAILS

Scrutiny for Melbourne-based competitors, will be on Wednesday, February 1, at Shell Dendy Village, 769 Hampton Street, Brighton, starting at 6.30 p.m. PLEASE be as EARLY as possible.

Country-based competitors may arrange Scrutiny with the following country scrutineers:

BALLARAT	Ron Watt	(053) 301652 (H)
BENDIGO	Michael Ellis	(054) 430608 (H & B)
HAMILTON	Max Nathan	(055) 723284 (H)
WARRAGUL	Bruce Tassell	(056) 232558 (H)
WANGARATTA	Allan Fleming	(057) 214416 (H)

Interstate competitors may be scrutinised by members of their respective State Scrutiny Panels.

Scrutiny will be based on the CAMS SCRUTINEER'S REPORT for Road Events. Competitors who are scrutinised in the Country or Interstate must present the ENTIRE report at the start; Melbourne-scrutinised competitors only the Pass/Reject slip of the Form.

Competitors who cannot comply with the above requirements must make alternative arrangements with the Chief Scrutineer, Mr. Sam Bennett (03) 232 2078 (H) or (03) 288 7607 (B). It is emphasised that there can be no Scrutiny, only

re-scrutiny for specified faults, at the Start. Competitors who have not been scrutinised prior to the start will not start and their place will be taken by a reserve.

All competitors requiring re-scrutiny must present their cars to the Start Scrutineer no later than 5.15 p.m.

In accordance with Forest Commission requirements, all cars must carry an operative fire extinguisher. This will be checked at scrutiny and may be checked at the start or at any time during the rally. It is also recommended that all cars carry a blanket which can be used to smother any small fires.

You are reminded, once again, that cars having defective or noisy exhaust systems will not be allowed to start in the event; or if detected during the event, to continue along the route until the defect is fixed. THIS WILL BE STRICTLY POLICED.

LICENCE REQUIREMENTS

In accordance with its Organising Permit, the Rally is a Closed Event (not Open Restricted as is erroneously described in Section 2 of the Supp. Regs.) Accordingly, as per ARC Reg. 32.1(b), the entrant and at least one crew member must possess at least a Basic Licence (Refer NCR49) and a Club membership card issued by one of the Clubs listed in Supp. Regs. Section 10. This will be checked at Scrutiny.

OVERNIGHT STOP ARRANGEMENTS.

The overnight stop on Saturday, February 4, is in Swan Hill. If possible, please organise your accommodation through the L.C.C.A. (Judy Foden 03-596 6610), as they have reserved rooms at the best and most convenient Motels. There is very little difference in cost between the various Motels in Swan Hill.

The Saturday evening function is at the Rio Vista Receptions (adjacent to the BP City Centre Refuel Stop), starting at 7.30 p.m. The cost is \$18 per head which includes savouries, a full-size sit-down meal and drinks with them. In order to allow us to finalise details of this very worth-while function, we request that you book your tickets no later than the Briefing Meeting.

FINISH ARRANGEMENTS

The Finish will be in the MYRNIONG HALL and we will be providing a Spit Roast and refreshments FREE. Afterwards, if you still require them, meals will be available at the adjacent Myrniong Hotel.

STEWARDS

The Stewards of the Rally will be Messrs. M.Dennis; S.Ellis; T.Kendall and M.Monk.

RUNNING DETAILS

The following is the approximate schedule of the Rally, showing refuelling locations, distances between refuel locations and due time of arrival of the first car:

<u>LOCATION</u>	<u>DISTANCE</u>	<u>TIME</u>
BP Myora Roadhouse, Seymour. (057) 921836	200	9.05 p.m. Friday
Swanpool Store (057) 682261	130	12.15 a.m. Saturday
Caltex S.S. Rowan St. Wangaratta (057) 215310	145	2.30 a.m. Saturday
Hurven Motors, Tocumwal Rd., Numurkah. (058) 621336.	145	5.15 a.m. Saturday

Running details continued

<u>LOCATION</u>	<u>DISTANCE</u>	<u>TIME</u>
BP Parkview S.S., 22 Ramsey St. Rochester (054) 841499	120	7.15 a.m. Saturday
SHELL Roadhouse, Gunbower (054) 871414	125	10.50 a.m. Saturday
BP City Centre S.S. Swan Hill	155	1.30 p.m. Saturday
BP City Centre S.S. Swan Hill	-	8.00 a.m. Sunday
Caltex Roadhouse, 117 High St., Wedderburn	200	10.50 a.m. Sunday
Caravan Park in Poverty St. Tarnagulla	100	12.50 p.m. Sunday
Myrniong Hall	170	3.25 p.m. Sunday

The above are the only places where (any) Service Crews should attend. The rally route is virtually straight between refuel spots and the route is not readily accessible.

There should be approx. 45 minutes available for a sit-down meal at Seymour; 10-15 minutes for a soft drink and very light snacks at Swanpool, Gunbower and Wedderburn; there will be no food available in Wangaratta and Numurkah. At Rochester there will be a catered breakfast at the Recreation Reserve in Church St. It may be necessary to start the Rochester to Swan Hill Division 30 minutes late, in which case, the Gunbower and Swan Hill times will have to be suitably adjusted.

We have taken great pains to provide refuel/service points at frequent intervals and we feel entitled to INSIST that you patronise these service stations. Even though you may feel that you have enough petrol to reach the next point, or you may wish to have your service crew refuel you, we request that you buy the appropriate amount of petrol/snacks at each point.

We wish to emphasise most strongly that the rally is running to a very tight schedule because all crews and officials must be able to get to Swan Hill in time to have a clean-up and a rest before the Social. To a lesser extent the same applies to Sunday. The Rally has no "Late Running Time" and Controls will be closed to cars which are running very late. It is essential that crews keep a close watch on their total lateness, particularly when running at the end of the field. They should take short cuts, W.D. entries, etc. if necessary, in order to stay in the event. Remember, a "WD" costs only 20 points which is far better value than spending 30 minutes to (maybe) find the right way in! (and then possibly later find that a Control is closed (200 points)).

MAPS

The only Official Maps are the latest issues of the maps listed in Section 10 of the Supp.Reg.s., these being:

- Broadbents 301 - on which the Hume Highway is shown green all the way from Campbellfield to the top edge of the map.
- Broadbents 320 - Having a Blue cover.
- Broadbents 321 - Having a Blue cover.

The above maps may be available for sale at the Briefing Meeting.

Maps continued

In addition some Route Instructions will include photostats of (generally doctored) portions of NATMAP 1:100,000 maps. Such maps are for assistance only and cannot be considered as Official Maps.

The Directors consider it essential that all competitors have "map scales" enabling them to scale the Official and supplied maps in accordance with the scales printed on these maps.

As per Supp.Reg.s. only Official and Supplied maps may be carried in the competing cars. Cars WILL be searched at suitable locations and a 30 point/offence penalty applies. Additionally, the Directors reserve the right to confiscate any official map(s) which in the opinion of a properly authorised official are unfairly marked up and to replace such confiscated map(s) with new official maps(s).

OBSERVATIONS

Answers to questions asked in the Route Instructions (in the form of "OBSERVATION REQUIRED") must be written consecutively in the squares marked "OBSERVATIONS" on the back of the Road Cards. This also applies to Questions asked on the Rally Section, which must be written on the back of the Divisio Road Card.

MARKERS

L.C.C.A. Markers will, in general, be used throughout the Rally. All "Wrong Way", "Wrong Way Go Back" or "Arrow" signs must be obeyed. They either denote roads prohibited by the Shires, or leading into private property, or leading into opposing traffic, or they could even be helpful hints. All closed gates on the intended route will be marked with "Rally Entry" signs. Open gateways, particularly on route charts or long easements, may not be marked. You are advised not to pass through any unmarked closed gate. CAUTION markers (red triangles on a white background) will be used as much as possible, where warranted, but - as is general rally practice - driving with due care under the prevailing road or atmospheric conditions is the competitor's responsibility.

NAVIGATIONAL HINTS:

The following advices are offered to assist with navigation on Broadbents ma and will be elaborated, with illustrations, at the Briefing Meeting:

The Broadbents maps are - all things considered - surprisingly accurate, but nevertheless include many errors and omissions. Distances, whether printed or scaled, are often incorrect; and many roads, even bitumen ones, are not shown or are mapped incorrectly. This, of course, is the stuff on which "BP navigation" is based.

The Directors have taken great care to describe all Controls and Vias as accurately as possible and have used such terms as "scaled km" or "actual km" where warranted. In general, more note was taken of mapped road configurations than of scaled or printed distances. It is essential that navigators read every word of the Route Instructions carefully and consider the numerous "Advices" before plotting their route. The continuous use of map scales, reference to odometer readings and watching of compass bearings are "MUSTS".

Odometers should be set or adjusted to the large "5km" markers on any main Victorian Highway.

Unless otherwise stated, entry to Controls and Vias is always along mapped roads. In other words, where an unmapped entry is required, it will be described in terms "using an unmapped road", "along x km of unmapped road(s)", "Unmapped", or similar. Where the Directors used unmapped roads "en route" even though the entry to the Control/Via is mapped, generally - but not always -

Navigational Hints continued

such advices as "The Directors used y km of unmapped road(s)" will be given. Where unmapped roads are considered logical, hints, if any, will be minimal. Where they are considered illogical, some hint(s) will generally be offered. Where complex unmapped road systems exist photostats will be incorporated in the Route Instructions.

Competitors are reminded, once again, that in this event it is not worthwhile to bash one's head against a problem. If completely lost, is it essential not to waste too much time, but to head for the nearest major Control and continue in the event. Otherwise, you will run out of time and will have to miss just as many, if not more, Controls, in the end.

1984 RALLY CODES

The Directors have perused the 1984 National Rally Code and the 1984 Victorian Addendum and, other than renumbering and spelling mistakes, found no significant variations between the 1983 and 1984 Rules. However, they feel that the following warranted highlighting:

All Controls are considered competitive, i.e. points can be lost on all of them. As detailed in Supp.Reg. Section 18, all Controls can be entered early and a (later) time nominated.

Unless otherwise specified, i.e. direction of entry, shortest mapped route, out of bounds, etc., the route to be followed between Controls and Vias is entirely optional. It follows that Section "DISTANCE(S)" given in the Route Instructions must be considered as an advice as to the route the Directors took or as to the general average speed applying to the Directors' route and are not mandatory instructions.

All "Maintained Speed Sections" or Shortest Mapped Routes are to be considered "point to point".

The penalty for carrying and/or use of a two-way communication device in a competing vehicle is Exclusion.

Any specified VIA may be converted into an unmanned Passage Control, i.e. an "Observation Required" by placing a "P" Control board followed by an Information (generally a letter) along the specified direction of entry.

We will endeavour to hand out Route Instructions 10 minutes before the due Time Out on all Divisions.

DE-BRIEFING

You are invited to attend an evening to discuss the event to be held on the Wednesday following the event, Wednesday, February 8, 1984, at the Light Car Club, starting at 8.30 p.m.