



LIGHT CAR CLUB OF AUSTRALIA

EST. 1923

YE OLDE BP RALLY 1984

Last Minute Instructions and Advices.

1. Please nominate your TEAMS of any 3 cars at the Start.
2. Please make sure that the Capacity Class of your car is known to the Organisers. Enter it on the Entry Form AND on your DIVISION 1 Road Card.
3. Spectator Instructions, showing 2-3 easily reached spots per DIVISION have been prepared, in spite of what was stated in Supplementary Regs, and are available at the Start for a nominal fee of \$1.00.
4. The following should clarify the TIME OUT position at Division Starts. At the end of Divisions 1, 2 and 3 the Official at the Service Station will give you a Time Out. You can collect your Route Instructions 10 minutes before that time. You are booked out at the time given, irrespective of whether you present yourself to the Start Official. In other words, if you are late at the Start, you are in your own time. The same applies at the Start of Division 5, i.e. out of Swan Hill, except that your Time Out will be announced at the Social and displayed at the Service Station.

In Division 1 the Start of the Competitive Sections is at the end of the Rally Section which, as indicated before, is designed to put you in the right frame of mind for what is to follow and does not count towards your score. However, you are due out time at the Start of Section 1 is 75 minutes after having been booked out at the ZOO. If you are not there at that time, another car will be booked out in your place and you will be booked out (at a new time) when you arrive. Thus, in this case, you will not suffer any points penalty and you will have your full Time Allowed for Section 1, but you will lose your place in the Starting Order.

5. At the Briefing Meeting we omitted to mention anything about Drop-off Route Charts. There are a few of these in the Rally and they get progressively more difficult. Our advice is that you must plot, extremely carefully and accurately, the route traversed during the route chart on your map. Odometer distances, compass bearings, sign posts, topographical features, etc. must be carefully noted and considered.

At the end of the route chart you must have a good idea as to where you are and in which compass direction you are facing. Then, take a bearing towards the next spot indicated in the Route Instructions and follow this bearing as much as practicable (i.e. if the next spot is North-East from where you are, travel North or East or both, but avoid travelling for any great distances towards the South or West).