

### DIVISION 1.

Leave home so as to be at BARINGO by 6 p.m. allowing for time to set up arrow (or WWGB) sign at Clarkefield B.L. Leaves about 6.30 latest from there

In setting up the Baringo Control explain carefully the starting procedure, i.e. that if somebody is late, they should keep starting the other cars at 2 minute intervals until culprit turns up. Also explain to them how to remove Clarkefield sign.

Place WWGB signs around Cherokee making sure that Control 1 Official knows that he has to remove them. Then place 2A (or P plus INFO).

Then go to ROMSEY pickup to check whether any of Watson's Officials have been left behind - if so place them, most likely on CP 2B, all signs having been set up already.

Then to Seymour for possible "cross-check meeting" at about 8.30 p.m.

### DIVISION 2.

Leave Seymour for SWANPOOL at about 9 p.m. (approx 125 km.). Pick up Sheppard at 11 p.m. or earlier and place him at Control 12.

Depart about 11.25 for 13A and 13. If short set up P and info at 13A and return to Swanpool after setting up 13, just in case Official is late

in either case proceed to Katamatite a.s.a.p. (85 km from Swanpool, 105 km from Control 13).

### DIVISION 3.

Starts with first 3 Officials at 2.30 a.m. (Note Youanmite can be reached from the North) and sets up 23A 22 and 21, then return to Katamatite by 4 a.m. (tight but possible). If one Shepparton Official late, set up 23A on second loop.

Leave at 4 a.m. to set up 23B and 23C. Note 23B should park away from actual location.

Then call in at Numurkah service, to check with Haas in case of any problem then to Rochester arriving about 6.30 a.m. Hopefully will get breakfast.

### DIVISION 4.

Leaves Rochester no later than 7.45 a.m. If short of Officials does not set up 30B (Pannoo Willoo, leaves it to P. Haas.) Setting up to proceed along rally route. Make sure Caution at bridge after Control 30 is set and that Official knows how to remove it.

After 31B goes to Gunbower, suggest via Patho Station (35 km approx.) Arrives about 10 a.m. Sets up any spots/Officials who were too late for Lister or Haas to take along.

### DIVISION 5.

Leaves Swan Hill as close to 7 a.m. as possible as schedule is tight. Sets up Controls along Rally route, except for extra arrow on Section 46. Official at 45 is to clear Section 46, but realise that Ron Halstead has PRd this area so he knows it.

Then to Blampied via Weddeboorn and Tamagulla, calling in at both places to check for any problems.

Set off at 1.00 to place control 63 then return to Blampied about 1.20.

Set off with other 3 Officials along rally route. If short of Officials, split up Celica CC group into 2 or don't man 64A.

Set up all necessary Caution and WWGB and arrows around tree and make sure that Control 64 or 64B knows how to remove them.

## Bob WATSON Running Schedule

### START.

Cannot stay there much longer than 5.15 p.m. Distance to ROMSEY is 60 km much of it under peak hour traffic conditions. Get onto Freeway via Brunswick Road as for rally traffic.

### DIVISION 1.

Picks up 4 Officials at ROMSEY. If short, does not set up 2B (only P and info) and leaves it for D. Ellis to pickup official if he is late.

Start along OCHILTREY Rd. about 1.8 km North of ROMSEY. Set up necessary CAUTION signs along rough road. Then set up ARROW and TRIAL ENTRY (as required) signs on road to VIA 2B. Make sure Official knows where they are so he can pick them up.

Then place ARROW, RALLY ENTRY and CAUTION signs on road to CONTROL 2. Make sure Control Official picks them up, also first ARROW on next Section.

Then place ARROW on route to CP 3A. Nerida should PR nearby houses.

Then place WWGB and CAUTION signs en route to CONTROL 3, Mark Jackson to pick them up, also WWGB sign after CONTROL. Make sure the OUT Control is set up on other side of Highway. (Police request also).

Then place WWGB sign on Section 4 (With Mark) and proceed to SEYMOUR (E.T.A 8.40 and confer with Haas and Ellis if they are there)

### DIVISION 2.

Should depart SEYMOUR for WANGARATTA about 9.30 p.m. (Distance 140 km).

Picks up 4 NECC crews at Wangaratta and sets them up in reverse order along rally route. Place WWGB sign near OXLEY and ARROW near CP. Make sure Officials know how to pick them up.

After setting up Control 14, goes up with Official along rally route to set up 2 ARROWS. Official to remove.

If not enough Officials at WANG. , Set up P and INFO at Hansonville CP and hope that Haas can pick up and place late Official.

From CONTROL 14 go via MYRRHEE and BENALLA to ROCHESTER (Distance 185 km). (E.T.A. 4.30 a.m.)

### DIVISION 3.

Starts with 4 Officials and sets them up in reverse order along rally route, If short only sets up P and info at TONGALA E (27B). Preferably meets Lister at 27 B (he should be there at about 6 a.m.). No specified signs along route, use judgement.

### DIVISION 4.

Looks after Rochester till 9.45 (9 a.m. start) or 10.15 (9.30 a.m. start) All setup Officials should be able to meet in Rochester during breakfast. Distance Rochester to LAKE BOGA about 175 km. Look in at GUNBOWER en route.

Place Officials in reverse order along route. If some are late, put P and INFO on CP, or man CONTROL 42 yourself until Official arrives. In an emergency stop the Field at Control 40 (who should be there) or preferably 41.

BOB WATSON, P2

You can also man Control 42 until Suenderman turns up.

If everything OK look after finish at Swan Hill initially, particularly if Gary Hawkins is late in arriving.

DIVISION 5.

Leave Swan Hill no later than 7.15 (in view of having to set up route chart). If Official missing, don't set up 48A and leave it to S. Lister.

From 48A (about 66 km from Swan Hill) set up Officials along Rally route. CAUTION Markers between 48 and 49 to be removed by 48 Official.

Along first 7.8 km of Route chart set up any warranted Cautions which are not indicated in the Route chart. Ask 49 Official to drive out along route chart and pick them up.

From 7.80 on route chart go to 25.35 on route chart along bitumen via POORT, then rejoin route chart and place all ARROWS, INFO, TRIAL ENTRY, GB, etc. signs. Meet or wait for Control 49 Official, being set up by S. Lister and explain all signs to him as he has to remove them.

Then to WEDDERBURN to iron out any problems with S. Lister.

Leave Wedderburn for NEWSTEAD no later than 10.30 (Distance about 110 km via Maldon).

At noon pick up Control 61 Official, place him and return to Newstead.

At 12.30 leave with other 3 Officials. First place 62, then take 62A around route so that she knows where arrows and CAUTIONS are. Then place 63A.

Then to Finish at Myrniong.

Thank you.

Carol and Ron HALSTEAD Running Schedule.

Friday Night.

Goes up to SEYMOUR (first car due 9.00 p.m.) and assist Ian McKnight with the running of the IN and OUT Controls and the scoring. Keep service Station Owners happy. Stay as long as possible, preferably until Control closes, because you should bring DIVISION 1 Road Cards and complete Scoring Chart along to Swan Hill and possibly Myrning.

Overnight rest(?) optional.

SATURDAY.

Set up and survey Terrick forest starting about 6 a.m. Pick up Officials at Mitiamo 8 a.m.

Set up double Control, they now may not have enough people, so you should help them work out how to manage with three people. Then go along rally route to set up Passage 34A.

If problem with bridge, go back to Control 33 and organize re-routing instruction. Then to your Control.

If no problem with bridge, go to your own Control and stay there.

When field is through, close your Control, release double Control and clear forest thoroughly. Remove all signs and (any) rubbish that may have been caused by the Rally. Check for any possible damage.

Then to Swan Hill where you can help with the scoring, but I think you will be too tired for this. A shower, snooze and social would be much better.

SUNDAY.

Make sure you are at the 7 a.m. pickup as Don Ellis must leave on time. If problem with time, one of you should be there, the other can go to Goschen later.

After closing, make sure you remove all signs from next Section. Should be two ARROWS one WWGB and two RALLY ENTRY signs. If in two cars at Goschen, one of you could go with Don Ellis while he sets the signs up.

Then to Myrning for scoring, as discussed. Charlie Weir and some of his crew may turn up and offer help, suggest you don't knock them back.

Thank you