

BP...How good was that!

Posted by: "MoSS" zedrally@yahoo.com.au [zedrally](#)

Sun May 9, 2010 2:38 am (PDT)

S##t, that was good, so good that Ross can't be allowed to make us wait another 4-5 years for the next.

Driver to Nav (broad Irish accent): You smell something?

Nav to Driver (aussie accent): nah...(hoping like hell it isn't what he thinks it is).

Both look at each other.

Clutch to Pedal: Stop pumping me that hard.

Pedal to Irish driver: I give up (and falls to the fire wall).

Clutch has enough and has a dummy spit, starter motor decides to go out in sympathy.

Driver to Nav: well, thats that.

Nav to driver: S##t, now we have to wait another 4-5 years. Bugger...

Please, please, please Mr Runnells, don't make us wait that long.

Congratulations to the winners, well deserved; Special thanks to the directing team and all officials that made this wonderful event a reality.....

Danny & Mike Car 41.....

BP...How good was that!

Posted by: "Adrian Sietsma" adrian@sietsma.com

Sun May 9, 2010 8:53 pm (PDT)

What a hoot !

When the clutch smell overpowered the smoke from 2 heavy smokers in a small fiat at the end of div. 1, we knew we had a problem....

John (driver) says -

"One more hill start and we're gone"

"keep us out of the sand, or we'll cook the clutch for good"

Then we collapsed a rear spring - John says "Keep us out of the really rough stuff"

Navigator (me) basically says "Yeah right - no sand, no steep climbs, no bad grotties - I'll see what I can do :("

All through divs 2-4 it was :

"Are you prepared to drive up this road ?"

and

"At this intersection, take the best-looking road and I'll plot accordingly"

So a lot of 'interpretation' of the route was required, and several WD's, but we finished. No clutch, the car now leans noticeably to the right, 1/4" of tar and nicotine on all interior surfaces, but we made it.

Huge congrats to Ross and the directing team for a great event, although the residents of Amphitheatre may shoot the next rally car they see.

Adrian

Re: BP...How good was that!

**Posted by: "Gerry BASHFORD" gerbford@vinspect.com.au
Sun May 9, 2010 10:58 pm (PDT)**

Big George,

Many thanks for sighting - and picking up! - my camera which fell out of the car at one of the many gates in Section 28 heading for Ironclad tank. Pity I didn't have it for the ceremonial milling and photo op of all the lost crews at Ironclad tank - one of those memorable moments that you do events like this for.

Many thanks to Ross and all his band for providing the entertainment which makes us all want to go back to work with a smile on our faces just to make enough dosh to prepare for the next one.

Gerry BASHFORD.

P.S. I was in such a rush getting away to the start I didn't have enough time to download all of the work photos from the camera so I was not looking forward to it being lost for good.

3f.

Re: BP...How good was that!

**Posted by: "Gerry BASHFORD" gerbford@vinspect.com.au
Sun May 9, 2010 11:22 pm (PDT)**

Adrian,

Dave and I in the Commodore also decided to skip Mount Avoca as I had difficulty there in a previous BP and not wanting to run out of LRT we decided to WD the finish control on the way back to Ballarat. We eventually found the control - also after trying very hard NOT to wake up every dog in Ampitheatre. When we eventually found it we discovered that it had been moved a further 350 metres up the road due to complaints from a local resident. That may explain why so many couldn't find it.

Gerry BASHFORD

BP Ultimate Rally of Victoria - What a wonderful event

**Posted by: "George DAVIDSON" georged@netconnect.com.au
[gd 160](#)**

Sun May 9, 2010 5:04 am (PDT)

Can't really call it BPURSEA – only used Victorian roads.

Ross, Chris, Geoff, Ian and his godliness, AND ALL OTHER OFFICIALS:

THANK YOU, THANK YOU, THANK YOU, THANK YOU
THANK YOU, THANK YOU, THANK YOU, THANK YOU
THANK YOU, THANK YOU, THANK YOU, THANK YOU
THANK YOU, THANK YOU, THANK YOU, THANK YOU
THANK YOU, THANK YOU, THANK YOU, THANK YOU

WHAT AN ABSOLUTELY FANTASTIC EVENT!!!!!!!!!!!!!!

I thought we were not going to make it to the event when we had wheel problems the day or two before; but thanks to "Dr Stapo", we got it solved, and made it.

We didn't go to Omeo – how sad. I knew we couldn't get there within the distance/refuelling schedule.

Every time I made a blue, I could see that it was wrong, and most of the time I was impressed that my brain was able to get us recovering from it. Even when we went wrong, and got WD or the like, it was obvious what the Runningman was trying to get us to do.

Thanks to Gary Gibbons for servicing for us. He had a ball! Reckons he is going to drive the Great Alpine Road in a more fun car without the trailer

Finally; but probably first, thanks to the "Fat Boy" [our term of endearment for each other, which will be treated as offensive from anyone else] my son George Jnr for a superb drive. He can drive anything from a pedal car to those "Tonka" truck tipper trucks (oh, and motor cycles, too); but rarely competes.

He was quick, neat, smooth and DID NOT GET BOGGED ONCE!! (yeah, I know car helps; but...). He destroyed two mudflaps, two saplings, one reversing light – dunno how as it was protected, and shook out the two bolts holding the extractors to the muffler pipe on the second last stage. A nearby badly dilapidated fence is a little short of wire, now. But we chose to skip the Amphitheatre section just in case MIBALD was around, or that the locals complained. [the Barkly control amused me, as I couldn't work out why so many of us got it wrong.]

What proves to be such a key to "finishing" these sorts of events is to keep track of late running time and to cut and run as late as you can; but to keep the time below the maximum. Book in early to gain time back, take quick short-cuts between successive controls, WD if necessary

The comment was made by a few people that understanding LRT was not well understood or applied by competitors. I heard one navigator claim they had used up all but 2 and 1/2 minutes of late time. WHAT? HOW? The event was timed and scored to the minute!!!

Gee it was great fun! Maybe because I had difficulty reading the maps and had to go without my glasses (forgot my computer and reading only glasses) that I didn't see the horrible bits. You

know, I reckon the most risky bit was along the disused water channel, where the bends were different one to the next, and the degree of bogginess was equally erratic. I guess that being second in a convoy of five or six cars didn't help.....

When the "widow-maker" tree falls in the forest, no one hears it; was never a greater truism. The car in front of us encountered a tree across the road, just in time, on the correct route into the forest south of Warrenbayne. It fell in full view of the previous car on the road. There was some animated discussion about claiming time back, etc; but sorry guys, that does not happen unless it is compassionate time [the BP is not forest racing] – press on.

It's all so obvious

Posted by: "tedidesign" ted-perkins@synertec.com.au

[tedidesign](#)

Sun May 9, 2010 10:25 pm (PDT)

As I sat down at lunchtime today with the benefits of Google Earth, Its all so obvious where we should have turned left after the 2.1km north of Pachewollock, it's even called Desert Rd. How did I miss it and thus we ended up beaching the Torana, totally blocking the road, for the poor unhappy souls who also missed the left turn. Thanks to Greg and Dale in the Alfa, and to Bob Watson/Geoff Thomas, Big George and Little George, and to Bruce and Roger. We would have been there a while by ourselves.

Thanks to Ross and all, it is always a fantastic adventure. Sure it is long and tuff, and you need to keep reminding yourself that it is fun at times, but what else would you have done with your weekend.

Ted (in the silly seat of the orange Torana)

My BP Thanks

Posted by: "Kim Harper" kim@harper-sandilands.com.au

Sun May 9, 2010 10:32 pm (PDT)

All,

My right shoulder is knotted into a ball of sinew, my bum is still numb, my knuckles are skun but I'm smiling.

After 5 attempts I finally finished a BP and made it into the top 10 and could have done better but could of done worse. It was a truly remarkable drive across such a wide variety of roads, from typical Victorian alpine to some that reminded me of the outback.

Thanks of course to Ross and Chris Runnalls and all the great officials who contributed towards the event and who manned the countless passages and controls.

Thanks to my Dad Ken who recently put the engine back together, that little motor went like a dream and pulled us through the sand like a turbo diesel. Thanks to Bob Hulyer for servicing and being where he had to be every time and with a smile and plenty of encouragement. Also thanks to the Steve Coad / Ted Perkins and the MRT boys for some great welding work at Swan Hill.

Thanks to Dave Robinson and Rolly Tidd for side-of-the-road help and Steve Richards for his blessed box of bolts that got us back into the event after falling back to earth.

Congratulations to Dave and Derrick on a great win and commiserations to Mark & Alan for missing out after leading all the way.

Finally thanks to Steuart Snooks who was on top of his game for the whole event and had it not been for my error of momentarily switching from driver to pilot he may have nudged us into a top 4th or 5th. Steuart has a fraction of the navigational experience of the place getters but an intellect and a will to mix it with the best which he has now proven.

Kim

Kim G Harper.

Re: My BP Thanks

Posted by: "Cheryl and Mike Maddock"

cherylandmike@bigpond.com mike63maddock

Mon May 10, 2010 1:02 am (PDT)

A big thank you to all you wonderful people that made this superb event possible. Very tough, very hard on crew and car but that is what a BP is all about. Kelly and I wouldn't travel all the way from Tassie for anything less.

The pressure is on you Ross (Runnalls) not to let us down. 4 to 5 years is far too long to wait. Mind you I may need that long to get the Gemini up to scratch.

I will thank those people who gave us help when it was needed in a more direct way.

Mike Maddock
(Yellow Gemini)
The little car that could.

Great navigators

Posted by: "Bob Watson" bobwatso@bigpond.net.au

Sun May 9, 2010 11:49 pm (PDT)

To Old BP competitors and other HRA members, something on a serious note (unusual for me). In the last two Old BP Rallies I have invited two of my former navigators to come with me. Both stopped rallying in the 1970s and had done nothing since. Not surprisingly neither Jim McAuliffe or Geoff Thomas, possibly the best navigators of their eras, were able to produce rally winning form.

On reflection, it was selfish of me to invite them, because they had nothing to win and everything to lose. Nevertheless, they both did it, and I believe enjoyed themselves, even if opening gates is no easy task for any seventy plus year old. There were plenty of passages of the old navigational brilliance, but a layoff of more than 30 years is too hard to overcome. I

doubt that Rod Laver would win Wimbledon again should he return this year.

The point I am trying to make is that I hope the reputations of these great navigators has not been tarnished by taking on what in each case was a monumental task. Both enjoyed their brief return to rallying, but both have decided that once is enough. I am pleased that a large number of HRA members have had the privilege of meeting them, and I am certain the events were richened by their presence.

Thanks my good friends Jim and Geoff. It was great to go with you again.

Bob

Bob Watson

Re: [vic_rally] BP Ultimate Rally unofficial scores at event end
Posted by: "George Davidson" georged@netconnect.com.au
[gd 160](#)
Mon May 17, 2010 6:05 am (PDT)

I spoke to Ross Runnalls on Sunday at Lindenow (after the East Gippsland Stages) and he felt that he did this BP too soon after the previous one. He had forgotten how much work is involved.

I have gone in many (but not all) of Mr Runnalls' long distance adventure style events, and I for one WILL do my level best to do so as far into the future as my brain lasts. He may be the navigator of the year/decade/century/millennium ever in a rally car or fire-fighting aircraft. And that is his best asset when it comes to these long events. He can recognise what is too hard for the average navigator, so his events are MAGIC.

Personally, the "High Country Trial" was the best. That million mile an hour in eighth gear from Cassilis Gap to the top of the hill beside Omeo township said it all (I had lived within 2 km of the stage, and had never driven over it!!!!)

But this BP was close behind it, with the 1977 Kleber Alpine 1000 third (48 mph average stage down the Omeo Highway from Granite Flat (Mitta Mitta) to Glen Valley - a route chart with 2 calls
0.00 SO, then 50.00 Control (I forget the distance; but it doesn't matter.)

BTW - "Pikes Peak" are you guys kidding? There are several superhighway forest tracks up that way that are better and VERY MUCH LONGER. Angora Range Road, Mount Nunniong Road, Bruthen-Baldhead Road (aka Engineers Road), and different though the best of all, the oldest alignment of the Omeo Highway between Swifts Creek (strictly from Bindi turnoff) and top of Tongio Gap - 10.8 km, 108 bends (I used it in AKADEMOS'80)

Big George from Omeo