

2013 Old BP Rally Briefing

Welcome to the event. It is important that both crew members read and absorb this.

The weather forecast is chance of a shower including snow for Division 1 across the Alps, partly cloudy for Division 2 up to Swan Hill, sunny for Division 3 in the Mallee, and fine on Division 4 run down to Ballarat.

It is assumed that you have read and understood the Supplementary Regulations, Further Regulations and the Navigator Guide.

Refer to the sheet in your competitor envelope for the required door stickers arrangement. It is different to the conventional arrangement.

A few reminders:

- No wheel spin starts for 50m
- QZ boards mean 60 km/h limit and dipped lights at night
- Record informations and observations in correct line on rear of road card against the appropriate section number.
- Rally entry markers on gates will be red and white diagonal striped plastic bunting tape wrapped around fence posts and on wire gates if not easy to see.

The intent of the event is not to trick navigators, but to test crews over a variety of conditions so that there is a sense of achievement at the end of the event. Drivers have to be clever, maintain consistent pace and avoid trouble in mountains and tight mallee scrub forest and in threatening sand. Teamwork will be critical.

This is a Touring Road Event. We go to much effort to inform residents and reassure the authorities and rural communities that participants in this event are just "old blokes in old cars with old maps having a bit of old fun". Please respect that, and be aware of Victorian hoon laws that apply to aggressive driving on open roads.

Rallying in daylight is great fun but please be very careful at a time of the year when farmers are moving large equipment about on public roads. If you have to retrace your steps in daylight be very cautious of other competitors over crests and around blind corners. The BP has survived because flat out driving is not required.

Radar will generally be employed on sections where there are houses, where there is likely to be traffic and where competitors may be wanting to make up for lost time. At night you may receive torchlight from the side from radar crews reading car numbers. Don't think you can make up time as penalties are huge and could cost you the event. A 10% error allowance on bitumen and 20% error allowance on gravel roads will be applied to radar equipment readings.

You are reminded that the penalty for additional maps or markings on maps is exclusion. Such cheating cannot be tolerated.

Unused lunch tickets let us know

The event will be memorable. That remains our guarantee. Enjoy yourselves.

Ross Runnalls
Event Director