

PORTER'S PAINTS

LONGEST NIGHT RALLY

Welcome to the Event!

The purpose of this event is for you to travel along a course, at normal driving speeds, along roads not available for timed rallies in areas that were once freely used for rally events.

To enable you to achieve this we advise that you read ALL the following information carefully.

The event is approximately 450 kilometers long (if you stay on the right roads). All directions of entry and places are to be taken "as mapped" - unless otherwise specified. Not all unmapped roads are specified in the route instructions. The directing team found no need to go onto private property or through any gates that will not have a "Trial Entry" sign on them (there are no gates in Section 1).

When you see houses along the route, especially in built up areas and along dirt roads, PLEASE drive with due consideration for the people who are trying to sleep.

We have not informed the Police of this event and we have only advised a couple of the locals that we will be passing.

We do not want to have any incidents come to the attention of the Police.

At the start of each section crews will be despatched at 30 second intervals.

The starting order will be in the order that you line up, and will not be in number order or the order that you arrived at the control. You may not line your vehicle up at the start until 5 minutes before the start time for that section.

Fuel and food is available at Control 1 (Glenburn), at Control 2 (Avenel), and between the last "Via" and the Finish

NOTE: Control 1 closes at 10.00 PM, and so does the service station.
There is no other fuel available between there and Avenel.
Do not be late to Glenburn.
Avenel is open 24 hours.

Although it is permissible to carry a mobile telephone in this event, please do not use it to cheat.

If you get into trouble - or totally lost - try ringing these numbers

☎ Phil Nicholas	-	018 390 992
☎ Hugh Nellis	-	018 327 204
☎ BP Glenburn	-	(03) 5795 8312
☎ Avenel Roadhouse	-	(03) 5796 2436
☎ Club Hotel	-	(03) 9758 7446

MRJ	means	-	Mapped Road Junction
UMRJ	means	-	Unmapped Road Junction
KM	means	-	Kilometre

THE EVENT WILL BE SCORED AS FOLLOWS:-

✍ Every correct information	2 points
✍ Every wrong information	0 points
✍ Manned Passage - correct entry	5 points
✍ Manned Passage - wrong entry(WD)	1 point
✍ Major Control on time	20 points
✍ Major Control missed	0 points
✍ Carrying Extra Maps	MINUS 50 points

NOTE - Extra maps (including Melway) MUST not be carried and can be left at the start.

THE CREW WITH THE HIGHEST SCORE WINS!!

The following types of boards will be used in the event and samples of these are on display at the start.

- "CLOCK" board - denotes Major Control (you will only see at the Club Hotel, Glenburn and Avenel)
- "P" board - denotes Manned Passage Control (may be visible from wrong direction of entry as well)
- "Q" board - travel quietly past the houses in this area until you reach the next bitumen road.
- "CAUTION" board HAZARD ahead - drive carefully!
- "ARROW" board - follow the direction it points
- "Z" board - DO NOT proceed directly past this board
Travel round the obstruction and rejoin the route at the earliest possible place (you may get very wet or bogged if you disobey this board)
Don't forget to write it down!
- "INFORMATION" board - See sample at start - they include various letters and numbers.
When you see these, write them down in the correct place on your Road Card. There are no "dummy" boards.
- "WRONG WAY GO BACK" board you are on the wrong road
- "TRIAL ENTRY" board - go through the gate.

At VIA points in this event you will find any, or some of the following:-

- 1. Nothing
- 2. Information board(s)
- 3. Manned Passage.

There are no VIA's on, under or over any freeway!

There will not be any information boards placed at intersections that have a roundabout or traffic lights - they may be placed on the approach or departure roads, but not at the actual intersection.

At a "manned passage", (preceded by a "P" board - see sample at start) you will need to STOP for the official to mark your card.

The closest you may approach a "manned passage" from the WRONG DIRECTION (WD) is 50 metres from the actual road junction. Once you are closer than 50 metres - you will be deemed to have entered the Control.

Walking into a manned passage from the wrong direction will also count as a WD.

The 2 millimetre rule, (if you know what that is!), will not apply during this event.

Information boards may be placed on unmapped roads, to prove that you used them, and on other roads to prove that you did not use an "Out of Bounds" area. These will not be hidden.

All information is to be written in the appropriate spot on your Road Card (i.e. information for VIA 16 goes in the spot marked "VIA 16"). Any information written in the wrong spot will score zero.



There are several "bonus" VIA's used in the event. These will be used to determine your outright and class placing for grades 1, 2 & 3. They will only effect the outright placing of grade 4 - not the class position. The "Bonus" VIA's will be time consuming, they may be rough (not always), they may have harder navigation - or a combination of a bit these.

On the maps "NORTH" is at the top of the map (i.e. - the maps have not been canted) with the exception of MAP 233B

These instruction consist of 5 pages of preamble, 12 pages of instructions and 5 pages of maps.

If you retire from the event for any reason PLEASE let one of the officials know.

The following "romer" will enable you to plot the grid references. The 1:100,000 has been shrunk from standard size to accommodate the 1000 yard grid on the map.



The directing team and the Historic Rally Association (Inc) would like to thank PORTERS PAINTS for their involvement and generous sponsorship of the event.

Have Lots of fun, and we will see you all for breakfast...

Phil, Sue & Hugh



LIME WASH

The application of Lime Wash is simple, and when applied properly the results are wonderful, however, as Lime Wash is a natural coating made from lime and natural earth pigments, different substrates (surfaces) and climatic conditions can affect the lime wash in many different ways.

Porter's do not recommend using Lime Wash if the temperature is below 14°C, or will drop below 14°C overnight. The chances of this happening during mid-winter months are very high, so it is often advisable to hold off painting until the warmer weather.

At all times of the year it is essential to follow instructions regarding mist spraying. After the second coat of lime wash is dry, lightly mist spray the wall 6 times, allowing wall to dry up completely between sprays. In winter, this will probably mean completing the actual application earlier in the day than during summer, as it is essential that the mist spraying is complete before the temperature drops in the evening. During summer in areas like Sydney or Brisbane that are humid, you would only need to mist spray 2 or 3 times as the high humidity helps to cure the lime.

The purpose of mist spraying is to cure and carbonate the lime in the Lime Wash. If there is insufficient mist spraying and the temperature drops, or there is rain, the lime will be unstable and can leach out of the coating, causing white efflorescence on the surface. Do not apply lime wash if rain is forecast.

When mist spraying, be careful not to drench or wet down the wall, as this will actually cause the leaching that you are trying to avoid. It is far better to do many light sprays than one or two heavy ones.

Each house or building that has been lime washed house develops its own unique look. Different surfaces, their varying porosity and the way they reflect light can affect the lime wash colour, as well as the way the lime wash settles in and begins its characteristic aging, weathering and soft streaking.