

# Dust flies during rally

A DUST cloud hung over Bendigo's Rosalind Park yesterday afternoon during the running of the Goldfields Historic Rally.

Tyres spun and stones flew to excite the interest of about 1000 people in the park.

Only once did a car "lose it" and slide sideways on an asphalt path out of control. But without exception it was the skill of the 70-odd drivers who kept their vehicles on line and the public safe.

Some members of the Rosalind

Park Committee were concerned with the chopping up of the path's surface after one tight corner.

The committee was keeping a close eye on the final stage of the weekend's rally after concerns were raised about the suitability of holding a rally in the park.

The first of the cars sped off at 3.05 pm yesterday through a tight course in Rosalind Park. Spectators were kept about 10 metres from the track as an Austin Healey led the way.

A natural drainage gutter after the first turn forced many of the

classic cars to pause in first gear. But several enthusiasts in the crowd estimated speeds were between 50 and 70 kmh for the faster competitors in that longest straight. Most problems to rally vehicles came after the second bend when cars changed down from second gear through a tight corner into a path closely bordered by trees and a concrete kerb.

Some loose dirt and gravel were thrown up as the cars slid around the bend — greatly annoying the course commentator. But most people had come to see the noise

and dust and see some rally cars from the past. Australian icons like the Monaro, the catch-me-if-you-can Mini Cooper S, expensive Jaguars, Ferraris and Porches.

The rally began on Saturday with a hill climb at One Tree Hill, motorkhana at Lake Eppalock, rally sections through Faraday, Mt Tarrengower, Inglewood and Wellsford Forest. Yesterday began with a hillclimb near Stanhope, more stages on the forest and the final special stage in Rosalind Park.

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— CHRIS MCLENNAN



# Locals top historic rally field

THE Bendigo team of Rod Martin and Craig Mackenzie topped the points tally for the weekend's Goldfields Historic Rally.

But they did not grab outright honors for the event, which was contested by 71 teams.

Despite consistent placings, the class of car, a XU1 Torana, meant the duo was not eligible for outright honors. Martin-McKenzie garnered 586 points as the experienced team blitzed rivals in two of four stages.

Top honors for the historic class went to Brent Fletcher (Melbourne) and Laurie Garth (Albury) with a tally of 532½ points. They competed in a 1967 BMW 2002.

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By NATHAN DOLE

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Runner-up in the historic category was Ralph Price and Graeme Vaux in a 1967 Volvo 142. They had a points tally of 526½.

Rally organisers were ecstatic with the response to this year's event. Last year only 35 cars competed. Chief organiser Graeme Wallis last night said the challenging course was appreciated by drivers and spectators.

"But there will be changes to the course and to classes for next year," Mr Wallis said. "One idea is for classic to match-up against historic."

He said there were many highlights from the furious action and the battle for class victories.

Among the action, on and off the road, was a tie in the pre-1975 and post-1968 class. Jeremy Browne and Michael Hall from Adelaide competed in a Lancia Fulvia. They tied for outright first with Jim Irvine and Sue Scott who vied for honors in a Datsun 240Z.

The dust flew in Rosalind Park as Martin-McKenzie completed a hectic dash for glory in 44 seconds.

Next best were Lawrie Beacham of Bendigo and Jim Rosenow as the '68 Falcon GT stopped the clock on 46 seconds. There was a three-way

tie for runner-up honors as Brian Carty (Ferrari Dino), Jim Irvine and Sue Scott (Datsun 240Z) also clocked 46 seconds.

Historic class — B. Fletcher-L. Garth ('67 BMW 2002) 532½, R. Price-G. Vaux ('67 Volvo 142) 526½, Ted Perkins-Phil Nicholas ('64 Volvo 122) 519.

## Classic divisions

Pre '75 — Post '68: J. Browne-M. Hall (Lancia Fulvia) and J. Irvine-S. Scott (Datsun 240Z) equal 1.

Pre '62: Jeff Leek-Wandy McIntyre ('54 Healy 100).

Pre '68 - Post '62: Hugh Palmer-Kate Palmer (Mini Coupe S).