



PRESENTATION OF THE EVENT BY THE CLERK OF COURSE TO THE PANEL OF STEWARDS

1995 Rally of Melbourne
March 18/19

THE EVENT

The event is known as the Rally of Melbourne and this event is round 3 of the Australian Rally Championship and Round one of the Victorian Rally Championship. This event has grown significantly over the past five years and it is our endeavour in 1995 to continually improve the quality and status of the event for the Australian Rally Championship. We have endeavoured in 1995 to provide an event that will service competitors adequately and efficiently, and one important factor to this is the location of the rally headquarters here in St Kilda.

Melbourne is an ideal location to conduct a round of the Australian Rally Championship for a number of reasons, the Rally of Melbourne is conducted in a very picturesque area of Victoria, the Yarra Valley, this area is one of the top ten tourist destinations of the Australia and provides easy access to the forestry areas on excellent gravel roads only one hour from the city centre

In Victoria we are fortunate enough to have a very strong and active competitor base in which to draw upon and this event has always attracted high entry numbers.

A total of 53 entries have been received and of these entries 29 are from interstate, and we have one driver from Japan and a team from Malaysia.

As Melbourne is a major population centre of Australia we have excellent opportunities to seek sponsorship for the rally, this rally has attracted a high degree of corporate sponsors and these include, Canon, Dunlop, Domaine Chandon winery, Novotel Hotel Bayside, Mobil, GBC Binding, Koni, AAV Business Communications, Allwrite signs, Uniysis and Nylex.

The event will be conducted over two days being Saturday March 18th, Sunday March 19th 1995.

Pre event scrutineering for the rally will be held on Friday March 17th and to create greater public awareness of rallying we have provided a venue that has never been used before, scrutiny will be conducted at the Melbourne International motorshow held at the Melbourne Exhibition buildings. We have provided facilities at scrutiny and these include two large open marquees, fire extinguishers and two hoists. The open sided marquees will allow the general public to view Australia's top rally cars at close quarters.

To ensure that all facilities are easily accessible by the competitors and other persons associated with the rally the entire event operations will be located at the official rally hotel, the Novotel bayside, located within the hotel is Secretariat, Command Centre, Media centre, Results network, prize presentation, the overnight halt, all happen around the hotel. The hotel has 250 room nights of accommodation reserved as a result of the rally. To help competitors with the costs associated with this sport we have negotiated a very attractive room rate of \$85 per night.

Leg One will begin at 1200hrs on Saturday March 18th at the Melbourne Motorshow.

This event is the major rally in Victoria and is conducted within close proximity to the Melbourne city area, for this event there has been 500 officials sourced to ensure the safe operation and to provide the necessary security for the special stages. Whilst we are endeavouring to conduct all stages especially the special stage starts and finishes strictly in accordance with the ARC and FIA requirements for A - A timing there may be some locations that the number of people has been reduced, this will not have an effect on the running of the rally. This has been done to facilitate other areas of the rally to ensure that areas of safety and security of the special stages are maintained.

The event will consist of two Legs

Saturday March 18th

Leg One, consists of 3 sections and six special stages which are all on gravel. Special stage number 4 has a short length of bitumen 80 metres across a bridge and special stage number 5 begins on gravel for the first 1.33km and a length 3km long prior to the end of the stage.

There are three spectator viewing points in Leg One.

TOTAL SPECIAL STAGE DISTANCE 72.33 km

Sunday March 19th

Leg Two, consists 3 sections and 5 special stages which are all gravel stages save for stages 9 and 10 which are identical to special stages 4 & 5 as conducted in Leg One.

All stages are conducted on good gravel roads both in forest areas and on major shire roads, all roads used in the Rally of Melbourne are all weather roads.

There are three spectator viewing points in Leg Two

TOTAL SPECIAL STAGE DISTANCE 73.60 km

TOTAL

Competitive 145.93 km, predominantly all gravel

Liaison 503.84 km

THE EVENT FORMAT

This is the third year that this event has been a round of the Australian rally Championship and the event in its design and layout is much simpler than that of previous years, we are conducting fewer stages, less competitive distance and have no all bitumen stages. This has been done in the interests of cutting costs to the competitor. The majority of the event will be conducted in daylight. This is the first event in the Australian Rally Championship that has been conducted to the new Australian Rally Championship Regulations that uses the new pacenoted format. Each competitor will be able to traverse each stage three times and have been issued with recce vouchers, there will be a maximum speed limit on the special stages of 50km/h. The recce will be conducted over one day which will be the day before the rally on Friday March 17th. A set of safety notes have been supplied to the competitors as a guide and have been written by Glenn Cuthbert and Iain Stewart. The safety notes as well as the road have been checked.

There are 3 special stages used the same in Leg 1 and Leg 2 and one special stage used in part the same in both Legs.

Once again this year we will be using the Domaine Chandon winery this was the location of the Media day which was held on Thursday March 16, the first special stage will be conducted and the event finish will all happen at the winery.

For servicing this year all service points can be covered easily with the use of one service vehicle.

All residents on all Road sections have been contacted on two occasions prior to the event. Warning signs were erected on January 5th 1995, there are also warning signs in the forests to alert competitors and the public with regard to reconnaissance.

RADIO NETWORK

The communications network has been reviewed considerably since the 1994 event, we are using amateur band and commercial band equipment.

There are three networks for the rally.

Command Net

All course vehicles, the stage commanders and assistant stage commander vehicles and the helicopter have been fitted with a commercial band VHF radio. This will provide the command centre a radio link direct with the field without the need to operate through a wicen operator.

This link is maintained by a translator at the top of Mt St Leonard.

This net will also provide SOS information on stages 1,6 and 11, which due to their short length do not have a need for separate SOS points.

Safety Net (SOS)

The SOS net is used to maintain a record of the location of each of the course and competition vehicles in the event. Although this is not a requirement for the conduct of an Australian Rally Championship round we have undertaken a system in 1995 that can be improved upon in future years. As the Clerk of Course I deem it necessary to have some form of tracking system in place.

We also have a back system in which we are able to log all cars that start and finish each stage.

The SOS system will be maintained using a computer tracking system in Rally HQ and be linked to radio operators in the field this information will be radioed in to Rally HQ and then keyed into the SOS system.

Stages 1,6, and 11 will have the SOS traffic supplied by the stage commander network.

Stages 3 & 8 will be on a WICEN repeater located on Lake Mountain.

Stage 3 will be covered by Wicen portable repeater located on Mt Klondyke.

Stages 4 & 9 will operate off a WICEN repeater on Mt Ritchie.

In addition to the above we also have the use of a helicopter, this helicopter forms a very integral part of our safety plan. The helicopter is a Bell Long ranger and will carry on board an observer for the rally and two paramedics, the helicopter will traverse each stage five minutes before car one, he will then return to the stage start and follow car one through the stage, the helicopter will remain over the stage for approx 6 - 10 cars, before flying onto the next stage or setting down. The Helicopter is fitted with a VHF Command Net radio which enables the Clerk of Course direct communications with the rally observer and the Clerk of Course also has a VHF Air band transceiver at rally HQ for direct communication with the pilot. All SOS points and all control locations have been plotted and we have available GPS co ordinates for all of these locations.

We have located at the start of every stage an ambulance, a fire extinguisher, a FIV vehicle and recovery vehicle. On stages longer than 15km in length we have located at the mid way point a ambulance and radio operator, this is in addition to the event SOS network.

We also have roaming around the event 2 qualified doctors.

Scoring Network

The results will be sent from individual operators located at the Stop points via a packet radio network back to rally HQ. Various digital repeaters (digipeaters) will be in use throughout the event to ensure the continuity of the path back to rally HQ

Rally HQ is provided with transceivers to terminate the networks as described above.

We have also a manual back up scoring system in place, in case of computer failure.

MEDIA

Media information regarding the rally was disseminated with a first release in November 1994, and since that time three other releases have been distributed. One radio interview lasting 15 minutes with a metropolitan radio station was done on Sunday Feb 27th, A colour poster for the event was distributed in Auto Action in the February 17 edition and a promotional video has been distributed extensively. The local papers in the Healesville area featured a three page spread on the rally and the Post Newspaper in this weeks edition featured a full page article.

The Media day was conducted a Domaine Chandon winery which was well attended by radio, print and television. We have a company filming the event for Channel 10 which will also feed into Channel 9 news services and sports shows.

SUMMARY

We have a dedicated team of people who all are working together to ensure that this event maintains a level, high enough to continue to attract competitors and sponsors to the event.

It is our aim to raise this Australian Championship Rally to a level in which this event will become a major motorsport event in Victoria.

Glenn Cuthbert
Clerk of Course
15/03/95