



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

1994 Rally of Melbourne
March 5/6

THE EVENT

The event is known as the Rally of Melbourne and this event is round 3 of the Australian Rally Championship, Round two of the Victorian Rally Championship and Round 3 of the Daihatsu Challenge. This event has grown significantly over the past five years and it is our endeavour in 1994 to continually improve the quality and status of the event for the Australian Rally Championship. We have endeavoured in 1994 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 56 entries have been received and of these entries 25 are from interstate, and we have one driver from Japan. The entry list is lower than that of 1993, however due to the current economic climate this is to be expected.

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, Shell, GBC Binding, Koni, AAV Business Communications, Allwrite signs, Uniysis and Nylex.

The event will be conducted over two days being Saturday March 5th, Sunday March 6th 1994.

Pre event scrutineering for the rally will be held on Friday March 4th and to create greater public awareness of rallying we have provided a venue adjacent to the Hotel easily accessible for the competitors located in Alfred Square. Open sided marquees will be provided to 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 event start, overnight halt, pre and post event scrutiny 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 \$80 per night.

Leg One will begin at 1000hrs on Saturday March 5th adjacent to the official Rally hotel, located at 16 The Esplanade St Kilda.

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 IF 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 effect that Sandown touring car championship being conducted on the same weekend has had a major impact on our officials.

The event will consist of two Legs

Saturday March 5th

Leg One, consists of 3 sections and ten special stages which are all on gravel. Special stage number 9 has a short length of bitumen 80 metres across a bridge and special stage number 10 begins on gravel for the first 1.33km and a length 3km long prior to the end of the stage.

There are five spectator viewing points in Leg One.

TOTAL SPECIAL STAGE DISTANCE 144.75km

Sunday March 6th

Leg Two, consists 2 sections and 5 special stages which are all gravel stages save for stages 14 and 15 which are identical to special stages 9 & 10 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 two spectator viewing points in Leg Two

TOTAL SPECIAL STAGE DISTANCE 78.92km

TOTAL

Competitive	223.67km,	predominantly all gravel
Liaison	799.99km	

THE EVENT FORMAT

This is the second 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.

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.

Two completely new stages have been added to the rally are primarily short special stages both with safe spectator access, these stages are not super specials. Special stage one is located at the Domaine Chandon winery, the same location is to be used for the Media day. Another short special stage is located near to the township of Marysville.

We have endeavoured to cater for all crews have service areas located to the end or very near to the ends of special stages. To service after each stage crews will need two service crews, however only one service crew would be required to reach all major service areas.

Many changes to this years event have been as a result of an extensive survey that was undertaken at the conclusion of the 1993 event of all competitors and officials.

There are a number of events being conducted in the Yarra Valley area over the same weekend and this event has been re structured to ensure that minimal inconvenience is caused to the rally competitors and other road users. All residents on all Road sections have been contacted on two occasions prior to the event. Warning signs were erected on January 5th 1994.

RADIO NETWORK

The communications network has been reviewed considerably since the 1993 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 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 1,4 and 8, which due to their short length do not have a need for separate SOS points.

Two wicen radio operators will also be on standby on SS8 as reception in this area is not as strong as in other places, however communications were effective when pre event testing was carried out.

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 1994 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 1,4, and 8 will have the SOS traffic supplied by the stage commander network.

Stages 2, 5, 10, 11 and 15 will be covered using another commercial band. This is via a repeater located on Mt Toole be wong.

Stages 7 & 13 will be on WICEN repeater located on Lake Mountain.

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

Stages 6 & 12 will be on a another Wicen portable repeater located on Mt Monda.

Stages 9 & 14 will operate out of Mt Ritchie.

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

We have a full time Media manager for the rally.

Media information regarding the rally was disseminated with a first release in November 1993, 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 half page advert appeared in Australian Rallysport News. 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.

A local children's television program will feature Neal Bates and the rally in one of its coming programs.

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
2/3/94