

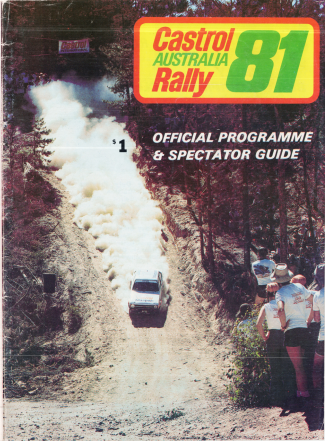
Castrol
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Oils ain't oils.

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Castrol
AUSTRALIA
Rally **81**

**OFFICIAL PROGRAMME
& SPECTATOR GUIDE**





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RALLY BRAKE EQUIPMENT



Adjustable bias valves ... Adjust rear bias instantly to suit wet/dry, sand/gravel/bitumen, etc.

Hydraulic handbrake kits ... Over 600 sold — look those rear brakes!

Competition disc pads ... in Hardie Ferodo DP11 or (limited range) English DS11 for ultimate stability.

GIRLOCK 'Colette' part alloy calipers — "Corona" for rear disc conversions, "Commodore" for ventilated front discs.

Aircraft type stainless braided brake hoses ... firmer pedal feel, out-resistant, made to any length, huge variety of end fittings, Metric/Imperial adaptors, etc. Normal rubber hoses also made to your design.

LOCKHEED Racing calipers and discs ... all-alloy calipers, ventilated discs as used on Escort BDA and many others for the ultimate in rally braking. Bolt-on front kits available for Escort.



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Heavy Duty spring centre Clutch Plates ... for Escort/Cortina 1600 and 2000, Sigma, Galant/Lancer, Volvo Inc. 242 GTI, Triumph, Datsun 1600, Datsun 6-cyl (with 9% conversion pressure plate).

Solid centre Clutch Plates ... for Datsun 2000mm-225mm, Toyota Corolla 1300, Celica 1600 and 2000 and all Mazda Rotary from RX2.

BORG & BECK 7½" twin-plate Clutches ... the world's best rally clutches. Used in BDA, Stanza, Gemini, etc. Good for 260 bhp and 12,000rpm (not normally used!). Expensive, but the ultimate. Datsun, Ford (20 and 23 spline), Holden and Opel/Gesra splines in stock/ others available to special order. Whole clutch only weighs???

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and in Canberra ...

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"I am delighted and honoured to be given the opportunity to extend my best wishes to the organisers of, and participants in, the 1987 Castrol Rally."

"Australia has for many decades been celebrated internationally for its fine rallies, which have afforded healthy and exciting entertainment to thousands of contestants and spectators."

"In addition (and I think this is far too often forgotten), the rally experiences of drivers, mechanics, navigators, pit companions and motor vehicle companies have added greatly to the technical knowledge and expertise of Australia."

"I am certain that the Castrol Rally will rival the best of the rallies Australia has held and that it will come to enjoy international status."

"I wish everyone associated with the rally a safe, enjoyable and rewarding drive."

MICHAEL HODGMAN
Minister for the Capital Territory

EXPERT EYES ON THE "CASTROL"

TAKING a closer look than any other spectator at this year's "Castrol Australia" Rally are two representatives of the FISA — the Federation of International Motor Sport.

They are M. Claude Fea, from Monaco, and M. Peter Cooper, from England. They're not strangers to Australian rallies, for each has been here at least once before. Mr. Cooper was here in September, 1977, as RAC Stewart with the London-Sydney Marathon, and M. Fea arrived a month later to observe the "Southern Cross" Rally.

They're here, of course, to observe at close quarters the operation of the "Castrol", hanging on their feelings on the chances of the "Castrol Australia" Rally being included in the World Rally Championship next year.

But there's a lot to take into account. It's not enough that the rally is good, the timing precise or the control officials prompt in issuing note cards. They'll be looking at the social and administrative acceptance of the rally; how the rally is presented to the media, and through it to the public; whether the sponsor's investment is enough to support the event — remember, the overseas competitors expect financial assistance.

If you'd like to see the "Castrol" as Australia's part of the World Rally Championship, then you can help. If you're an official, do your job more efficiently than you already do. If you're a spectator, be especially careful that you watch from a safe place, take notice of officials' requests, and avoid slowing the forest.

CASTROL has been deeply involved in Australian motor sport for more than 60 years. It has fostered the careers of people like Peter Brock (whose first major sponsor was the oil company), the Greenghens, Peter Lang and even Greg Carr (to whom it gave the money to compete in the Burmah Rally in England in 1979 — Greg's first overseas attempt).

Typically, importantly, it has helped as many teenagers as Club level that it has become an integral part of Australian motor sport.

Castrol's sponsorship of its rally extends to far more than merely financial support. It sees its involvement as a true overall commitment — acting as a catalyst through which the organising Club meets other sponsors, talks to industry and even the Government.

Castrol and the Touraine District Motor Sports Club agreed last year that the Castrol International Rally had had to come to a strictly national event — with top overseas guest competitors. The amount of time and the depth of talent involved in the rally's organisation demanded a greater return. Plans to have it incorporated in the 1987 World Rally Championship are a submission of next year's article.

Just as rally isn't just events and sponsors isn't sponsors," Rally Secretary Geoff Sykes says.

"There's a lot riding on the success of this year's rally. We have a purpose we don't want to let down."



GEOFFREY SYKES
Rally GM

Steve's

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VIC. STATE CHAMPIONS:

CHRIS & SIMON BROWN (180B SSS) ... BACKED BY DATSPARES

"CASTROL AUSTRALIA" RALLY - PAGE 4

Castrol AUSTRALIA Rally 81

Awards

OVERALL

- First — \$3000
and Castrol Rally Perpetual Trophy
- Second — \$1500
- Third — \$1000
- Fourth — \$750
- Fifth — \$500

CLUBMAN AWARDS

- First in seeded order 30-40 — \$500
and Radio 2CC Perpetual Trophy
- Second in seeded order 30-40 — \$250



GROUP AWARDS

- First in each Group 1 to 5 — \$200

SPECIAL STAGE AWARDS

For the competitor completing each Special Stage in accordance with these Regulations:

- Fastest — \$30
- Second fastest — \$20
- Third fastest — \$10

"HARDEST TRIER" AWARD

Presented by John Holdsworth Automotive Lighting ...

Last car classified as a finisher:
2 Clio Super Oscars

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Graeme Elliott
GENERAL MANAGER AND SECRETARY
David Sykes
PUBLICITY DIRECTOR
Denny Scoones
PR PERSONNEL
Robbie Smart, Judy Scoones, Anne McKeigh
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Alan Denney, Caroline O'Sullivan,
Nick Clarke, Terry Boyd, Chris Corrie, Jim Crane,
Peter Flanagan, Jeff Collins, Wayne Hamilton,
Frank Maly, Owen Stokles
CHIEF MARSHALL
David Jorgensen
ASSISTANT CHIEF MARSHALL
Ross McConnell
CONTROL CO-ORDINATOR
Lee Lloyd
CHIEF SCORER
Bala Lene
SCORING PERSONNEL
Roger Payne, Ross Boughton
COMPUTING
Dennis Hatheway

Organising Clubs

Southern Districts Motor Sports Association
in association with its member Clubs ...

Light Car Club of Canberra
Bentley Club of Canberra
Canberra Sporting Car Club
ACT Volkswagen Association
Brindabella Motor Sports Club
Jaguar Drivers Club
Honda Car Club
ACT Motor Sports Club

Thank You ...

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The Organisers who wish to thank the following for their sponsorship and assistance ...

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Canberra Workmen's Club
Canberra Squash Bowl
"Canberra Times"
Dept. of the Capital Territory
Music Radio 2CC
"Racing Car News"
Register of Motor Vehicles
Statewide Mail Model
Wang Computers

... and all the officials and marshals, without whom this event could not be so successfully conducted.

"CASTROL AUSTRALIA" RALLY - PAGE 5

In this eighth year of a great, innovative event, we hail ...

**Castrol
AUSTRALIA
Rally**

81 SUPERALLY!

THE RALLY was first run in 1974 under the unlikely, but catchy name of the "Don Caspaco" Rally. The name was derived from two trade names of friction materials marketed by British Road Linings, the event's first sponsor. Coincidentally, the firm was part of the world wide Birmah group of companies, the parent company of our current sponsor, Castrol Australia.

The 17th event introduced many innovations to Australian rallying and stamped itself as a free shaping future rally. A mounting magazine labelled the event the "Don Caspaco Superally" in recognition of its innovative potential.

The innovations introduced in that first year have been acknowledged on many occasions, but it is worth mapping those briefly here:

- extensive daylight running,
- timing of special stages to the second,
- fully concentrated in a compact area around a major population centre,
- course designed for easy spectator access and maximum TV coverage
- all trials, road tests, interviews, full harness test beds, and fitness proof checking made compulsory

While these innovations are now largely 'old hat', and were so in Europe even in 1974, Australia at that time had never seen such an event, and it is not too much to say that it revolutionised the popular concept of what rallying was all about. The effects are still being felt.

The first "Don Caspaco" brought changes to all facets of the sport. Organisers suddenly found that they had to reach personally instead of through intermediaries and efficiency, drivers and co-drivers found they could display their skills to the public as large as just to each other and a few fairly reluctant, prominent and sponsors suddenly found themselves with a new, viable constituency.

However, the most profound change occurred in the attitude of the public. Until 1974 that year of rallying was just a year for a few disgruntled motorists who carried out their activities in the middle of the night and as far away from civilisation as possible, so it is free of discovery. Now they sit up and wait for what it really is — a fast, sporty sport where skilled, committed people push the metal and their cars to the limit.



The first winner, Bob Watson, in action in 1974 in the Alpine Fioravanti.

After the event's brilliant introduction in 1974, subsequent years seemed almost an anticlimax, although each year saw further innovations and refinements to an already polished package. In brief, the highlights were:

- 1976: Castrol Australia takes sole sponsorship of the rally
- first live TV coverage of any Australian rally (by TEN 30 and CTC-7)
- 1977: — first overseas competitor — Mike Marshall (NZL) factor
- one minute intervals between cars on daylight stages
- 1978: — overseas competitor — Sig Monopoli (Sweden) SAAB
- M. Andre T. Sakata (Japan) Toyota
- 1979: — overseas competitor — Blair Gordon (NZL) Rover
- 1980: — overseas competitor — AS Varian (England) Rover
- Jim Donald (NZL) factor
- remote stages included for the first time

1981 will continue to bring innovation to Australia. Finally, the rally will be observed for its suitability for inclusion in the 'World Championship' for 1982; this, of course, will demand alignment with FIA vehicle eligibility, and the opportunity for the event to carry the name in honour. Both are goals for Australia. Also, there will be greater use of remote in the rally and the ABC will provide the first live coverage of the rally since 1976.

The rally has had an exciting history, and memories of each event, such as the top five places are given below as a record of the development of the Castrol Australia Rally, coinciding with the World Championship for 1982.

1974 "Don Caspaco"

This was the first-run of the Castrol Australia Rally and introduced European style sport rallying to the Australian public. The field for the event was impressive and included Australian Rally Champions Bob Watson (Rover) driver and Colin Wood (HOLDEN Torana XU1), and Stewart McLeod (Daimler 2402). Adding to the interest was the appearance of Touring Car Champion Peter Brock, who drove a large, but very fast MORG Korgward.

The event was won by Bob Watson driving the spectacular Rover Alpine, a car which coincidentally was then the reigning World Championship car. South Australian Stewart McLeod finished the race with his marvellous drive of his wounded Daimler 2402, which rolled over the road almost sideways due to badly damaged suspension.

RESULTS	
1. Bob Watson (NZL) Rover	Rover Alpine
2. Stewart McLeod (NZL) Holden	Holden Torana
3. Bob Watson (NZL) Rover	Holden Torana
4. Stewart McLeod (NZL) Holden	Holden Torana
5. Stewart McLeod (NZL) Holden	Holden Torana

1974 Don Caspaco Rally

1975 "Newbreed-Don Caspaco"

For months before the 1975 "Don Caspaco", the Australian rally scene was buzzing with excitement at the news that Touring Car Champion Peter Brock was to take the event. Unfortunately, a tight schedule for the first African test prevented his coming, but the car he was meant to drive, a works Escort RS 1800 prepared in the UK, did arrive.



Car's first winning recent was this Daimler 1800 in 1975, FOCAL

In its first year Bob Watson, winner of the inaugural event.

The car was very fast, but proved fragile and had a distinct dislike for water, a handicap in an event which had numerous creek crossings. The surprise was the consistent showing of young Canberra driver, Gary Carr, who took out the event in four years to record his first major win in Australian rallying. The Indonesian for the second year running was Stewart McLeod in his Daimler 2402.

Putting the words of the event as a testing ground for up and coming drivers was the winner of the Clubman award, David Murray, who was later selected to drive for the Holden Dealer Team.

RESULTS	
1. Stewart McLeod (NZL) Holden	Holden Torana
2. Stewart McLeod (NZL) Holden	Holden Torana
3. Stewart McLeod (NZL) Holden	Holden Torana
4. Stewart McLeod (NZL) Holden	Holden Torana
5. Stewart McLeod (NZL) Holden	Holden Torana

1975 "Newbreed-Don Caspaco"

A brand new international and an off the line TV coverage by CTC-7 and TEN 30 added a further dimension to the event. For the first time in Australia rallying was brought directly into the living rooms of thousands of viewers. And they were treated to a feast of a treat.

The main action centred around the battle between Gary Carr, driving for the Gerry Bell Rally Team, and the new sensation, George Furey, driving a Daimler 218 355 for the Newall Rally Team. This battle was further heightened by numerous rain which struck on the hardest afternoon.

Carr and Furey staged a battle race, with Furey taking third and the night division, while Carr's greater affinity for local conditions, along with superior tactical sense, saw him finish the lead.

Underwritten for two years was South Australian Stewart McLeod in his Daimler 2402, FOCAL.

RESULTS	
1. George Furey (NZL) Daimler	Daimler 218 355
2. George Furey (NZL) Daimler	Daimler 218 355
3. George Furey (NZL) Daimler	Daimler 218 355
4. George Furey (NZL) Daimler	Daimler 218 355
5. George Furey (NZL) Daimler	Daimler 218 355

1975 "Newbreed-Don Caspaco"

Two major developments in the scene for the 1977 event. Firstly, new front seats were sprung up, which allowed a more dramatic course to be run. Secondly, the appearance of top New Zealand driver Mike Marshall brought the "Castrol" coming-of-age as a true international event.

Cast was now doing for the newly established Ford Rally Team, and not even his most ardent supporters believed that he could win for a third time in a row, unless car, which always proved inferior was no longer for Canberra's tough roads.

The very first stage was Mike Marshall set



Cast's first winning recent was this Daimler 1800 in 1975, FOCAL

Stewart had the two locked in an intense battle which ended at the last stage with Carr only 41 seconds ahead of Furey after two days of hard rallying. The rest of the field were in a different class to the two favourites, although the 1971 Rally Champions, Ross Davidson (Daimler 2402), managed to keep them in sight.

The event was also in very wet weather, which made conditions treacherous for all drivers. Carr

RESULTS	
1. George Furey (NZL) Daimler	Daimler 218 355
2. George Furey (NZL) Daimler	Daimler 218 355
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1977 "Castrol International"

The appearance of SAAB made driver, Sig Monopoli, rated as the number four driver in the world, and Japanese rally champion, Mitsuo Yoshie, brought the overseas challenge yet to Gary Carr's "Castrol" crown. The SAAB stage, carried out in a most professional manner, with a top up and excellent support line. There was no doubt that they were up to the task!

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Forced time and Carr knew he had a fight on his hands. To his credit, Carr kept cool and kept outlasted his principal rivals. George Furey suffered mechanical problems and Marshall crashed heavily during the night division.

No one else in the field of 1977 can could match Carr's speed and consistency and he was convincing by 12 minutes 40 seconds from his nearest rival, Bob Watson, in a Castrol Rally prepared Daimler 1800.

RESULTS

RESULTS	
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"CASTROL" HISTORY

and his local knowledge to the fallow to take a handy lead in the end of the night division. However, Blomberg's experience and skill showed through as he made up valuable time on Sunday morning.

At one stage he had closed to within 10 seconds of Carr when his hungry carter gave advice as a result of the pumping it received on the very rough roads. The time lost repairing the carter was insurmountable and Carr related to an another Castrol win.

The Japanese crew of Ayabe-Sakuma came in a mercurial 16th, a splendid performance given that both had a very limited knowledge

Carr met his first strong international opposition in 1970 — but was just the same. **GRAND PRIX**



of English, which must have made translation of the route instructions quite difficult.

RESULTS

- | | |
|--------------------------------------|--------------|
| 1. Greg Carr-Ford Falcon | Event 90 900 |
| 2. Eric Thompson-Ford Falcon | Event 90 900 |
| 3. Peter Bell-Georgie Shawcross | Event 90 900 |
| 4. Colin Booth-John Watson-Lexus | Event 90 900 |
| 5. Mervin Butler-Tony Robinson-Lexus | Event 90 900 |
| 6. Martin Miles-Robertson | Event 90 900 |

1979 "Castrol International"

1979 was relatively quiet for the Castrol Top NZ2 driver, Blair Robson, was the only overseas driver to compete in the event. While he proved to be far and reliable, he could manage only 14th on his first drive in Canberra, again

who was to prove a particularly strong Australian field.

Greg Carr, Colin Booth (Ford), George Fyfe (Nissan) and Wayne Bell (Holden) were the factory entries and they all had their opportunities to do well in the event. However, mechanical greivances snaffed Fyfe and Bell and ended the career of a lot of interest.

Colin Booth showed himself in second position to be a perfect foil to Greg Carr who, thanks to his knowledge that his oil was safe, had only to keep the car on the road to win. He did it easily. The two dark horses proved to be the precursors Geoff Pownall and Ed Mulligan, who finished third and fourth respectively. Dick were in Duracoi 3000s.

RESULTS

- | | |
|-------------------------------------|--------------|
| 1. Greg Carr-Ford Falcon | Event 90 900 |
| 2. Colin Booth-Ford Falcon | Event 90 900 |
| 3. Geoff Pownall-Nissan Bluebird | Event 90 900 |
| 4. Ed Mulligan-Georgie Shawcross | Event 90 900 |
| 5. Brian Robinson-Georgie Shawcross | Event 90 900 |
| 6. Dickson-Ford | Event 90 900 |
| 7. John-Gordon-Peter-Peter-Peter | Event 90 900 |

1980 "Castrol International"

The New Zealand Mapcot Team, severely impaired by the good driving of Blair Robson in 1979, crashed the 1980 event with great exclusion. Their powerful two-car team of French and its Victorian and top New Zealanders, John Donald were outclassed by the equally powerful Ford Australia team of Greg Carr and Colin Booth. Those in current Australian Touring Car Champion and multiple Rallyist winners, Peter Brock, and his Formula for endurance.

The introduction of limousines added a new dimension to Australian rallying and, judging from the reactions of drivers and spectators alike, they were very popular.



Carr's Ford International Collie Road provided excellent back-up to his 1979 win. **ARCADE 4000E**



Carr's biggest high came in 1980, when Victorians led most of the win. **ARCADE 3700E**

Crucially the time winning series of 30 top drivers were most outstanding.

It seemed as if Carr had finally met his match. He could manage only third place after Division 1, after only 10 seconds behind Victorians and 17 seconds behind Bond. Carr's traditional dominance of the night division in the rough and difficult Roaditalia stages was also ended. Although he moved up to be well in front of Bond, he slipped further behind Victorians, who, at the end of Division 2, was 1 minute 41 seconds in front of Carr.

By special stage 25 Victorians' lead had been extended to 2 minutes 30 seconds, and he looked as if for a comfortable victory. However, as has often been the case in the past, Victorians' misadventure put the better of him. His drive to

Top prize in 1980 was the brilliant young Victorian, Hugh Bell, who finished fourth in his Geico 3600. **ARCADE 3700E**



increase this lead led to his demise when on special stage 30 he rolled the four on a particularly difficult right-handers. His lead was turned into a 10-second deficit.

In an effort to catch Carr in the remaining two stages, Victorians moved onto the well-compacted A2 trestle, but a spate of punctures put paid to his hopes. He finished a mere 40 seconds behind Carr, and Carletons had witnessed the most intense battle ever for the Castrol International Rally.

RESULTS

- | | |
|--------------------------------|--------------|
| 1. Greg Carr-Ford Falcon | Event 90 900 |
| 2. Hugh Bell-Georgie Shawcross | Event 90 900 |
| 3. Colin Booth-Ford Falcon | Event 90 900 |
| 4. Hugh Bell-Georgie Shawcross | Event 90 900 |
| 5. Peter Brock-Nissan Bluebird | Event 90 900 |
| 6. Richard Bell-Richard Davis | Event 90 900 |

FIRST

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NEW

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RALLYING - IN THE FORESTS

CANBERRA is unique for many reasons, not the least of which is that it is all but ringed by pine forests. As such it provides the perfect setting for a Special Stage rally with extensive roads close to a major centre. However, rallies form just a small part of the forest operation.

The prime function is to provide building material for the local industry. Pine is an important material in the vintage Canberra home — the city is continuing to grow and demand for timber is greater than ever. A large mill south of the city provides sawn timber and woodchips for other markets as well as export.

But the forests have another role, as recreational areas for the urban population in the broad public sector. Not all of this is regulated. During the year's rally we will use developed recreation areas within the forests at Mulgo, Gorge and Murray Gums.

These are, admittedly, not of the mean recreation areas (bushy and scrub) and a short drive into the pine track will always reveal a pleasant spot for the family barbecue or picnic.

Canberra Car Club draw this season with an exciting variety of other sports. These include horse-riding, trail bikes, cross country running, swimming, bush walking and field hockey.

Multiple use is encouraged. In fact, during the 1985 "Don Caputo" Rally the forests were also used for a major Enduro, a championship horse trial and a regular swimming day. All were able to be carried for. In 1985 we had to share Pierson Creek with other.

Forestry also serves an important conservation role. Much of the catchment area for the ACT dams is under forestry. The 1985 rally will use the catchment area and a logging strip used by foresters, the famous "Missbach" is now a highlight of the rally.

greatly limit erosion and subsequent pollution. Special cut is taken by the rally organisers to avoid contamination of the Centre catchment.

Much of the ACT's bushland is under forestry control and a living generated in its natural state for the enjoyment of all. Not all the forests are pine, but pine is the only one logged commercially.

Rallying could not exist without forests, either in the ACT or elsewhere. Nearly 90% of the timber in Australia are forests. Canberra's contribution to this figure is impressive, with 11 rallies each year as well as the newly commenced Special Rally Series sponsored by the ACT Trunking Association. The events are conducted under the auspices of the CAMS ACT Regional Centre.

This so much increased activity can be accommodated is a tribute to the forestry management and positive proof of their willingness to encourage increased use of the area.

While in the forests for the rally, the opportunity to appreciate their beauty. Perhaps you, too, can join the thousands of Canberrans who regularly use their areas for recreation.

You may also care to give some thought to the task the organisers face in drawing up lines after the rally. Each year at least nine utility loads of rubbish is cleared after the rally. Please take your own refuse and proper disposal so that these in the forests after you can also enjoy the experience.



IT WAS A VERY GOOD YEAR

(THANKS VERY MUCH)

BOTH OVERSEAS ...

(Source: "Daily Mail")

Position		Musica Carlo (Jan 19-26)	Portugal (Mar 4-6)	Safari (Apr 3-7)	Acropolis (May 24-30)	Colours (July 21-28)	New Zealand (Sept 1-17)	San Remo (Oct 7-11)	Tour de Corse (Oct 24-26)	RAC (Nov 16-20)	Barbarossa (Dec 10-14)	Total gained points	Total revised points
1	Fiat	18	18	-	15	18	17	18	16	-	11	131	120
2	Datsun	0	0	18	17	14	18	0	13	8	5	93	93
3	Ford	8	12	-	18	11	8	16	-	17	-	90	90
4	Mercedes-Benz	0	13	16	0	17	15	-	-	-	18	79	79
5	Opel	12	0	13	13	-	-	10	10	13	-	71	71
6	Talbot	0	16	-	-	-	-	15	0	18	-	49	49
7	Toyota	0	9	-	9	-	-	-	0	14	-	32	32
8	Peugeot	-	-	-	2	12	-	-	-	-	16	30	30
9	Porsche	10	-	-	-	-	-	18	-	-	-	28	28
10	Lancia	16	-	-	4	-	-	-	-	-	-	20	20

Note: In the above table a dash indicates non participation, a zero, works team participation without achieving a scoring position. Only the scores for the top seven performances are retained.

... AND RIGHT HERE! (in Canberra)

NEW PASSENGER VEHICLE MARKET SHARE (%)

GMH	1980	1979
FORD	20.00	26.87
	18.67	22.32
DATSUM	15.50	12.17

(Source: ADAP)

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MORE THAN A LUND - WELL ESTABLISHED

Castrol Australia Rally 81

Story by STEWART WILSON
overseen photos by HUGH BENSON

THE STATUS CHASE

THE CASTROL Australia rally will either be a round of the World Rally Championship in 1982 — or there's a chance it won't be held at all. The decision is one which has been taken by both Castrol and the Southern District Motor Sports Club.

"We've been working towards a goal and we're determined to achieve it," Rally Secretary Geoff Sykes said. "We see no point in running Australia's best rally unless it goes on to become something better still. The logical progression is a round of the World Championship and I've pleased Castrol from the start."

Sykes has spent the last six months developing this year's event and the concept of the world rally title in 1982. Much of his work has been underwritten by Castrol.

Most motor sport enthusiasts would agree that Castrol is one of the greatest, and most loyal, benefactors of racing, rallying and motor sport in the country. It's this company's ready endorsement that counts.

The Castrol Australia Rally, however, has become a public demonstration of the faith which Castrol holds in events it sponsors, and its hopes for the future.

"We need a World Rally Championship event in this country to help us foster interest and to give our calendar a new place," Sykes said. "We have skilled world class drivers — both as competitors and organisers — and it needs to have honours at which to aim."



Car's Escort plunges down the notorious "Mandakui".

A "Castrol" competitor in 1978. Grip Blomqvist, in action in Europe.



IT'S a fact: the "Castrol International" Rally is now far and away the premier event of its type in Australia and second in line only to the "Mandakui 1000" in local importance. While the position of the "Southern Cross", formerly number one in the rally stakes, has declined of late, the "Castrol" has gone from strength to strength.

Part of the reason for this has been the "Castrol" sponsors' spread and the attention paid to it by the media. The rally is run through a series of what are really special stages, many with spectacular settings, the famous "Mandakui" being the most recognizable.

All the ingredients are there. Even the famous special stage (introduced last year) to see man's domination of the event — like Ross Borg at Waddellton, ran Greg Carr to ruin in his "lost" event!

Last year he very nearly was, as in a challenge from the local driver came home just 40 seconds ahead of Finnish star, Ari Vatanen, who had rolled his Escort through the final Dunes to lose the lead.

Special points at the 1981 "Castrol" are two H.A. observers, best to determine whether or not the event is suitable for inclusion in the 1982 World Rally Championship, a step which would be a major one for the "Castrol" as it really progresses.

The WRC actually two Championships combined — one for drivers and one for manufacturers. As such, the many rounds have been about a dozen, and scattered from Africa to Europe, taking the cream of the world's drivers and a great deal of attention from the car makers. In Australia, World Championship status awarded to the "Castrol" can only mean an already obvious career into a prize one.

1980 in Review

Last year's World Championship opened with the classic Monte Carlo Rally, an event from which legends emanate. The year history was made, as it was won for the first time in 30 years by a "German-made" (that is, home engine, rear wheel drive) car. In what became a battle of wits, compounded by blizzard-like weather conditions, Walter Röhrl and Christian Geistdörfer took their Fiat 131 Abatino in what is regarded as a classic victory, where neither rival, nor driver nor crew were understood with their plans. Bernard Darniche (Citroën) and Remy Wabergier (Fiat 130) took the second place.

The Israeli Rally, the only race now event of the WRC calendar, provided a bit of a surprise for the locals. The event has been dominated by Grip Blomqvist and Remy Wabergier since 1969, their two drivers having won five races interrupted only by the British in 1978.



Vatanen punches his Escort through a bend in the "1000 Lakes".

This year Andon Kulling came up trumps, his brand new Opel Astra 400 meeting a strong challenge from second-placed Blomqvist (Subaru Turbo), who had dropped to sixth after suffering a puncture which cost him the lead. Wabergier (Fiat 131) was third.

A very strong entry did nothing to prevent a blue midway in the Rally of Portugal, a series of crashes and mechanical problems keeping all but a handful of the leading entry out of the running. But the Portuguese drivers, based on the same event's ending Vatanen's and Mikko's (Citroën), while Salonen, Kulling, Almond, Paine and Darniche also tried. Walter Röhrl was in charge of the leading Fiat, followed by Mikko Alen's similar car and Guy Thompson's Sunbeam Talbot Lotus.

It was definitely a case of David beating Goliath in the Marlboro-Safari Rally, with Othello Maltos, now being up his third win in the race, this time in a Group 2 Datsun 1000. Team manager Remy Wabergier followed, for Datsun effort organizing the massive Mercedes organization. Running Group 4 1400GLs, the Mercedes team had runners such as Wabergier.

By contrast, the "Castrol" rally values competitors to Argentina's desert country.



Snow and ice are hazards in the "Munro". This is Andrew's first.

and Coates on its banks and a huge support team. None of this was to say anything, however, the car gradually falling apart as they proceeded over the run-high hills.

Despite this, the Vatanen salvaged third the Mercedes, albeit well behind the winning Datsun.

So much happened in the Argentina Rally that it would take a book to describe in detail. None of this was to say anything, however, the car gradually falling apart as they proceeded over the run-high hills.

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Stars of the World Rally Championship



WALTER RÖHRL

SHERMAN MOTA



REMY WABERGIER

ANDERSON KULLING



BERNARD DARNICHE

GRIP BLOMQUIST



REMY WABERGIER

JOHN BARNETT

"STATUS CHASE" cont.

Damon's similar car had his Group 2 victory taken off him after the results had been declared final. Needless to say, the arguments about that one raged long and loud. Bule's placing puts the Manufacturers side to rest.

Damon's RVC Rally has long been the domain of Ford, but this year drivers were a little different. A beautifully judged effort put Peter Townsend into the victory circle and it is he, because the youngest ever RVC winner Townsend's husband Talbot Lotus was the first of three of this type in the top four. Guy Hespeler taking third outright and Russell Brindley fourth.

Complete Talbot domination was prevented only by Hanna Mikula's second place, the fastest driver applying pressure to the Frenchman in large lumps, pressure that was headlined in the manner of a crowned emperor. As it happened, only three Lotus finished in the top 15, a far cry from the 1979 event when there were no fewer than six of them including first and second — in the top ten. One of those was the "Cassidy's" machine, Greg Cass, who had brought his Lotus home in a creditable tenth place.

This is the land of serious, names and makes we could expect to see in Australia should the

Sweden's Per Eklund and his TR8 in the "1800 Lakes".



Markku Allen is second almost equal with Rautal in Europe's fastest.



One of the most fearless of the Europeans is Hanna Mikula.

"Cassidy" be granted World Championship status. Hopefully, with the RA's blessing, this

will happen as early as this time next year. Here's hoping!

Anders Kullberg took the "Swedish" in his new Opel Astra 400.



Timo Salonen (Datsun) led all the way to win the NZ "Metogeri".



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RUNNING SCHEDULE

SPEC. POINT SPECIAL STAGE LENGTH START LAST CAR

SATURDAY, MARCH 14

2	1. Blewett	10.10 km	1215	1410
3	2. Kowen Hill	3.20	1305	
	3. Murrays	5.35	1315	1525
	4. Keefe	6.25	1340	1600
	5. Amisgala	5.20	1350	1615
	6. Popper	10.95	1400	1630
3	7. Kowen Hill	3.20	1410	1640
	8. Richardson	4.20	1530	1725
	9. Chisholm	7.30	1540	1760
4	10. Macanthur	2.40	1615	1825
5	11. Fadden	5.00	1625	1840

Meal break follows

6	12. Greenhills	13.75	1900	2050
	13. Hyles	10.75	1930	
	14. Bullock Paddock	5.45	2010	
8	15. Blue Range	14.05	2025	2225
7	16. Vanities I	12.05	2040	2240
	17. Priors	7.85	2105	2310
	18. Bullock Paddock	5.30	2200	0005
	19. East West	5.30	2210	0020
7	20. Wokers	25.75	2220	0100
	21. Two Stricks	30.25	2245	0140
	22. Sherwood	7.00	2320	0200
	23. Hyles	10.75	0000	0245

Rest break follows

SUNDAY, MARCH 15

6	24. Greenhills	13.75	1000	1215
9	25. Stromlo	2.40	1105	1225
	26. Sherwood	7.00	1145	1315
	27. Vanities II	8.50	1200	1335
	28. Mt Hardy	8.95	1215	1355
10	29. Mineshaft	5.60	1235	
11	30. Bullen	4.60	1240	
12	31. Paddy's River	7.55	1310	
	32. Black Hill	7.45	1325	1510
10	33. Mineshaft	6.60	1325	1525
	34. Bullen	4.60	1345	1540
11	35. Paddy's River	7.55	1415	1615
12	36. Oakley Creek	13.05	1425	1635
	37. Richardson	4.20	1520	1720
	38. Chisholm	7.30	1535	1740
4	39. Macanthur	2.40	1615	1755
5	40. Fadden	5.00	1625	1810

End of Rally

For detailed instructions on how to reach the various Spectator Points, please turn to page 20.

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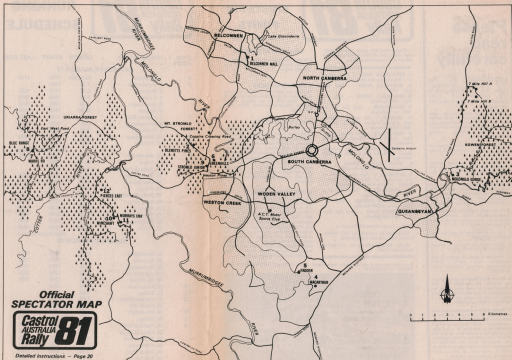
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Please read carefully

WELCOME to the "Castrol Australia" Rally. The course this year is the fastest and most demanding that the event has yet seen.

Here are a few simple rules designed to provide for your safety and comfort. If you obey them, you and your fellow watchers will enjoy the action without taking unnecessary risks.

1. Don't smoke in the forests or anywhere near a car which is being refuelled.
2. Choose your vantage points carefully and try to stay within the tree line. Keep well back from the roadside.
3. Avoid the outside of corners and usual escape routes. Apart from endangering yourself, you are also denying the competitors the opportunity of getting out of trouble.
4. Please take heed of all instructions from marshals. Their assistance is given with your safety, comfort and enjoyment in mind.
5. Plan to arrive early in case the first car does the same.
6. Don't litter the forests - please take your rubbish with you.
7. Don't park your car where it will obstruct rally traffic, other spectators, service vehicles or motorists.
8. Please drive sensibly and don't try to match the speeds of the competitors. If you give cause for complaint, it may discredit the entire rally as well as endangering you or setting a traffic conviction.
9. Motor sport is dangerous and you are present at the event entirely at your own risk. No persons taking any connection with the promotion, organising or conduct of the event, including the owners of land and the driver and owners of the vehicles, are absolved from all liability in respect of personal injury, whether fatal or otherwise, to you or your property, howsoever caused.



Please read carefully

WELCOME to the "Castrol Australia Rally". This course this year is the fastest and most demanding that the event has yet seen.

Here are a few simple rules intended to provide for safety and comfort. If you obey them, you and your fellow winners will enjoy the event without taking unnecessary risks.

1. Don't smoke in the forests or anywhere near a car which is being refueled.

2. Choose your vantage points carefully and try to stay within the tree line. Keep well back from the roadside.

3. Avoid the outside of corners and natural escape routes. Apart from re-entrant corners, you are also denying the competitors the opportunity of getting out of trouble.

4. Please take heed of all instructions from marshals. Their assistance is given with your safety, comfort and enjoyment in mind.

5. Plan to arrive early in case the first car does the race.

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Castrol AUSTRALIA Rally 81

Please read this guide very carefully and consult the officials by following the advice and suggestions given.

1. BELCONGLO MALL - Rally starts at 1200 on Saturday, March 14.

2. BLEWETTS PINES - First Car Due 1205.

3. MOLONGLO GORGE - First Car Due 1210 and 1420.

4. MACARTHUR - First Car Due at 1415 on both days.

5. FADDEN - At Apple Creek and Ruglen Forest. First Car Due at 1420 on both days.

6. GREENHILLS - On Ulverra Road. First Car Due 1918 Saturday and 1950 Sunday.

7. WARKS ROAD - In Ulverra Forest. First Car Due at 2040 and 2220 Sunday.

8. BLUE RANGE ROAD - In Ulverra Forest. First Car Due 2038.

9. STROMILO - Just North-West of the junction of Cotter and Ulverra Roads. First Car Due 1705 Sunday.

10. MINESHAFT - First Car Due 1738 and 1335 Sunday.

11. MURRAY'S CORNER - First Car Due 1208 and 1330 Sunday.

12. PIERCES EAST - First Car Due 1215 and 1420 Sunday.

NOTE - Conder Creek NOT to use.

Rally Scores available at ACT Motor Sports Club, Dundas Court, Phillip.

Rally Headquarters at Canberra Workmen's Club

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How to reach the ...

SPECTATOR POINTS

Note use of 24-hour clock

SATURDAY AFTERNOON

It is recommended that spectators have a current Canberra street map for the following stages.

1. BELCONGLO MALL

The first car will start the Rally from the main entrance to the Belconglo Mall at 12 noon. Cars will be on display in the carpark adjoining Lebrun Drive from 1200 hours.

2. BLEWETTS PINES

Once again we are not using Standa Forest as an exit to disrupt the operations of the Observers. Instead the action of the very first Special Stage is in Blewett Pines at 1208. Travel via either Cotter Road or Capping Creek Road to Ulverra Road. Proceed toward Ulverra Crossing for 2 km and park safely off the main road. Enter the forest on your right and walk 400 metres to the first road junction. The rally cars come toward you and turn hard left.

3. MOLONGLO GORGE

We are back in Kowen Forest this year and Kowen Hill near Molonglo Gorge is our main spectator point on Saturday. The cars will come down the hill at 1210 and 1420. To get there, travel past Conder's Alport or from Gundaharra to the Boreen Road. Head north toward the Federal Highway on Sutton Road for about 1 km past Platige Avenue, then turn right onto Kowen Road. After 500 metres turn right then keep right toward Molonglo Gorge. Park your car and proceed uphill to the rally course.

4. MACARTHUR

Part of the Macarthur Park circuit, as used recently by the supercars and motor bikes, will be the second last Special Stage on both days at 1415. It will be best to approach from the Monaro Highway via Inland Drive and to park off Coner Street.

5. FADDEN

This is our best viewing spot on the blumen stages. Cars negotiate a very fast twisting road while you are secure on a high bank with sweeping views of the town. NO SPECTATORS WILL BE ALLOWED ON THE DOWNHILL SIDE OF THE ROAD. CROSSING POINTS HAVE BEEN PROVIDED FOR YOU TO REACH THE HILLSIDE. The first car reaches the spectator point at the corner of Dogleg Avenue and Apple Creek at 1420. The point will also be the last of the rally on Sunday, again at 1420.

SUNDAY NIGHT

IMPORTANT CONDOY CREEK WILL NOT BE USED THIS YEAR because of the roadworks on Brindabella Road. However, the nearby Warks Road is used.

6. GREENHILLS

A grid where the cars will fly through the air. The location is just off Ulverra Road, 5 km from the Cotter Road. This is our first night point at 1705. It will also be used on Sunday morning at 1730.

7. WARKS ROAD

Travel from Canberra toward the Cotter, 1 km after crossing the Murrumbidgee River, on the single lane bridge with traffic lights, turn right onto Brindabella Road, follow this road for 1 km to the top of the mountain. There turn left onto a gravel road and follow this for 5 km to a major road on the left. This is Warks Road. Park on the side of Brindabella Road and then walk along Warks Road to a vantage point. PLEASE STAND ON THE GRASS. BE WARNED, parking is not plentiful and you may have a long walk unless you are early. Food and refreshments will be on sale. First car due at 2040 and 2220.

8. BLUE RANGE ROAD

100 metres past Warks Road, Blue Range leaves to the right. A Special Stage will be held at 2038. Advise you will have to walk into the forest and select a suitable vantage point. There is a tricky S-bend under the power lines 200 metres in.

SUNDAY

NOTE: THE RALLY WILL FINISH AT THE FADDEN STAGE (Spectator Point 5) and not at the usual Western Special Stage.

9. STROMILO

Along Ulverra Road near the Cotter Road, you may watch this very fast stage, which follows Greenhill on Sunday

morning at 1905. If you are here, please stay outside the fence.

10. MINESHAFT


It wouldn't be the "Canter" without the Mineshaft, the most famous descent in Australia, riding. This area around the drop is steep of trees, standing all to have a clear view. If you haven't seen it, don't miss the first car at 1200 and again 1205 Sunday. To get there, travel through the Cotter Reserve toward Tindibilla, 4.5 km from the Cotter Road search for signs on the right. Parking is limited and we advise that you make the most of the many forestry tracks on the left as you approach the Mineshaft. DO NOT CONSTRUCT THE MAIN ROAD - PARK ONLY ON THE LEFT HAND SIDE.

11. MURRAY'S CORNER

1.5 km past the Mineshaft, this location has a lot to offer, especially to family groups. There are barbeque facilities overlooking the course which finishes as small at the water splash cascades. The first car will finish here at 1245 and 1350.

12. PIERCES EAST

Not always popular, Pierces East offers the excitement of a good opportunity to watch the cars in action over longer distances. There are several access points to this area as the way to the Mineshaft. The first car will cross the start line here at 1315 and leave at 1420. We will not see you back to the finish at FADDEN.



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Car No. 18 — (Deane Stanz) GORDON LEWIS-BOB WILSON

Gordon has had mixed fortunes during the last five years rallying. He was 8th in both the '78 and '80 'Southern Cross', 10th in last year's 'Castrol', and was well placed in both the 'Amstel Bega' and 'Lureyco' when forced out. But he has scored many high placings in NSW State and Clubman events.

Rob shared most of the above results with Gordon, and in addition was 12th outright in the Repco Trial and was back in 1979, navigating Dave Morrison to victory in the 'Amstel Bega'.

Their newly built Stano is sponsored by Race & Rally.

Car No. 19 — (Deane HSIO 535) PETER NELSON-GRAHAM MOORE

For most of his 15-year rally career Peter has been sponsored by Citrus Watches. Successes have come in the 'Team Spur' Trial, the 'Amstel Bega' 5th outright, 1st Class and the 1980 self-sponsored 'Nelson Insurance' 3rd. He's completed four 'Southern Cross' rallies with good results.

Graham has been a top rarer for 10 years and was the early partner of Greg Carr. Since then has been with Mick Mackinnon, Colin Bond, Bob Riley and Ron Marks. He joined Peter Nelson last year.

Car No. 20 — (Deane 158R) ROD JONES-ROD LATHAM

A skilled mechanic, Rod Jones-based Rod has prepared all his own cars for the past 10 years. He was 18th in the London-Sydney, 26th in the Repco Trial and has completed the 'Southern Cross' five times. Also from Bathurst, John has partnered Rod for the last two of his five years as a crew. Their car is sponsored by Ron Hill Connections of Bathurst.

Car No. 21 — (Laser) DALE LONGER-GRAN COX

One of the most consistent drivers, Dale finished 7th in the 1979 Repco Trial, last year was in the Top 10 in all NSW Championship rallies except one, finishing 7th overall in last year's 'Castrol' he was 21st.

Dale likes navigating with rally driving, having set NSW State records each year from 1971 to '80, plus the 'Toll Rally of The Hills'. In 1978 he

was 3rd in the West Peninsula in the Clubman Series and 1st in the Price Check Series. Their Laser is sponsored by Gueland Dynamics Centre.

Car No. 22 — (Escort 2.0R) DENNIS BROWN-WARREN TEEG

A regular competitor in Old rallies since 1968, Dennis also has three years service with the Marlboro Holden Premier Driving Team so his credit, it's come down for two 'Maine' Rallies, too, and last year was 22nd. Dennis operates his own rally car preparation business.

Warren joined Dennis last year, getting 19th in the 'Ugiter' and second in the 'Stones Corner Motors' GM City strip rallies.

Car No. 23 — (Deane 160E) NEIL WINTER PETER BERRIMAN

After two successful stints in 1973-74 (7th) in the NSW State Championship, Neil spent some time in the UK before coming back in 1979. He retired with gearbox failure from the 'Castrol' and had other problems in the State rounds. He finished 29th in last year's 'Castrol' despite last time with a fuel leakage.

Caring — ray, being — roadway in one side, Peter describes himself as a brilliant navigator, tactician, engineer, mechanic and general dogmatist, famous for his administrative involvement in such events as the 'Southern Cross' and the 'Bega', and his membership of the NSW CARRS Board of Management and Rally Panel. Trouble is — it's all true!

Car No. 24 — (Deane Stanz) RON CREMEN-CRAIG MORRIS

Twenty-six year old Ron had a great year in 1980, finishing no worse than 6th in seven of the 18 rallies he contested. And his form was so good that his sponsor, Midway Motors (the Gueland Dynamics dealer), bought him the Stano in which George Fury won the 1979 'Southern Cross'. So watch him go in '81.

Craig, 26, is making a comeback after a 3-year break, having finished 6th in the 1977 NSW Championship. He's looking forward to a good year in the Stano with Ron.

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It's the question people have almost given up asking ...



CAN CARR WIN YET AGAIN?

GREG CARR, winner of the last six Castrol Australia Rallies, looks at any suggestion he's a home town specialist. Carr, 23, a Canberra resident, believes that the short stage forestry sections of the Castrol suit his style — but they could be in Finland for all the hometown advantage they give him.

"I haven't even had a look at the forest for the last four years since I've been with Ford," he says. "Our budget is tight and

there hasn't been a car in which to practice."

This year, Carr intends using his road vehicle — an Escort — to survey the route in the week prior to the event. "But it depends on Colin Good being able to lend me a normal grand and a general tank."

Carr is one of the greatest supporters of the motor to have a World Championship round in Australia. "Australia has a few drivers of world standard — but it's nigh on impossible for them to go to Europe on a regular basis," he says.

"If we had a round here it would give our kids a chance to find out if they'd be any good in Europe — and it would give the European a chance to look at our talent."

This year Carr will be driving the same RS1000 Escort in which he narrowly defeated World no. 1 seed, Ari Vatanen, in 1980.

"I had an empty feeling in my stomach last year as the finish got closer and Vatanen kept holding his lead," Carr says. "It was a strange sensation. I'd won the Castrol for so long and now this Mike was going to rip me off. After all he had his left hand on the wheel."

"I hadn't resigned myself to defeat, though. I knew I'd had already left the road once and I was keeping the pressure on just in case I could force another error. I never admit that just before he pulled I was wanting to tell myself that it wasn't all that bad to come second to one of the best men in the world."

Carr regards his greatest result as his fourth in the RAC rally in 1978. "If we had a round of the World Rally Championship in Australia, and attracted all the top numbers, I don't know whether I'd do all of that much better than in the RAC."

"But I wouldn't care a bit. Pleading against world class opposition is what it's all about."

There are many who think Carr would do a lot better than 10th in a World Championship round held in Canberra. Despite his professional attitude, local knowledge, Carr is also the man who came fourth in this year's Australian Drilling Contractors Championship on Lake Ruker Griffin ... in his first racing season.

"The breakers on the lake is so tricky that it throws people who normally sail on bays or in the ocean," he says.



Driving at breakneck speeds on loose gravel roads ...

MOTOR SPORT is an inherently risky activity. Rallying, on the surface, would appear to be the riskiest of all.

The idea of heading a motor car over narrow, rough roads at speeds of up to 160 km/h, often only inches from very large trees or steep drops, is one that would require confidence in the participant's shyness of survival.

And yet, not only do they survive, but the experience of driving is very fun, double almost unknown. Indeed, rallying can be very proud of its safety record.

Put back into the driver's seat at the best of times, why is rallying such a comparatively safe activity? First and foremost, the super-safety belts on the driver, if, or she, must always drive with something in front of them. If you ever know what might be around the next corner or over the next ridge, driving might be spectacular, but the driver has become something more than an accident waiting for a place to happen.

To survive, rally drivers have learnt the art of driving fast, but with something in focus. In doing this they have developed the ultimate in defensive driving.

The technique — often given by "experts" in the way of reducing road accidents — demands concentration, anticipation, and thinking and the skill to react in split seconds. However, unprepared rally drivers have developed these skills, the margin of errors on the road has not.

Take a close look at the drivers in the "Castrol". Note that neither car control, the way they sit in the car, the way they look at themselves up to cope with whatever hazard they may find.

The vehicles, too, in competition also are important in the overall safety of the sport. While they make it so very fast they are also built to be responsive, with good power-to-weight ratio, excellent brakes,

HOW CAN IT BE SAFE?

Castrol
AUSTRALIA
Rally **81**



This spectacular incident, which continued to its ultimate roll-over conclusion, didn't stop Mark Hackman from gaining fourth place in 1976. ROGER TAYLOR

special suspension to handle the rough roads, etc. If you ever have the opportunity to drive a good rally car, do so — it will be a revelation to you.

However, accidents will happen; drivers may lose

concentration, and can get, and do, wreck, roll over, hit trees, build and mounted other parts of the scenery. When this happens, even inevitable death, their safety equipment for the fact that they will walk out of the accident.

"Tramping" is a lot of fun — but the car needs to be strong to withstand the landing! COLIN LOCK



however feature, unharmed.

Some cars, at all ages, but have modern and old cars all play their part in keeping competition safe and sound. The work of these safety belts can be judged by the fact that no self-respecting rally-ers would be seen in a rally car without them.

The general roadworthiness and compliance with all safety regulations are enforced by event organisers who give the rally a thorough going over before, and, if necessary, through the event.

All in all, the combination of good driving techniques and equipment or characteristics keep the number of roadkills to very low levels. The very effective safety equipment prevents competition of this age. The combination has proved very successful and more good — I wouldn't be a fully aware if it had.

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ON A TECHNICAL NOTE ...

THE 1981 Castrol Australia Rally is for cars which comply with the eligibility requirements of FIA Groups 1-5. This is a departure from normal Australian rally eligibility and is bringing our rallying closer to World Rally Championship conditions.

The five FIA Groups of eligible cars can be summarised as follows:

- Group 1:** cars equipped with at least four seats, and built in quantities of 5000 in twelve months. They are used in competition with very few modifications.
- Group 2:** cars equipped with at least four seats, and manufactured in quantities of at least 1000 unit in twelve months. Group 1 cars with a greater degree of modification than Group 1 permits are able to compete in Group 2.
- Group 3:** Grand Touring cars with at least two seats manufactured in a quantity of at least 1000 units within twelve months and with very little modification permitted. In effect, a Group 3 car is a two-seat equivalent of the Group 1 touring car.

Group 4: a two-seater car manufactured in quantities of 400 within twenty-four months. The modifications allowed are the same as for Group 2 touring cars.

Group 5: special production cars with no minimum production number required, but being derived from cars having Group 1, 2, 3 or 4 homologation. All modifications allowed in Group 1-4 are permitted and, in addition, there is a weight limit related to cylinder capacity; the bodyshell may be extensively lightened and modified; window glass materials are free except for the windscreen; air dams and wings are permitted; as are modifications to interior body fittings. The engine block recognised on the originally homologated car must be retained, although the capacity can be varied by alteration of both the bore and the stroke. The gearing must remain in its original location, but the addition of any device for stepping up the gearbox is authorised. While the original type of suspension must be retained it is permitted to modify the suspension extensively.

NOT surprisingly, almost every car entered in this year's "Castrol" complies with the 5 regulations. The exceptions are a Group 1 BMW 2002, a Group 2 Daihatsu Charade, a Group 2 Datsun 200B and a Group 4 Hillman Hunter GT.

The reason for this is that the great majority of rally competitors - like to drive a "tuned up" car.

In rallying, such modifications are more or less essential, for apart from the desire to extract maximum performance from the engine,

there is the need to strengthen the suspension and other parts to withstand the punishment.

Always what you'll find in a "tuned" Castrol car:

DATSON 200B (1600): 1300 engine (1800cc-plus)

Developing around 180 hp, 5-speed gearbox, 4-wheel disc brakes, gas shocks, limited slip diff, variable rate springs, variable ride height, fully adjustable suspension, brake balance, 3/1 hydraulic handbrake.

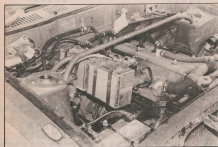
ESCORT 2.0litre: Steel-welded body, gas suspension, 4-wheel disc brakes, locke balance control, hydraulic handbrake, 5-speed gearbox, 5.7:1 limited slip diff, 4-spoke brakes, front and rear fairs.

ESCORT RS2000: Balanced 2000cc engine with revised crank, Maple piston, twin 48 OHV, Delmonico, rally grid car, big valve head - up to 1500hp at rear wheels; gas suspension with variable rear end.

LANCER: 1600cc engine, works cam, twin Weber, high-rpm pistons, heavy duty clutch, limited slip diff, 4-link rear suspension, gas shocks, vented disc brakes, 5-speed gearbox.



It's performance like those that cause the stresses and strains necessitating modifications. PAUL HOON-CANON PHOTO ACTION



ABOVE: The engine of a fully prepared Datsun 200B. The belt across the engine keeps the water pump from spinning. Note the aluminium air cleaner boxes to keep the dust out.



RIGHT: The Stazza's body is fitted with safety fuel tank, and special filler, and a large capacity pump.

MAZDA RX7: 13A bridge-ported engine, glass valve gearbox, limited slip diff, gas shocks, 6-wheel discs.

Naturally, all cars are fitted with: subbody protection bump and fuel tank guard plates, mostly of aluminium. High-wattage driving lights, special seats, steering wheels, road wheels and rally tyres and - navigators have windproof instruments called a Mazda or Terrapin to measure the distance travelled and the time taken, and most Group have crash hats fitted with inter-car system.

And, when you think about it, most of those special items and modifications can be found in one form or another, on most modern road cars. Their advantages having been proved in motor sport competition.

In other words, rallying - just like racing - certainly improves the breed! And it will continue to do so, while ever there are people like us who get their kicks out of making good use of their brains and making that product perform far in excess of its designer's original intention - and people like you who enjoy watching them!

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Two hours of action on 194 ABC channels make the "Castrol" a ...

TELE-THRILLER!

by DAVID WOOD, ABC Producer

THE ABC's association with the "Castrol Australia" Rally began in 1975 with the "Don Capasso" Rally. That year Peter Wharmett ran a factory-prepared Datsun for "Torque". We ran 10th and put together a half hour program about rallying from the inside.

The following year we were back — again with "Torque" and again with a Datsun. This time we didn't fare as well; the Datsun kept slipping off the road and several other cars refused to function in the rain. Peter decided that rallying wasn't so much fun any more, so the next year we missed. We went about rallying instead.

In 1978 the ABC's Sporting Department decided to look again at rallying. The "Castrol" was the only event with enough daylight stages to make it worthwhile filming. This time we were more interested in the event rather than just one car — which needed to complete many stages. Where do you put your car, how long do you leave them there, how do you get them in and how do you get them out again?

With a great deal of co-operation from the organizers we managed it all fairly well. Motorsport very much got up to snuff, so it made for a pretty exciting program, with 50g rally pulling out all stops toward the finish.

In 1979 ABC Sport was back again. The most memorable moment was watching Colin Bond leave the road and power his way back on with bare hands, to finish second.

Last year was the Vauxhall rally over year. It happened on the same corner as Colin Bond's accident and again we had a camera there. It was a very gentle roll, but it's always terrifying to be on the spot when it happens. Amazingly, Al's crew has continued in the event to our camera crew, who stopped filming to help him out.

This year we're going "Live". There are 12 kilometers of camera cable to be dragged out and hauled back in (twice a day), eight cameras, including one in a helicopter, to be rigged and dangled, scaffolds to be erected and dismantled, generators to run cameras and lights, and videotape by the kilometer.

We plan to cover two Special Stages on Thursday morning and one on Saturday afternoon. We will be met again during the night, talking to the drivers and engineers while they take a corner break, and then, on Monday morning, we will be covering a big Special Stage which includes Powers Humps and the last two Special Stages of the event.

You can watch all the action by turning to Channel 2 at 4pm (EST) on Sunday, March 15, for two hours of the best Rally in Australia.



This series of shots, taken from the bridge of the ABC film, shows how the Vauxhall's front rolled from a wrong position in the 1980 "Castrol".

No ENTRANT

- 1 Colin Bond
- 2 Nissan Motor Aust
- 3 Mapport (NZ)
- 4
- 5

- 6 Pedders Suspension
- 7 Opposite Lock
- 8 Team Castrol Gemini
- 9 Gosford Dyno-Tune

- 10
- 11 Detspares (Aust) P-L
- 12 Jeffrey Small
- 13

- 14
- 15 Sheel Sports Pty Ltd
- 16 Fulcrum Suspension
- 17 Race & Rally Pty Ltd
- 18 Nissan Watches P-L
- 19 Clizen Watches P-L
- 20 Ron Hill Constructors
- 21 Gosford Dyno Tune

- 22 Road & Rally Centre
- 23 Midway Motors
- 24 Massars Croydon
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- 28 Treasyns Pty Ltd
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- 31 Christian Autosports Club
- 32 Arthur Davis
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- 37 Clizen Watches P-L
- 38 North Shore SCC
- 39 Whalebone Wharf Rest

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- 45 Sh'heven & Kiama DAC
- 46
- 47

- 48 Ross Greenwood
- 49 Clearaway
- 50 MG Car Club (N'del)

- 51
- 52
- 53

- 54
- 55
- 56 Daihatsu Australia

DRIVER

- Greg Carr
George Furey
Jim Donnell
Paul Adams
Colin Bond
Hugh Bell
Ed Mulligan
Wayne Bell
Ian Hill
Chris Gabriel
Chris Brown
Peter Johnston
Baron Robertson
John Berna
Stephen Blair
Mike Bell
Peter Phillips
Gordon Leven
Peter Nelson
Rod Jones
Dale Loader
Dennis Brown
Neil Weston
Ron Cremen
Gary Mecek
Ron Richardson
Ken Purvas
Bob Clarke
Gary Meekhan
Lindsay Duthie
George Kahler
Graham Clarke
Steve Hillman
Harris Rappola
Alan Curtis
John Trueman
Don Booker
Gabriel Scamary
Dan White
John Murray
Peter Glenister
Terry Boardman
Brian Overden
Rob Werbas
Ron McKinnon
Peter Marcevic
Bill Duffy
Roly Dixon
Ian Greenwood
John Fagan
Garry Burns
Stewart Grigg
Chris Pearce
Bob Futhorpe
Roger Collins
Chris Jackson

CO-DRIVER

- Fred Gecenas
Morley Suffman
Kevin Lancaster
Jim Scott
TBA
Steve Ellis
Geoff Jones
David Boddy
Ann Heaney
Geoff Wolfe
Simon Brown
Jeff Small
David Peitli
Kerry Owens
Graham Ross
Peter Garbett
Robbie Wilson
Graham Mould
John Latham
Brian Cox
Warren Tagg
Peter Benjamin
Craig Norris
Naili Perrett
Terry Price
Peter Hennahan
Mal Shefield
Greg Gilford
Paul Lahiff
Greg Weale
Arthur Davis
Aidan Kelly
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Bob Carpenter
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Neil McNeil
Bob Conley
Sewar Starkey
Ross Greenwood
Diane Fagan
Jim Gleeson
Lance McGrath
Christine Pearce
Brad Mansfield
Robert Baskley
TBA

VEHICLE (Group)

- Escort RS 1800 1998 cc (S)
Stanza 1998 cc (S)
Escort RS 1800 1975 cc (M)
Escort RS 1800 1875 cc (S)
Escort RS 1800 1998 cc (S)
Datsun H510 555 1881 cc (S)
Escort RS 1800 1998 cc (S)
Gemini Z2 1990 cc (S)
Escort RS 1800 1998 cc (S)
Lancer A72 1700 cc (S)
Datsun 1800 555 1990 cc (S)
Stanza 1998 cc (S)
Chevette H52300 2275 cc (S)
Escort RS 2000 1995 cc (S)
Stanza 1992 cc (S)
Escort RS2000 1893 cc (S)
Datsun H510 555 1898 cc (S)
Stanza 2040 cc (S)
Datsun H510 55 1897 cc (S)
Datsun 2000 2158 cc (S)
Lancer 1619 cc (S)
Escort RS 2000 1993 cc (S)
Datsun PE10 1770cc (S)
Stanza 2100cc (S)
Mazda RX7 2482 cc (S)
Lancer 1600cc (S)
Datsun H510 555 1800cc (S)
Datsun H510 555 1900 cc (S)
Calica 1998 cc (S)
Sigma 2000 cc (S)
Mazda RX7 2292 cc (S)
Datsun 1800 555 1900 cc (S)
Escort RS 2000 1997 cc (S)
Datsun H510 555 1770cc (S)
Stanza 2200 cc (S)
TBA
Lancer GSR 1790 cc
Datsun H510 555 1770 cc (S)
Escort RS 2000 1993 (S)
Commodore 3300 cc (S)
Datsun 2000 2090 cc (S)
Golf 1600 cc (S)
Lancer GSR 1795 cc (S)
Escort RS 2000 1994 cc (S)
Datsun H510 555 1770 cc (S)
Escort RS 2000 1993 cc (S)
Datsun H510 555 1805 cc (S)
BMW 2002 T4 1995 cc (S)
Escort RS 2000 2037 cc (S)
Datsun H510 555 1770 cc (S)
Stanza 2176 cc (S)
Hunter GT 1734 cc (M)
Datsun H510 555 1805 cc (S)
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