

# MELBOURNE UNIVERSITY CAR CLUB

UNION HOUSE,

UNIVERSITY OF MELBOURNE, PARKVILLE, N.2



## THE AKADEMOS - 1968

It has now become the standard practice that a publicity sheet be attached to the Supplementary Regulations for trials and rallies, and in which the Organisers attempt to attract a record entry to their particular event.

We want, (indeed need), your entry in the 1968 Akademos; we believe that the event will be enjoyed and appreciated by you, so will now attempt to paint the rosy picture still further by answering your hypothetical questions.

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WHEN ? From 5 pm to 3 am approximately on Saturday, 1st June, 1968.

WHY ? Because we have run the event for the past 8 years and don't particularly want to abandon the idea quite yet!

WHERE ? A blending of forest, mountain and farming district roads; with (in general terms at least) the start at Ringwood, the meal break at Euroa and the finish near Kilmore.

What's so difficult about that!

### HOW MUCH WILL IT COST ?

The normal entry fee is \$6.00 which is considered good value when the value of the awards and trophies to be presented is considered (\$92.00).

Another real saving arises from the short distance of the event - this means that the petrol bill is quite low, thereby keeping the cost of competing well within the reach of almost all enthusiasts.

### WHO WILL WIN ?

Who knows; but we do know that up to 20 trophies are available for presentation to the 10 most successful competitors; plus the Victorian Championship points that will be awarded to the first six outright placings.

WHO WILL WIN ? (Continued)

Don't overlook the fact that there are prizes for the first 5 restricted class and the first 5 open class placings. This allocation really distributes the gold amongst the field - as an example, take last year's event when 8 restricted class competitors received their first ever trophies for an open trial or rally.

WHAT WILL THE ROADS BE LIKE ?

The route can be described as 'most friendly' being notably free of rough, corrugated, and agricultural roads and tracks. And unless exceptional rain comes and nearly submerges the State, there should be no difficulties with slippery grades or muddy going.

AND FINALLY, WHAT WILL THE EVENT BE LIKE ?

The overall aim has again been to present sections that are quite adequately mapped, and it is then left to the drivers and navigators to see that they proceed from one specified point to the next with the minimum of conflict or delay.

The times set are considered realistic and achievable, the control officials will be friendly and competent, there will be no navigational traps, and the route instructions will be presented in an unusual, most concise manner.

The final bracket of sections will be in the form of loops around a central control ( and this is the finish control as well) in the manner of our Mount Cole sections last year. For these sections, it is planned that the Longines CHRONOTYPOGINES (a printing timer) will be used for both accuracy and novelty effects.

We now await with expectation your prompt entry!

Thank you.

Geoff Sproat - Tom Swanson  
Roy Deane - Clarke Ballard