

# AKADEMOS '63 "HELL TRIAL" TOUR

2-3 SEPTEMBER 2023

Melbourne University Car Club Inc.

## RESULTS



These results are amended Provisional Results issued 1500hrs 8/9/23. They become final at 1500hrs on 11/9/23 if not amended or a protest received before that time.

The amendments are:

1. The penalty for WD of a major control is 30 points under the NTSR-EG but was scored as 15 points.
2. Further checking revealed a number of cases for controls 16 and 17 where control officials had recorded WD on the Control Card but not on the Road Card. Checking with those officials has confirmed that the Control Card entries are correct.

All scores have been updated accordingly. My sincere apologies for these oversights.

# **AKADEMOS '63 "HELL TRIAL" TOUR**

**2-3 SEPTEMBER 2023**

Please find enclosed the provisional results for the Akademos '63 "Hell Trial" Tour. These results will become final as at 1800 hrs on Sunday 10 September 2023 unless any protests are received or amendments made prior to that time.

The organisers hope you had an enjoyable time, even if you did miss quite a few of the Visual Route Check (VRC) and Redirection boards. We intended that the event achieve multiple objectives: to give people some experience of the challenges that rally competitors faced in 1963 (fortunately without the poor weather), to offer a serious navigational challenge and to offer an option for those interested in a tour without the serious navigational challenge. Hopefully we achieved all those objectives.

Congratulations to Alan Upton and Mark Laidlay on their win and to the other placegetters. Congratulations are also due to Alan Hall and Ross Kelly who "clean sheeted" division 2.

## **BACKGROUND TO THE EVENT**

As illustrated in the newspaper extracts included in the Guide to Competitors, the 1963 Akademos Trial became known as the "Hell Trial" because Ford had committed significant resources to rallying in Victoria, in particular to promote the Falcon. With Ford filling the first 4 places, the advertising staff took full advantage of their success and coined the term "Hell Trial" in their advertising.

The Clerk of Course is also the founder of rallypedia.com.au, a website to record the history of car rallying in Victoria (and Australia if other states wish to participate). A collection of documentation was donated from the estate of Brian Fleming, a founding member of the Melbourne University Car Club, which included the route instructions for the 1963 Akademos Trial. Upon reading those, the CoC thought it might make a good basis for a touring event. And the rest, as they say, is history.

## **CONSIDERATIONS DURING EVENT PLANNING**

As far as I know, there were no Trials Series regulations in 1963. Organisers could pretty much do as they liked! In particular, I was unable to determine the basis for selecting the intended route competitors were expected to take. It wasn't shortest mapped route because unspecified unmapped roads had to be used. There were few vias between controls and on most sections competitors could choose whatever route they thought might be the quickest way to control while entering from the correct direction. Maybe "shortest interpreted route" would be a good description, as the 1963 results do suggest the organisers had an intended route.

In 2023, we needed to have a defined route both for safety, event management and public relations purposes. Hence, the CoC applied the current "shortest mapped route" rules as an overlay on the 1963 route but with variations to some regulations to retain the "1963 flavour". By "flavour", the CoC wanted crews to find every track that was obviously part of the 1963 Akademos Trial but didn't want to use "Shortest Mapped Route" to test minor deviations that would not have been relevant in 1963.

The inaccuracies in the plotting of more minor tracks (the "white" roads on the Broadbents maps) lead the CoC to include regulations (refer to Supp Regs, Further Regs and the Route Instructions) defining that red and black roads were always shortest mapped route but white roads that meandered differently on the map from the obvious road on the ground would not be tested other than at mapped intersections. It needed careful reading of the regulations to discern that but was necessary so that shortest mapped route applied where it was appropriate. The definition of "Enter on Sight" controls used in the event also needed to be understood.

## THE EVENT ITSELF

While no crew found everything, neither did the Clerk of Course! In section 19, the first VRC has been deleted because a re-check of the maps showed that it wasn't on the shortest mapped route to control. The shortest mapped route required crews to turn right out of control 18 and use Monett Rd to access Mt Bride Rd. The CoC apologises for missing this one – it would have caught out quite a few of the higher scoring crews if correctly applied as only 5 crews turned right out of control 18. Curiously, deleting that VRC did not change any of the final placings but of course things might have been different if correctly set up.

Tony Ahearne and Tony best have been given derived scores for Sections 11, 12 and 13. They gave up their chance to attempt those sections by assisting Laurie Pelech, whose car had broken down. The derived scores are the average points per section they lost on the first 10 sections of the event.

The column for "Other" penalties shows 25 points applied on Section 1 for cars 10, 14 & 15 for breaching the Out of Bounds requirement and 15 points applied on Section 9 for cars 8 and 14 for recording a Visual Route Check (VRC) on an incorrect route. There was a VRC and red clock board on both the correct and incorrect entries to control. It wasn't wise to write down both, because the Supp Regs included a penalty for a VCR that wasn't on the correct route. All other "Other" penalties are for opening cruising envelopes.

In relation to HRA Championship eligibility, all HRA members have been included as eligible for Touring Championship points. Those eligible for the SCC Championship are as advised by the HRA SCC Series co-ordinator.

We have also provided a copy of the 1963 results. While they aren't directly comparable because most penalties in 1963 were time based, we hope you find them interesting.

I'd like to thank all the officials who assisted to make the event run successfully, especially Paul, Peter, Barry & Glen, the road crew, who had long days on both the Saturday and Sunday.

Thank you for participating in the "Hell Trial" Tour. I hope it was a "Hell" of a lot of fun.

David McKenzie  
Clerk of Course

7 September 2023

# AKADEMOS '63 "HELL TRIAL" TOUR - 2-3 September 2023

## SCORES - DIVISION 1

Amended Provisional Results as at 1500hrs 8/9/23

Car	Crew	Car	Section ->			1					2				3			4	
			Club	HRA Tour	HRA SCC	VRC1	VRC2	VRC3	M	Other	VRC1	VRC2	M	Other	VRC1	M	Other	M	Other
						A2	B2	Z8	M		V7	X6	Y8		P1	M		G5	
1	Harper / Snooks	Isuzu Dmax	HRA/HRA	Y	N	-	-	30	-		-	-	-		-	-		30	
2	Coop / Coop	Ford Escort Mk2	HRA/HRA	Y	Y	-	30	30	-		30	30	-		-	-		-	
3	Arundel / Bashford	Holden Rodea	HRA/HRA	Y	N	-	-	30	-		30	30	-		-	-		-	
4	Park / Ward	Peugeot 505	HRA/HRA	Y	N	-	30	-	-		30	30	-		-	-		-	
5	Hall / Kelly	Toyota Landcruiser	HRA/HRA	Y	N	-	30	-	-		30	-	-		-	-		-	
6	Swan / Swan	Ford Falcon XG ute	HRA/HRA	Y	N	30	30	-	-		30	30	-		30	-		-	
7	Ahearne / Best	Peugeot 405 SRi	HRA/Bris SCC	Y	Y	30	30	-	-		-	-	-		30	-		30	
8	Hartmann / Hartmann	Mitsubishi Pajero	HRA/HRA	Y	N	30	30	30	-		-	-	-		-	-		-	
9	Watson / Nicholas	Holden Adventra	HRA/HRA	Y	Y	-	-	30	-		-	-	-		-	-		-	
10	Fernie / Tidd	Volvo P544	HRA/HRA	Y	N					175				150			90		90
11	Roberts / Roberts	Austin Healey Sprite	FFCC/FFCC	N	N	DNS													
12	Pelech / Day	Toyota Tercel	HRA/HRA	Y	Y	30	30	30	-		-	-	-		-	-		-	
14	Rawson / Wald	Nissan Stanza	HRA/HRA	Y	N	30	-	30	-	25	-	-	-		-	-		-	
15	Austin-Crowe / Austin-Crowe	Hyundai Excel X3	HRA/HRA	Y	Y	30	30	30	-	25				150	30	-		-	
16	Ellis / de Vaus	Ford Ranger	HRA/HRA	Y	N	-	30	-	-		-	-	-		-	-		-	
17	Dyer / Davies	Peugeot 405	HRA/HRA	Y	Y	-	30	30	-		30	-	-		-	-		-	
18	Kilfoyle / Bolduan	Subaru Outback	MUCC/MUCC	N	N	30	30	30	-		30	-	-		30	-		-	
19	Wallis / Wallis	Peugeot 505	HRA/HRA	Y	Y	-	30	30	-		-	-	-		30	-		-	
20	Seidler / Hughes	Subaru Outback	MUCC/MUCC	N	N	-	30	-	-		-	30	30		30	30		-	
21	Upton / Laidlay	Mitsubishi Pajero	HRA/HRA	Y	Y	-	30	-	-		-	-	-		30	-		-	
22	Officer / Officer	Mitsubishi Pajero	HRA/HRA	Y	N	-	30	30	-		-	-	-		30	-		-	

Crew	5					6				7		8			9			10			10B		11			
	VRC1	R/VRC	R	M	Other	VRC1	R	M	Other	M	Other	VRC1	M	Other	VRC1	M	Other	VRC1	M	Other	M	Other	R	VRC1	M	Other
	J3	R22 /L3	R9	M		N5	R12	M		A5		B4	M		D2	C1		D3	F8		N7		R8	J6	M	
Harper / Snooks	-	30	-	-		-	-	-		-		-	-		-	-		-	-		-		30	-	-	
Coop / Coop	-	30	-	-		-	30	-		-		30	30		30	-		-	-		-		30	-	-	
Arundel / Bashford	-	-	-	-		-	30	-		-		30	30		-	-		-	-		-		30	-	-	
Park / Ward	-	30	-	-		-	-	-		-		-	-		-	-		-	-		-		30	-	-	
Hall / Kelly	-	-	-	-		-	-	-		-		30	30		30	-		-	-		-		30	-	-	
Swan / Swan	-	30	-	-		-	30	-		-		30	30		30	-		-	-		-		30	-	-	
Ahearne / Best	-	30	-	-		-	30	-		-		30	60		30	30		30	30		-					39
Hartmann / Hartmann	-	-	30	30		-	-	-		-		-	-		30	-	15	30	-		-		30	-	-	
Watson / Nicholas	-	-	30	30		-	-	-		-		-	-		-	-		-	-		-		30	-	-	
Fernie / Tidd					150				120		90			90			120			120		90				120
Roberts / Roberts																										
Pelech / Day	-	30	-	-		-	-	-		-		30	30		30	-		30	-		-		30	-	-	
Rawson / Wald	-	-	-	-		-	30	-		-		-	-		30	-	15	-	-		-		30	-	-	
Austin-Crowe x 2	-	30	-	-		30	30	-		30		30	60				120	30	30		-		30	30	60	
Ellis / de Vaus	-	-	-	-		-	-	-		-		30	30		-	-		-	-		-		30	-	-	
Dyer / Davies	-	30	-	-		-	30	-		-		-	-		30	-		-	-		-		30	-	-	
Kilfoyle / Bolduan	-	30	-	-		-	30	-		-		30	30		30	-		-	-		-		-	-	-	
Wallis / Wallis	-	30	-	-		-	-	-		-		30	-		-	-		30	-		-		30	-	-	
Seidler / Hughes	-	30	-	-		-	-	60		30		30	30		-	-		30	-		-		30	-	-	
Upton / Laidlay	-	-	-	-		-	-	-		-		-	-		-	-		-	-		-		-	-	-	
Officer / Officer	-	30	-	-		-	30	-		-		30	30		30	-		-	-		-		-	-	-	

## Melbourne University Car Club Inc.

12						13				13B		Total	Divn. Place	Crew
VRC1	R	R	VRC2	M	Other	VRC1	R	M	Other	M	Other			
T8	R25	R3	C6	M		K4	R18	M		M				
-	30	-	-	-		30	30	-				210	5	Harper / Snooks
-	30	-	-	-		-	-	-		-		330	12	Coop / Coop
-	30	-	-	30		-	-	-		-		270	8	Arundel / Bashford
-	30	-	-	-		-	-	-		-		180	=3	Park / Ward
-	30	30	30	30		-	-	-		-		300	=9	Hall / Kelly
-	30	30	30	60		-	-	-		-		480	15	Swan / Swan
					39				39	-		507	16	Ahearne / Best
-	30	-	-	-		-	30	-		-		315	11	Hartmann / Hartmann
-	30	-	-	-		-	-	-		-		150	2	Watson / Nicholas
					180				120	-		1705	20	Fernie / Tidd
												DNC		Roberts / Roberts
30	30	30	30	60		30	30	60		-		570	18	Pelech / Day
-	30	-	-	-		-	-	-		-		220	6	Rawson / Wald
30	30	30	30	60		30	30	60		-		1105	19	Austin-Crowe x 2
-	30	30	-	-		-	-	-		-		180	=3	Ellis / de Vaus
-	30	-	-	-		30	30	-		-		300	=9	Dyer / Davies
-	30	30	-	-		-	-	-		-		360	13	Kilfoyle / Bolduan
-	30	-	-	-		-	-	-		-		240	7	Wallis / Wallis
-	30	-	-	-		-	-	-		-		420	14	Seidler / Hughes
-	30	-	-	-		-	-	-		-		90	1	Upton / Laidlay
					180	30	30	60		-		540	17	Officer / Officer

# AKADEMOS '63 "HELL TRIAL" TOUR - 2-3 September 2023

## SCORES - DIVISION 2

Amended Provisional Results as at 1500hrs 8/9/23

Section ->			13C		14					15					16				17				
Car	Crew	B/F Div 1	M	Other	VRC1	R	R	M	Other	VRC1	R	VRC2	M	Other	VRC1	VRC2	M	Other	R	VRC1	VRC2	M	Other
			C6		K4	R17	R10	T8		J6	R13	N7			F8	D3			R23	E9	C1		
1	Harper / Snooks	210	-		-	-	-	-		-	-	-	-		-	-	-		-	-	-	30	
2	Coop / Coop	330	-		-	-	-	-		-	-	-	-		-	30	60		30	-	-	30	
3	Arundel / Bashford	270	30		-	30	-	-		-	-	-	-		-	30	30		-	-	30	30	
4	Park / Ward	180	-		-	-	-	-		-	-	-	-		-	-	-		-	-	-	-	
5	Hall / Kelly	300	-		-	-	-	-		-	-	-	-		-	-	-		-	-	-	-	
6	Swan / Swan	480	-		-	30	-	-		-	30	-	-		-	-	-		-	-	-	30	
7	Ahearne / Best	507	-		-	30	-	-		-	30	-	-		-	30	30		-	-	-	30	
8	Hartmann / Hartmann	315	-		-	30	-	-		-	30	-	-		-	30	60		30	-	30	30	
9	Watson / Nicholas	150	-		-	-	-	-		-	30	-	-		-	-	-		-	-	-	-	
10	Fernie / Tidd	1705		90					180					150				120					150
11	Roberts / Roberts	DNS																					
12	Pelech / Day	570	-		-	-	-	-		-	-	-	30		-	30	60		30	-	-	-	
14	Rawson / Wald	220	-		-	-	-	-		-	30	-	-		-	-	-		-	-	-	30	
15	Austin-Crowe / Austin-Crowe	1105	-		-	30	-	-		-	30	30	30		-	30	60		30	-	30	30	
16	Ellis / de Vaus	180	-		-	-	-	-		-	30	-	-		-	-	-		-	-	-	30	
17	Dyer / Davies	300	DNS																				
18	Kilfoyle / Bolduan	360	-		-	30	-	-		-	30	-	-		-	-	-		-	30	-	-	
19	Wallis / Wallis	240	-		-	-	-	-		-	30	-	30		-	30	30		30	30	-	-	
20	Seidler / Hughes	420	-		-	-	-	-		-	-	-	-		-	-	-		-	-	-	-	
21	Upton / Laidlay	90	-		-	-	-	-		-	-	-	-		-	-	-		-	-	-	-	
22	Officer / Officer	540	-		-	-	-	-		-	-	-	-		-	30	30		-	-	-	-	

## Melbourne University Car Club Inc.

18			19				20				21							22		Div 2 Total	Div 2 place	Grand Total	Place	Crew (SCC shaded)	
VRC1	M	Other	VRC1*	VRC2	M	Other	VRC1	VRC2	M	Other	VRC1	VRC2	R	R/VRC	VRC3	Obs1	M	Other	M						Other
D2			B4	A5			J5	V5			L7	H1	R20	R2 /	G3 /	Ann									
-	-		-	-	-		-	-	-		-	-	-	-	-	11	-		-		41	5	251	5	Harper / Snooks
-	-		-	30	30		-	-	-		-	30	-	-	-	-	-		-		240	=15	570	12	Coop / Coop
-	-		-	-	-		-	-	-		-	30	-	-	-	11	-		-		221	14	491	11	Arundel / Bashford
-	-		-	-	-		-	-	-		-	30	-	-	-	-	-		-		30	=2	210	2	Park / Ward
-	-		-	-	-		-	-	-		-	-	-	-	-	-	-		-		0	1	300	6	Hall / Kelly
-	-		-	30	30		30	-	-		-	30	-	30	-	-	-		-		240	=15	720	15	Swan / Swan
-	-		-	-	-		-	-	-		30	-	-	-	-	-	-		-		180	=11	687	13	Ahearne / Best
30	30		-	30	60		-	-	-		30	30	-	30	-	11	-		-		491	17	806	17	Hartmann / Hartmann
-	-		-	30	30		-	-	-		-	-	-	-	-	-	-		-		90	=7	240	=3	Watson / Nicholas
		90				120				120									251	-	1271	19	2976	19	Fernie / Tidd
																					DNS	DNS	DNS	DNS	Roberts / Roberts
-	-		-	-	-		-	-	-		30	-	-	-	-	-	-		-		180	=11	750	16	Pelech / Day
-	-		-	-	-		-	-	-		-	30	-	-	-	-	-		-		90	=7	310	7	Rawson / Wald
30	30		-	-	-		30	-	-		30	30	30	30	-	-	-		-		510	18	1615	18	Austin-Crowe x 2
-	-		-	-	-		-	-	-		-	-	-	-	-	-	-		-		60	6	240	=3	Ellis / de Vaus
																					DNS	DNS	DNF	DNF	Dyer / Davies
-	-		-	-	-		-	-	-		-	30	-	-	-	-	-		-		120	9	480	10	Kilfoyle / Bolduan
-	-		-	-	-		-	-	-		-	30	-	-	-	-	-		-		210	13	450	=8	Wallis / Wallis
-	-		-	-	-		-	-	-		30	-	-	-	-	-	-		-		30	=2	450	=8	Seidler / Hughes
-	-		-	-	-		-	-	-		-	30	-	-	-	-	-		-		30	=2	120	1	Upton / Laidlay
30	30		-	-	-		-	-	-		-	30	-	-	-	11	-		-		161	10	701	14	Officer / Officer



pre correction of WD from 15 to 30

5	
12	
10	13C info?
=3	
6	
15	
13	
17	
=3	review info on S15
19	
DNS	
16	
7	
18	
2	
DNF	
11	
8	
9	
1	
14	