

HILL TOPS ALPINE

Dunkerton wins fifth rally title

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In one of the hardest fought Alpine events seen for many years Hill and Bell swapped the lead several times during the last three stages.

Division one took its toll of the competitors with 10 crews dropping out, amongst them the fancied Autosport Bluebird of Portman and Runnalls which dashed its oil pick-up to pieces after some enthusiastic suspension compressing driving on Special Stage 5.

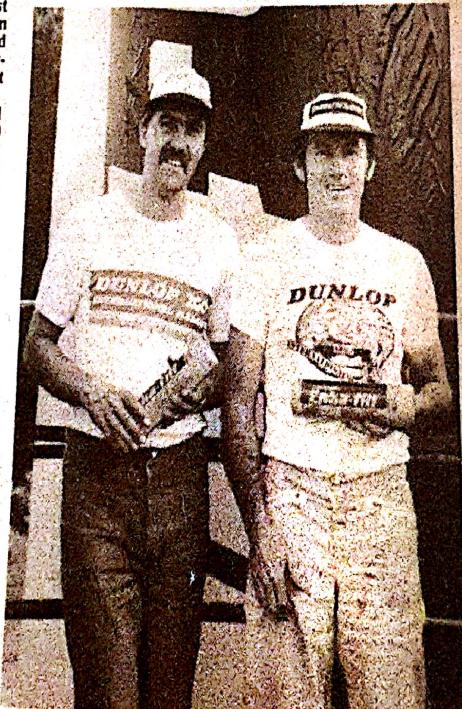
At the end of Division 1 the Fiat 131 of Greg Carr and Fred Gocentas held the lead with a slight margin over the Mitsubishi of Galant of David Officer and partner Kate Hobson. In third and fourth places respectively were Bell and Hill with virtually nothing between them.

Division 2 saw Carr retain his lead, although Hill had crept up into second place ahead of Officer and Bell. Behind them came George Fury in the Dynamometer Services Datsun 120Y, and South Australian Champion Barry Lowe.

Positions remained much the same in Division 3, Bell moving up to third while the Murray Coote and Brian Marsden crew relegated Lowe to seventh position.

Division 4's Special Stage 25 put an end to the hopes of both Carr and Coote, the Fiat retiring with a blown diff, Coote making a more spectacular exit when his Datsun 1200 hit a bridge.

The exertions of the Alpine also proved too much for Fury's 120Y and on Special Stage 33 the little Datsun opted out of the competition with a blown engine.



ABOVE: The winning crew - Hill and Bonser. Pic by Dale Rodgers.

When the dust cleared at the end of Division 4 it was Hill and Bonser's BDA Escort that had emerged the winner from the turbo-Mazda-rotary-engined Datsun of Bell and Peterson with Officer and Hobson in third followed by Clive Slater and Steve Owers in the Japanese Connection sponsored Toyota Celica.

In 12th place outright was Ross Dunkerton who was provisionally awarded the 1983 Australian Rally Championship.

Driving a Holden Commodore Dunkerton had a

close battle with Peter Johnson (Mazda RX7) and Russell Worthington (Mazda 626) throughout the rugged 800km event.

Protests were, however, lodged against the Dunkerton Commodore at a post-event scrutineering. A Stewards Hearing will be held to investigate the charges.

Should Dunkerton survive the protest this will be his fifth championship making him the first person to ever achieve this many title wins.

Friday, December 2, 1983

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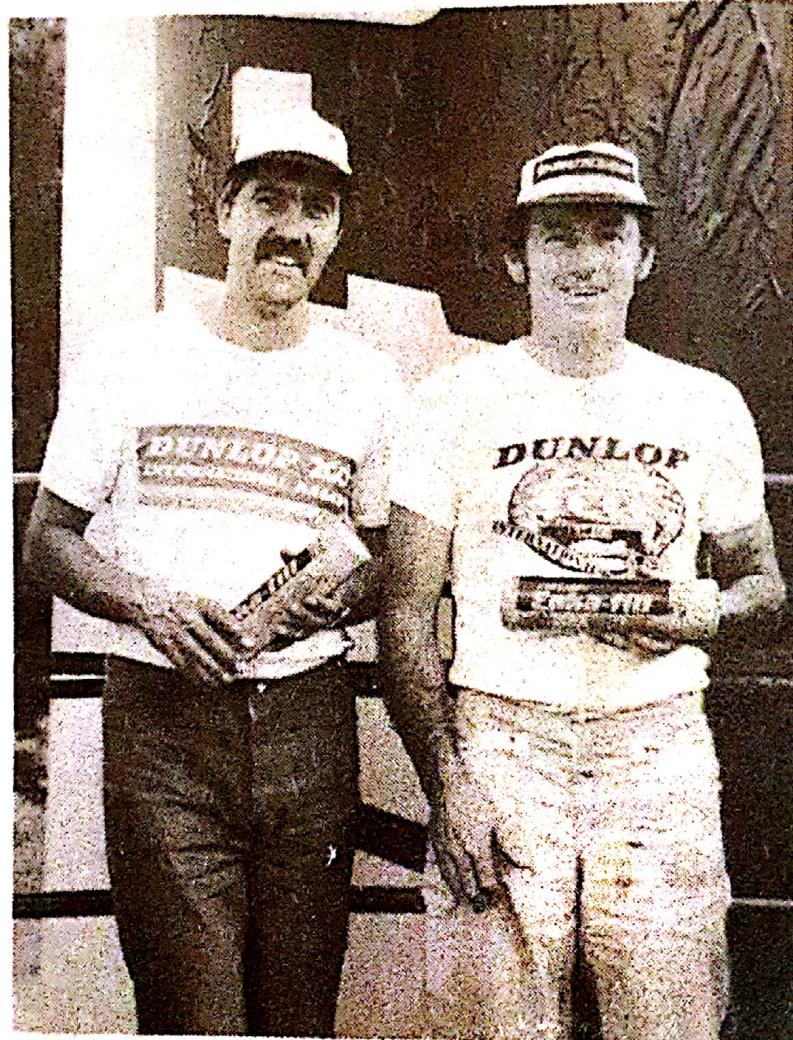
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LL WINS
Dunks takes

IAN HILL EMERGED victorious from the gruelling 1983 Enka-Fill Alpine held in the Bright area over the November 19-20 weekend.

The Alpine was the second ARC event Hill has won this year, but his victory did not go unchallenged. A mere nine seconds slower was that flying Victorian; Hugh Bell, in his Mazda-powered Datsun 1600. These two had a flying battle throughout the weekend with the lead changing battle several times over the last four stages.

Group A also had a very tight battle, and depending upon its outcome were the final results of the 1983 Australian Rally Champs. If Peter Johnston had won

Group A, in his RX7, Dinta Officer and Kate Hobson in the Group G Galant would have had to win the 1983 Enka-Fill Alpine outright to take out this year's title. As things turned out Dinta and Kate came third behind Don...
1:40

Donald Ben Patterson, while Peter Johnston came second in Group A and 14th outright.

Ross Dunkerton won Group A in the Commodore, and despite his 11th outright placing picked up enough points from winning Group A to give him the 1983 Australian Rally Championship — his fifth such

The casualty list was quite heavy with much fancied Portman/Runnalls lowering the suspension of the Autosport Bluebird at one point and in so doing removed the oil pick-up. Fury/Sutfern (together again) were well placed until the motor in the Dynamometer Services 120Y cried enough. Also going out with a dead motor were Brown/Richards when the camshaft in their Dats

spares/Toyparts 180B SSS split in two

Greg Carr and Fred Goconets were doing so well in the Fiat 131 that by lunch-time Saturday they were well in the lead; by lunch-time Sunday it had been confirmed that they were out of the event with a cooked diff.

of SS 3, Coonie/Marsden and Officer/Hobson had moved up to share fourth place with Portman/Runnalls.

Dlingo Ridge (SS4) was the best and last stage for Portman/Runnalls. Their time of 7.58 was second fastest and was good enough to move them up to third outright. By now Carr/Goconets were flying as their time of 7.48 shows.

DIVISION 1

The first special stage of the

The dubious honor of being the first casualty for reasons other than mechanical went to Graeme Wise and John Williams who "parked" their Datsun F510 off road in a rather suspect fashion at SS4. They were well-placed for this early in the event being in 11th outright at the time.

Cooks Tour or SS6 (whichever you prefer) provided the first of three visits to a greater spectator point(s) in the Stanley Forest.

Carr/Gocentas pulled away a little bit more here when they were timed at 6:30 for SS6. Officer/Hobson managed a 6:43 and this was enough to move them from third outright to second outright. Hill/Bonser, who were second, dropped to third when they could only manage seventh fastest time (6:55). Jumping into fifth outright Bell/Patterson when they achieved 6:45 and Fury/Suffern, although five

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Thompson/Allen tied with 3:20. Although this time didn't do a lot for Officer/Hobson, it was good enough to move Thompson/Allen from 15th to 11th outright.

Still in the Stanley spectator area for SSB (Airstrip), crews really turned it on for the spectators and, no doubt, worried themselves a little as they dropped down into the spectator

selves out of the event (at least they shouldn't have any trouble obtaining a new shell.) By division end Carr / Gocentos were 1:18 clear of Officer/Hobson and a further 19 seconds down on Hill. Smith / Mignot total time of 47:52 was eight seconds slower than that of Fury / Sufferin and six seconds quicker than that of Cootie / Marsden.

By the end of SS15 Hill Bonser had moved up to third and pushed Bell / Paterson back to fourth and Fury / Sufferin came in at fifth spot.

Also making a jump higher were Glover / Burns, in B.F. Goodrich Escort, went from 13th to 10th, and little R5 Turbo of Watson / Riner which moved into 11th place.

By Dean Jeeves

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Leading the field were Carr/Giocentas, followed by G.

Eight seconds over the 48 minute mark were Greenwood / Greenwood in their Escort some 30 seconds clear of Lowe / Dobrzynski in the Darda — 51 seconds clear of Johnson / Blume, from Bathurst, in a Datsun 1600.

Division 2

With only four stages 1 after SS16, before Division 2 (two in Stanley, Bandiana Alpine Camp and, of course, Hi-Weir Race Track) things were starting to look interesting.

The first of these four stages saw Bell and Fury swap places with Lowe and Greenwood — swapped seventh and eighth. Lowe and Greenwood were destined to hold on to their positions until Division 2 end.

Bell / Paterson regaining fourth place after taking fast time on the last two stages, though on the last stage (Hume Weir) they shared fastest time with Hill / Bonser and Hume / Fullerton. Their time 1:54 beat last year's fast time by five seconds, the honours last year going to Alex Fletcher / Ed Mulligan and Ian Hill. Division 2 end outright placings were anything but settled, with

After lunch crews made their way out to the popular "Flat Rock Stage"; fastest here last year were Carr / Gocentas with a time of 3:05; this year it was Carr / Gocentas again and this time they recorded a 2:95. Also getting under last year's time were Lowe / Dobrynski with a 3:04.

At the end of SS14 it looked like Smith / Mignot were also well placed (eighth), just ahead of Lowe/Dobrynski (ninth) and Jones/Bryant.

Overall placings did not change a great deal over the next three stages; although Bell / Paterson jumped to third, Hill / Bonser dropped to fourth, Fury / Suffer to fifth, Coote / Marsden to seventh and Smith / Mignot climbed to sixth. SSII was good value for spectators as crews drove through a couple of patches of water and went over a sharp bend. Jones / Brune (10th) making a move; they recorded second fastest time, along with Bell / Paterson. This moved them up one spot to fifth place, but unfortunately this was as far as they got for on SS15 as the Galant went over and put them out of the event.

Also going out on SS15 were Brown / Richards who broke the camshaft in the 180B SSS. By now it was obvious that Hill / Bonser, Bell / Paterson

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Running in sixth place with a total time of 1:37.17 (23 seconds slower than Fury / Suffern) were Coote / Marsden whilst Lowe / Dobrzynski were on 1:37.07 and holding seventh place. Greenwood / Greenwood continued to surprise and were running in eighth place only 28 seconds down on Lowe / Dobrzynski.

With a total time of 1:38.52 were Jones / Blume in ninth place with Wall / Maude one minute behind and chasing hard.

DIVISION 3

The traditional late Saturday night / early Sunday morning finish of Division 3 wasn't on this year. Instead there was only one competitive section, 9.55km after a 96.55km transport, and that was in Two Mile Creek.

Most crews were glad that there was only one section to go. After all they had been working pretty darn hard and the weather was warm to say the least.

Bell / Paterson took fastest time (9.08) on SS21 and this was good enough to put them in second place outright, through they were still 2:50 down on the leaders. Lowe / Dobrzynski managed to clock 9.09 for the night section.

Lowe / Dobrzynski managed a 9:20 and this enabled them to retain seventh place outright. Taking fourth fastest on this section were Alan Whiterley and Jim Davis in the ex-Leng-Stoker / Palmer Datsun 1600. A creditable effort this, as they had started the event in 87th place and by Division 3 end were running 30th.

Two crews clocked 9:25 to share fifth fastest time. Fury / Suffern and Coote / Marsden — only two seconds clear of Hill / Bonser.

The only changes to the top 10 after Division 3 end saw Bell / Paterson move to second from fourth, Hill / Bonser from second to third and Officer / Hobson from third to fourth.

DIVISION 4

The first competitive section on Sunday was another two laps

of the Bright dirt circuit. Here most crews took it easy with no less than six crews recording 1:33 for fastest time and five crews recording 1:34.

Once the dirt circuit was over and done with, it was off to the magic roads of the Merrion Plantation for the rest of the morning's entertainment.

Fury / Suffern started off in fine style by taking fastest time SS23 (10:30), four seconds quicker than Bell / Paterson and Glover / Burns.

The end of SS23 saw the first major change in outright placings. Moving into first place were Bell / Paterson. Fury / Suffern's fastest time on this section moved them into second place, just ahead of Hill / Bonser and Officer / Hobson.

Into fifth place moved Coote / Marsden and taking their place in sixth spot were Lowe / Dobrzynski. Moving into the top 10 were Berne / Fullerton and dropping to eighth were Carr / Gocentas.

Carr / Gocentas had taken a maximum on SS23 when the diff started to play up and this is what put them back to eighth. After a repair job they went out and took fastest time on SS24 and took fastest time on SS24 only to drop out of the event altogether on SS25 when the diff let go in a big way.

Also going out on SS25 were Coote / Marsden when a bridge got in the way of their cute little Datsun 1200 Coupe.

SS25 also saw some positional changes when Hill / Bonser took second fastest time and moved into second outright and in the process they pushed Fury / Suffern into third place.

Two crews moved into the top 10 here — one was Slater / Coote / Celica who moved into ninth place. Lowe / Dobrzynski other was Ashton / Peasley who moved into 10th.

The bad news on SS26 was the demise of the Greenwood / Greenwood Escort when they had a 'multiple inversion' whilst they were running in sixth place. Both were okay, if a little shaken.

The next four stages saw no changes in the first four outright placings but there were a few interesting changes going on below.

Moving into seventh and then sixth place were Slater /

Owers; dropping to 10th were Ashton / Peasley and dropping to eighth were Berne / Fullerton. Going from seventh to sixth and then back to seventh were Wall / Maude and coming into ninth place were Jones / Blume.

Another crew making a very rapid move upwards were Dunkerton / Kortlang. They had started the day in 33rd, by the end of SS30 they had moved up to 16th (who said Brocky was the only one who could drive a Commodore quickly?)

SS31 saw some very quick actions from Fury / Suffern as they made second fastest time on the section, just two seconds down on Bell / Paterson and seven seconds up on Hill / Bonser. This put Fury / Suffern into equal-second place with Hill / Bonser and with only four sections to go before the finish things were looking good for this crew and their 120Y. Things looked even better for Fury / Suffern after SS32 when they took fastest time, some three seconds ahead of Bell / Paterson, and 12 seconds ahead of Hill / Bonser. This was also the last stage for the little 120Y for on SS33 it suffered an engine failure and put Fury / Suffern out of the event.

However, the excitement doesn't end there, for on SS33 Hill / Bonser took fastest time by a massive 31 seconds from Bell / Paterson and this put them into the overall lead.

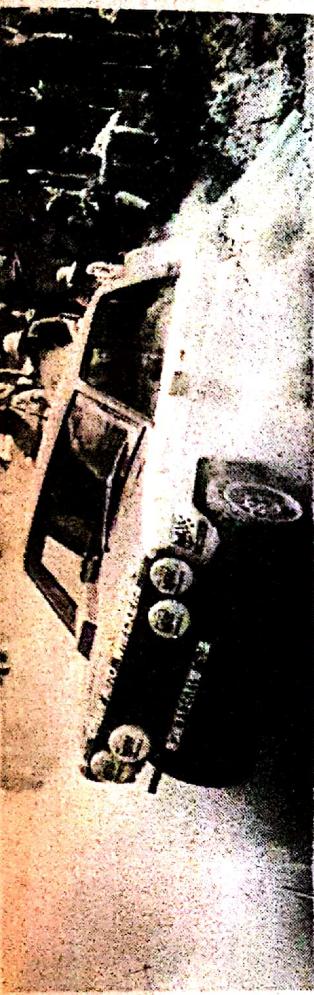
Slater / Owers took second fastest time on this section and this moved them into fourth place and Officer / Hobson moved into third place when they took fourth fastest time.

Ashton / Peasley moved up to eighth place whilst Berne / Fullerton moved up to fifth and Glover / Burns went into ninth place. Lowe / Dobrzynski did not have a good time on SS33 and dropped to 10th place.

The battle for Group A was also running very hot. By the end of SS33 Dunkerton / Kortlang had caught and passed the Mazda RX7 of Johnston / Jones and was in 12th place, one spot ahead of Johnston / Jones.

After lunch in Myrtlefield it was off to Braithwaite's for the second last stage of the 1983 Enka-fil Alpine.

Braithwaite's went to Bell / Paterson and with it went the lead, leaving Hill / Bonser in



ABOVE: Barry Lowe and Ted Dobrzynski about to test their safety harnesses. Pic. by Paul Horie.

All in all it was a great week-end and the organisers (the Light Car Club of Australia), the scorers (Inpro Services), the sponsors (Enka-fil) and the many hundreds of officials from the many car clubs throughout the state are to be congratulated for putting together a first-class event.

Keep your eyes on Channel 0 / 28 for they had doing some filming and they got some great footage.

**ENKA-FILL ALPINE RALLY 1983: 19/20 NOV.
SUMMARY OF PLACINGS TO END DIVISION 4 AT 3.35PM**

OUTRIGHT PLACINGS:

CAR MAKE	PENALTY
Escort BDA	4.04.57
Datsun 1600	4.05.06
Galant	4.06.46
Toyota Celica	4.12.42
Ford Escort RS	4.14.39
Datsun P510	4.14.46
Datsun 1600	4.15.39
Ford Escort	4.16.13
Datsun 1600	4.16.28
Mazda	4.18.09

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Galant	4.06.46
Datsun 1600	4.14.46
Lancer	4.21.32
Ford Escort	4.22.42

CAR MAKE

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Gordon Douglas/Paul McKie	4.20.33
Richard Carter/Greg Price	4.22.48
Rob Worboys/Bob Carpenter	4.23.08
Cortina TE	