

# INTERCHANGE

CRB STAFF MAGAZINE

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October 1981

A WINE OFFER  
YOU CAN'T REFUSE

PAGE 3

CLOSING DATE  
NEXT ISSUE: 6TH NOVEMBER

Royal Show Time, Folks!

## Getting the road on the Show

*They say the first day of the Royal Melbourne Show is the quietest.*

Raymonde Simonet, Melissa Weeks, Tony Biancacci and John Loschiavo would probably dispute that claim.

The four were supervising the CRB display on the opening day of the Show — and the flow of schoolchildren seemed endless.

"I didn't expect so many kids on the first day," said Tony, as

he suddenly found himself surrounded by a swarm of exuberant visitors from Grade 3c at Sunshine West Primary.

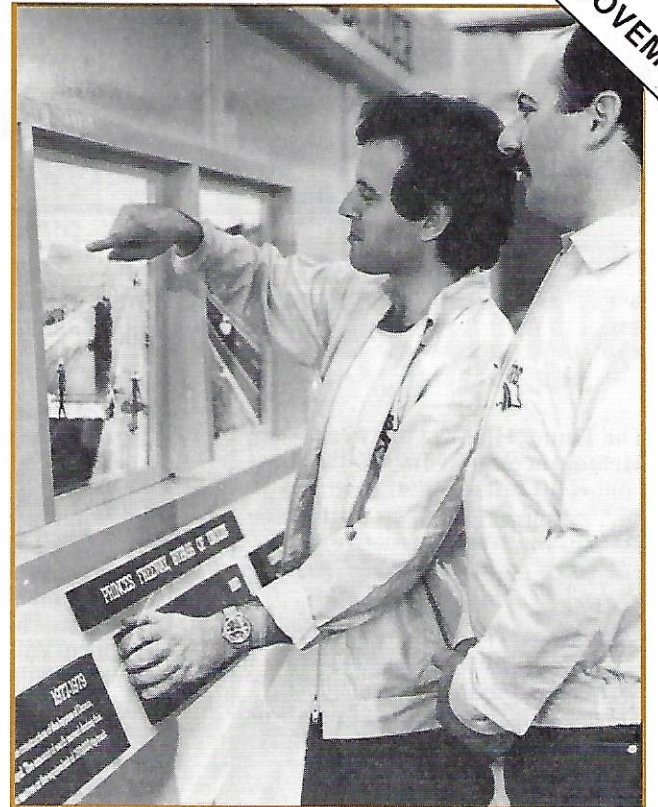
"The morning session was a real rush," said John, an admin. officer in Estates, "although the afternoon wasn't so hectic."

The attraction at the CRB

display was a 'Count the Flaggie' contest, and as scores of eager adolescents filed through the display they were awarded a copy of the CRB 'Roadmoves' game.

The display featured a replica of a road paver, and built into the interior was a special visual display which included photographs depicting various aspects of road construction.

▲ John Loschiavo (left) and Tony Biancacci inspect the display



A number of flaggies were painted onto the photographs and the object of the contest was for children to count them all.

There were 17 altogether, but as CRB staff — and a few jaded schoolteachers discovered — arithmetic wasn't a strong point of many of the kids.

"It's either three or four or 20," said Melissa, a drafting assistant from Road Planning.

*And did they all cope with the constant chorus of boisterous voices and the multitude of clamouring, sticky fingers?*

"I think it's great," said Raymonde, a drafting assistant with Road Planning, "I find the kids interesting...I adore them."

"They're great," laughs Tony, a design draftsman with Bridge.

The colourful display was built by Wenker Industries, and the concept was created by Andrew Doyle, from Public Relations.

**More than 100,000 people passed through the CRB display which formed part of the Ministry of Transport exhibition in the Government Pavilion.**

◀ Melissa Weeks (left) and Raymonde Simonet explain the 'Roadmoves' game to some young visitors at the show



### Inside this issue :



the  
linemarkers  
pages  
6 & 7



Surveying  
on Skis  
Page 4



Staff on wheels - page 12

FROM  
THE

# BOARDROOM

## HUME FREEWAY Seymour to Euroa

The Hume Highway between Melbourne and Sydney is the most important inter-capital road link in Australia, and forms part of the national highway network.

The CRB is progressively upgrading the Hume Highway between Melbourne and Wodonga to dual carriageway standard.

Between Seymour and Euroa the CRB is constructing 49 kilometres of dual carriageway highway including freeway bypasses of Seymour, Mangalore, Avenel and Old Longwood.

The project will be opened in stages with final completion scheduled for 1984. When it is completed motorists will be able to travel on dual carriageways from Melbourne to a point 5 km south of Euroa, a total distance of approximately 130 km.

### Cost

The estimated total cost of the Hume Freeway project from south of Seymour to south of Euroa is \$66.5 million, at 1981 prices.

- Bypasses of Seymour and Avenel—estimated cost \$49 million.
- Avenel to Tubbs Hill—actual cost \$8.5 million.
- Tubbs Hill to Euroa—estimated cost \$9 million.

### The project

The freeway is being constructed in lengths that can be opened to traffic when completed.

- Bypass of Seymour—this 9 km section connects the existing freeway south of Seymour to the Goulburn Valley Highway interchange north of Seymour. An interchange will also be provided at the Seymour-Tooborac Road which will serve Seymour and the nearby Puckapunyal Army Camp.

A total of 18 bridges will be constructed on this section including three twin bridges, and associated earth embankments, across the Goulburn River and its flood plain.

- Bypass of Avenel—this 16 km section bypasses Mangalore and Avenel and extends from the Goulburn Valley Highway interchange to north of Avenel.

The route generally follows the 'Old Sydney Road', used by stagecoaches in years past, and includes the construction of twin bridges across the existing Hume Highway and the North Eastern Railway, and at Hughes Creek, Avenel.

- Avenel to Tubbs Hill—this 14 km section was opened to traffic in 1979. The project involved the construction of a duplicate carriageway for use by northbound traffic, with the existing highway being used by southbound traffic.

- Tubbs Hill to Euroa—this 10 km section from Tubbs Hill to 5 km south of Euroa, involves the construction of a duplicate carriageway for use by northbound traffic and a dual carriageway bypass of Old Longwood.

### Points of interest

Among the points of interest along the freeway route are:

- Crossings of Sunday Creek and the Goulburn River flood plains.
- The Goulburn Valley Highway interchange. When completed, this interchange will be the largest constructed in rural Victoria.
- The 'Old Sydney Road', adjacent to the bypass of Avenel, which was part of the original Melbourne/Sydney coach road.

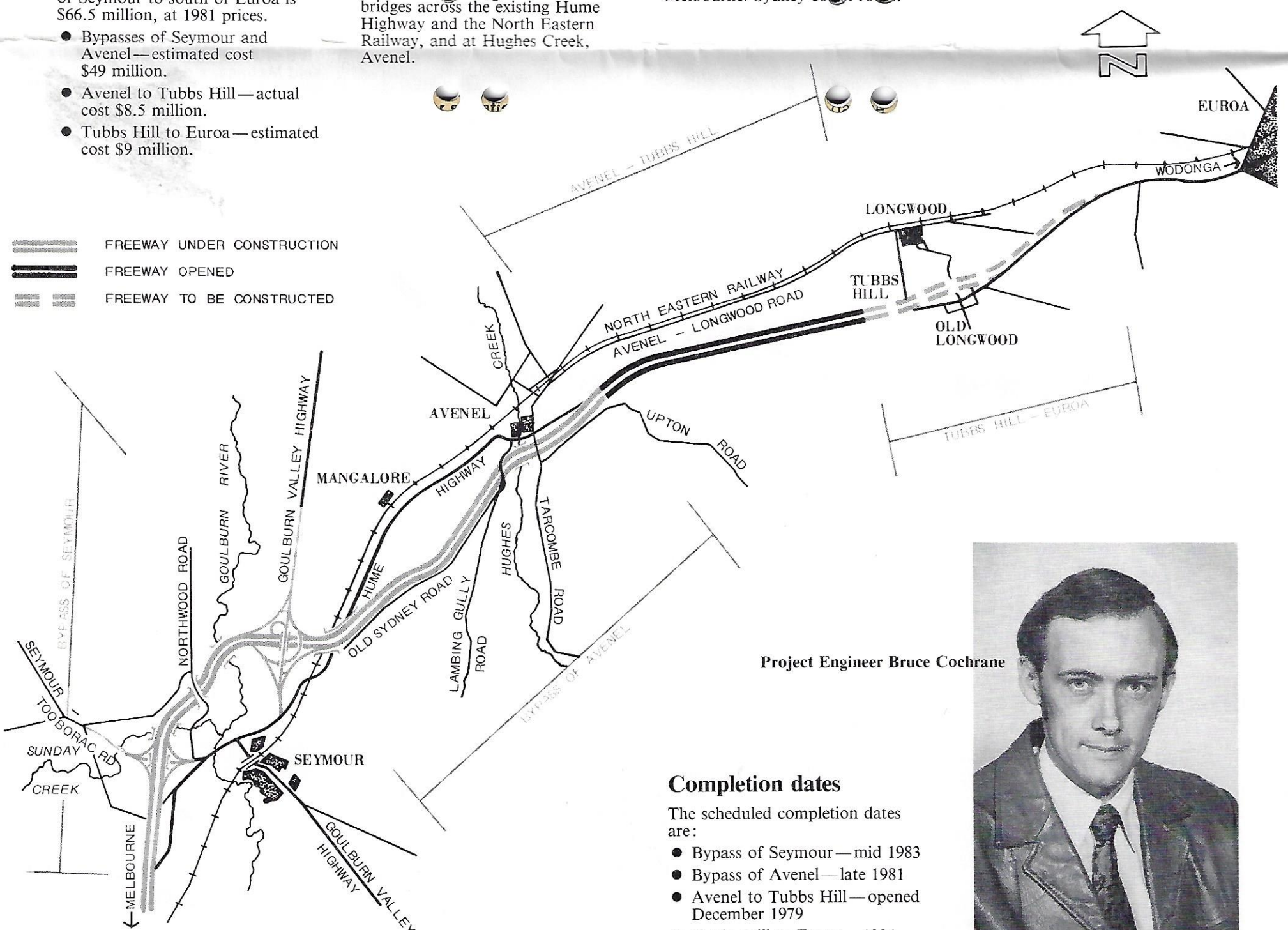
- Rest areas adjacent to the 'Old Sydney Road', near Mangalore for both north and south bound traffic.

- Panoramic views from Mount Teneriffe.

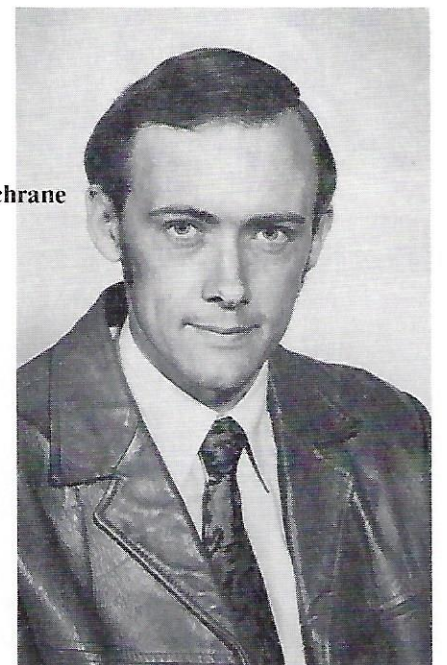
### The environment

The new freeway has been designed to blend with the existing environment and wherever possible the CRB has retained existing stands of trees. Trees and shrubs planted along the project will complement the existing varieties of Eucalypt, Acacia, Melaleuca and Casuarina.

Two unusual vegetation species occur on the freeway. Grass trees (*Xanthorea Australis*) will feature in the rest area near Mangalore and a stand of rare Hickory Wattle Trees (*Acacia Penninervis*) will be preserved in the median at Sanctuary Hill.



Project Engineer Bruce Cochrane



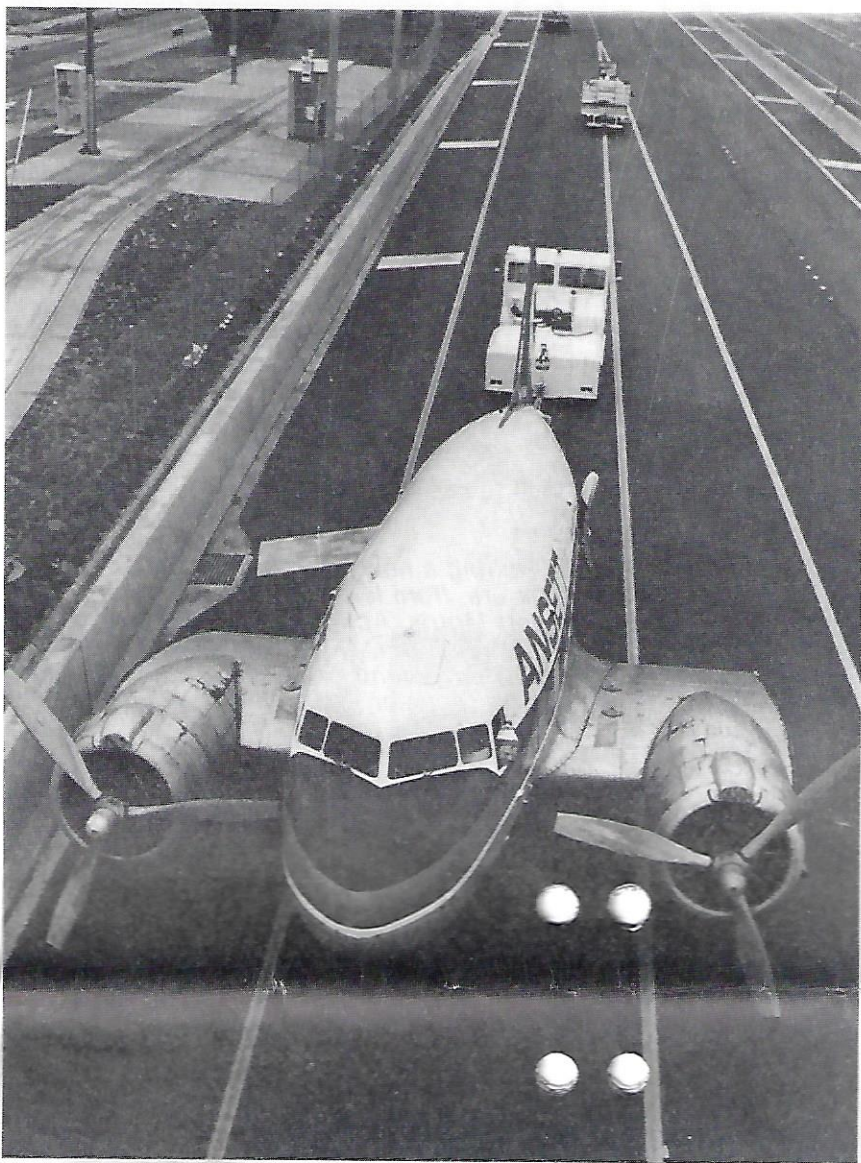
### Completion dates

The scheduled completion dates are:

- Bypass of Seymour—mid 1983
- Bypass of Avenel—late 1981
- Avenel to Tubbs Hill—opened December 1979
- Tubbs Hill to Euroa—1984.

# Plain Sailing on Tulla Freeway

Photo courtesy  
Herald



We all know pedestrians, bicycle riders and animals are not allowed onto freeways, but what are the rules with aeroplanes?

Motorists on Tullamarine Freeway recently must have looked twice when they saw an Ansett DC-3 slowly making its way along the northbound carriageway at Airport West.

The DC-3 was being towed along the freeway from Essendon Airport to Tullamarine Airport, where it is to be restored by apprentices at Ansett's maintenance base.

Assistant Permits Officer Peter Brooks said that an over dimensional permit had been issued for the trip, as the DC-3, even with its wings removed, measured 7.4 metres wide, 5.17 metres high and 27 metres long.

Peter joined the convoy of police and SEC vehicles to observe the manoeuvre.

"It went very smoothly," Peter said, "although the right hand turn onto the on-ramp of the freeway was a tight squeeze."



## EXPOVIN81 WORLD WINE SHOW CONNOISSEUR'S SPECIAL PASS

By special arrangement with the organisers of the annual Expovin Wine Exhibitions we are pleased to offer our members a special concessional rate for admission to the 1981 exhibitions. This year the normal entry fee will be \$10.00 but on presentation of this voucher at the entrance members will be admitted at the special price of \$8.50 per adult. The admission fee includes tasting vouchers for 24 "wine samplings".

EXPOVIN 81 SYDNEY Overseas Passenger Terminal, Circular Quay, October 9th-13th, 1981  
EXPOVIN 81 MELBOURNE Royal Exhibition Building, Great Hall, October 17th-24th, 1981

(Enquiries to Expovin on Melbourne (03) 699 9100)

**Calling all lovers of the fermented grape-juice... Interchange has an offer you can't refuse!**

*If you're planning on visiting the EXPOVIN International Wine Exhibition this year, you can take advantage of our special offer.*

**Present the above coupon at the ticket box, and you'll save \$1.50 on the admission charge.**

*EXPOVIN, the world's biggest public wine show, will be held at the Royal Exhibition Building in Carlton from Saturday 17th until Saturday 24th October.*

*This year the normal entry fee will be \$10.00, but the Connoisseur's Special Pass admits visitors at the special price of \$8.50. The offer is valid for any day during the exhibition - visiting hours will be Noon to 10.00pm daily.*

The DC-3, which has flown more than 17 million kilometres, was built in 1937 by the Douglas Aircraft Company. It could only carry 21 passengers and cruised at a speed of 290 kilometres per hour. The veteran aircraft retired to the hangers at Essendon in October, 1974.

Peter said that it wasn't the first time such an overdimensional permit was issued.

"Last year a Bristol Freighter made a similar trip," Peter said.

# DIVERSIONS



*What's this? A road sign advising motorists of EXCLAMATION MARKS??? Not quite! The unusual sign was photographed by Kaye Lyall (HO typing pool) when she was touring Bali, and the symbol is apparently the international sign for CAUTION. So the next time you're travelling in Asia and you see this warning sign, keep an eye out for approaching steep descents, sharp bends and elephant crossings.*

You just can't take some people anywhere—not even to an Aussie Rules footy match. Staff from Bairnsdale Division went to VFL Park on August 29 to witness the Geelong conquest of Essendon. After the game a quick roll call revealed that Doug Howes and his two youngsters were missing. An extensive search followed and it wasn't until some time later that Doug and his offspring were found—relaxing in a large, comfortable coach bound for Castlemaine. After that embarrassing experience it is believed that Doug now confines his football following to the Bairnsdale-Omeo district league.

Caller to the CRB during the flooding of roads in Northwest Victoria: "Are you expecting rain today?"

*A recent publication issued through the Engineer in Chiefs Branch is 'Cyclic Movement—Curvature Characteristics of Mild Steel'. Its author? Mr F Tin Loy, from Bridge Design, would you believe? (No, he's not related to Al. Loy).*

During the visit to the Head Office by the Red Cross Blood Bank, Technical Illustrator Andrew Doyle was a little taken aback when a frantic nurse raced up to him and asked: "Are you alright sir???" What annoyed Andrew was that he hadn't even donated blood at that stage.



## Bruce to say 'Goodbye'

Floor Controller Bruce Scriven may not know everybody in Head Office. But everybody knows him.

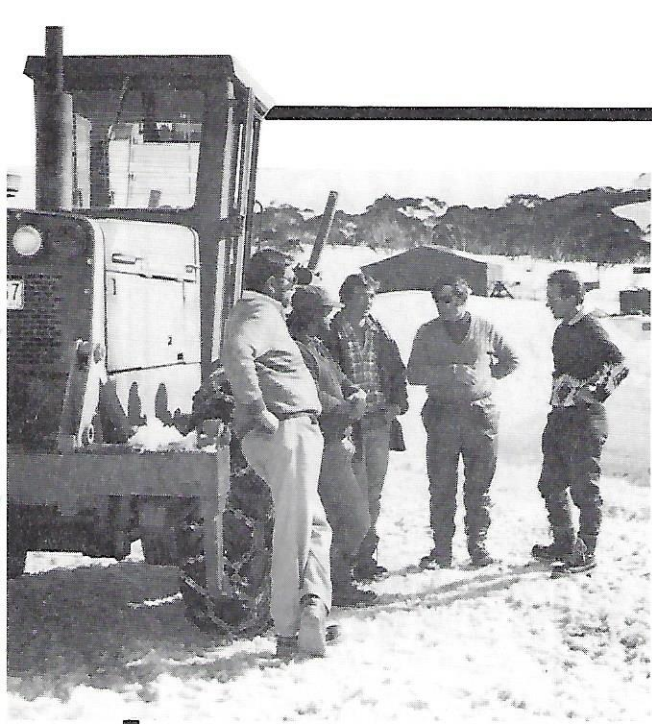
Bruce has been saying 'good morning' and 'good afternoon' to CRB staff on Ground Floor for quite some years now. "Eight years...roughly," Bruce adds.

It would go without saying that the place wouldn't be the same without Bruce's perpetual friendly nature.

And to be frank—it won't be the same after November 27, when Bruce retires after 12 years with the Board.

"I know quite a lot of people," Bruce says, though he confesses that there are a lot of faces he can't put a name too.

Bruce plans to travel around Australia when he retires; Perth and North Queensland being on top of his touring agenda.



# THE CRB SNOWMEN



A Rolba 1500 Snowblower

**Alpine lodge owners have called the 1981 snow season 'the best in years'.**

*For Victoria's ski enthusiasts that means lots of good skiing—for the CRB's snow clearing crews it means lots of hard work.*

*Benalla Division's snow clearing teams work on a roster system: five days on, two days off. It is not uncommon for the men to be working on a Friday night too if road conditions are bad.*

**Snow clearing teams this year are:**

**MT HOTHAM**

Overseer David Whiteman, Overseer Geoff Morris, Neil Honey, Greg Crowe, Brian Elliott, David Burrowes, Peter Darby, Neil Lipscombe, Richard Fraser, Alby Combrick, Peter Hicks, James Collins, Colin Kerr, Mick Haebich.

**FALLS CREEK**

Overseer Hillas Blackburne, Robin Graham, David Riddington, John Baillie.

**MT BUFFALO**

Overseer Tom Boyce, Geoff Allen, Colin Gourley, Jim Owyer.

*Top left: Testing a new John Deere Grader at Mt Hotham are, from left, Rex Dixon, Instructor Driver, Geoff Morris, Acting Overseer, Richard Fraser, Plant Operator, Noel Dumesny, Workshop Foreman at Benalla and Les Pearce, Plant Maintenance Engineer, Glen Waverley*

*Centre: At 'Mother Johnsons' is Frank 'Sparks' McMahon, a workshop Fitter from Benalla*

*Bottom left: Plant Operators David Burrows (left) and Peter Darby at Mt Hotham*

*Bottom Right: Acting Overseer Geoff Allan clearing the way at Mt Buffalo*



# SURVEYING ON SKIS...

**A clear blue sky, firm packed snow, a pair of skis and a few levels—what more could a surveyor ask for?**

Max Corry had to pack his ski boots with his surveying equipment recently

when he and engineer Adrian Bond spent a day at Mt Wills, 60km north of Omeo.

Max, the Superintending Surveyor with Survey Division, and Adrian,

from Bairnsdale Division, had to check snow depths along a possible deviation of the Omeo Highway.

**And the only way the job could be done was on skis.**

"It's not a normal part of the CRB's activities," said Max, when asked if it happened very often.

In fact, the job was finished in a day, much to their regret.

"The weather was beautiful," said Max, "we picked a good day."

Even if it had been a normal cold, overcast day, the conditions wouldn't have worried Max.

He's used to snow, ice and grey skies.

Max spent 1968 at a special field station on the Amery Ice Shelf with Australian National Antarctic Research Expeditions. He also had previous polar experience serving at Mawson in 1965.

**Max and Adrian are both proficient cross country skiers, so the assignment presented no problems to them.**

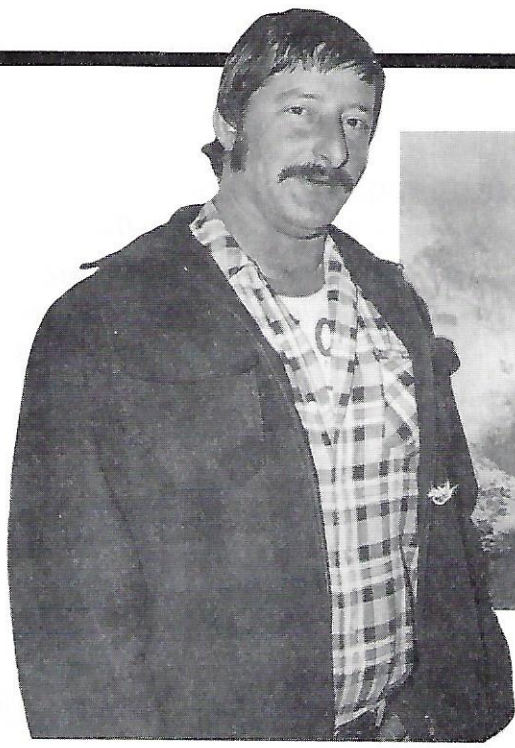
Adrian is also a keen downhill skier. On weekends only, however!



*Above: Max Corry checking snow depth at Mt Wills*

*Centre and Right: For Adrian Bond, it's all in a hard day's work*





Left: One of the Mt Hotham snowclearing crew, Albert Combrink

Right: Admin. Officer Des Hare receives radio calls at Benalla Division from the various snowclearing crews. Des is provided with up-to-date information on road conditions, weather, and snow depths.



Right: Acting Assistant Overseer Greg Crowe at Mt St Bernard



Bottom left: Richard Fraser at Mt Hotham

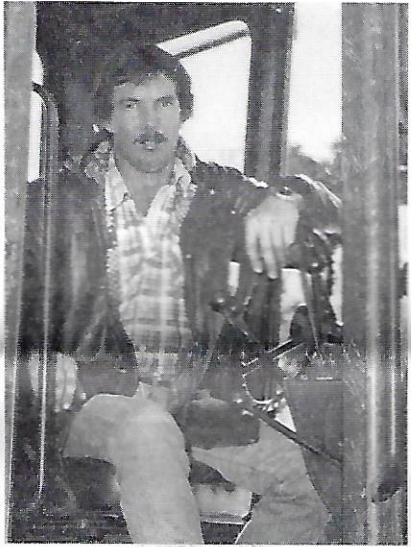
**MT BULLER**

Overseer Des O'Keefe, Alan Luckman, Mick McGorlick, Dennis Connors.

Some of these industrious snow men are featured in this article.

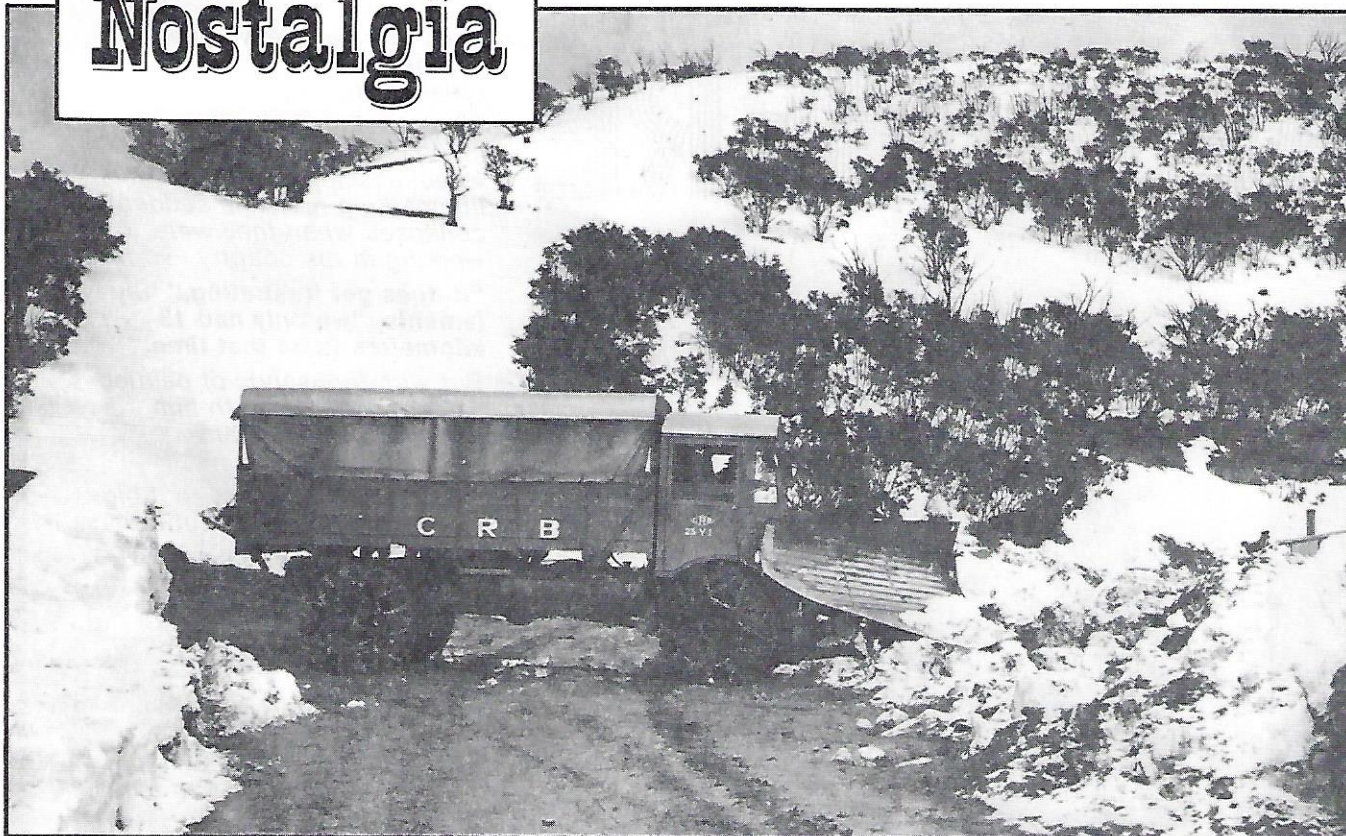
And remember, if it wasn't for these guys, it wouldn't have been Victoria's best snow season in years.

Below: Geoff Sims, left, and Malcolm Deakin, Maintenance Fitters at 'Mother Johnsons', near Mt Hotham



Above: Neil Honey at Mt Hotham, and (left), Maintenance Fitter Mick Harper at Mt Buffalo. As most of the Alpine resorts are found in Benalla Division, nearly everybody is involved in the snowclearing operations including engineers, admin. officers, plant operators, typists and workshop personnel

**Nostalgia**



**...ON WITH THE SNOW**

The CRB began snowclearing Victoria's alpine roads in the late 1940s.

Following a study of snowclearing methods in

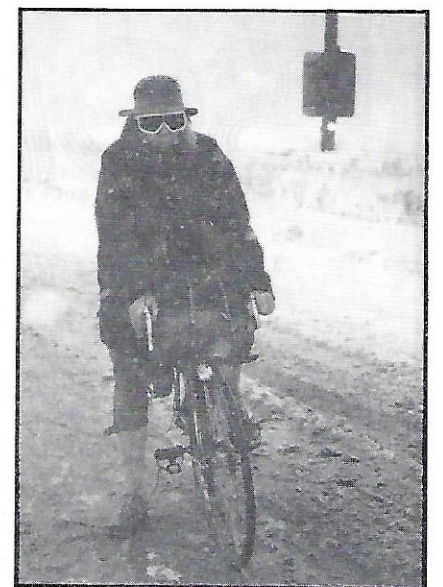
New South Wales, the Board purchased two 'Matador' diesel trucks fitted with snow ploughs. In the photograph a 'Matador' is seen at work on the Alpine Road at Mt St. Bernard in the early 1950s.

Today's zealous skiers should be grateful that modern snowblowers and 4 wheel drive grader

snowploughs are now doing the job.

The cumbersome-looking 'Matador' could only clear snow at a speed of about 1 1/2 miles per hour, and risked becoming snowbound itself if there were more than two feet of snow in its path.

**SNOW BOUND**



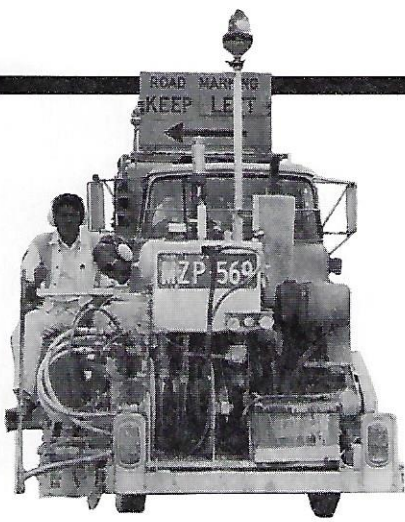
There Tom was, photographing a snowblower on the Alpine Road, when suddenly, out of the cloud, emerged a cyclist.

Now it's not everyday you see a cyclist on the Alpine Road, especially when you're only a few kilometres from Harrierville in the middle of July.

But Head Office photographer Tom Scott snapped this vigorous pedal pusher as he eagerly made his way up the long, windy approach road to Mt Hotham.

He didn't impart his name but only offered a friendly wave before continuing his lone climb upwards.

Tom and fellow photographer Gerry Scheltinga were photographing snowclearing crews in the Benalla Division.



Those continuous three metre long white stripes on our roads are something we all take for granted.

But could you imagine driving along the Tullamarine Freeway or Great Ocean Road in the middle of the night without painted white lines?

Each year maintaining  
Interchange  
in linemark  
other at G

YOU'VE  
GOT  
TO  
DRAW  
THE  
LINE  
SOMEWHERE

**Bluey's  
made his  
mark . . . .**

There aren't many State Highways that Russell 'Bluey' Hicks hasn't travelled on.

The Calder...the Hume...the Western... 'Bluey' has been linemarking Victoria's roads for just on ten years.

Interchange met 'Bluey' and his linemarking crew near Moe, 130 kilometres east of Melbourne.

They were working on the busy Princes Highway between Traralgon and Moe.

'Bluey', the unit's good-humoured overseer, was driving the pilot vehicle. He was following Tony Hand and Vic Balodis as they were painting edge lines on the highway. Dave Chivers, who completes the four man team, was leading in the escort truck.

The men are based at Glen Waverley, and although they can be sent anywhere in the State, they usually find themselves operating in either Metro, ita Dandenong, Traralgon, Bairnsdale or Ballarat Division.

"It's a good life," says Dave, a leading hand, "but it can be a bit hard for us family men."

Linemarking units can be away from home for a full week.



Tom Byrne, Engineering Assist. with Traffic Engineering, with 'Bluey' Hicks, who has been linemarking Victoria's roads "from Mildura to Mallacoota" for ten years.

"We usually average sixty to seventy kilometres a day," says Vic, and operator, "even more if we can get an early start."

And, of course, if things run smoothly.

"Trucks can give you a hard time, tossing up stones and gravel," says Vic.

"And those drivers who go in and out what you've marked!"

Then there is the weather of course, and the occasional breakdowns.

Recently they had a major mechanical problem: the rear wheel assembly of the linemarking machine suddenly collapsed when they were working in the country.

"It does get frustrating," 'Bluey' laments, "we only had 13 kilometres to go that time."

But with thousands of painted white stripes beneath him, 'Bluey' can handle any adversity.

In fact, you could say that big trucks, inconsiderate motorists, bad weather and mechanical breakdowns are "all in the line of duty".

Vic Balodis (left) and Tony Hand operating a large, self-propelled linemarker on the Princes Highway. Both men are attached to the Glen Waverley linemarking section.

Dave Chivers refills the bead hopper with glass beads. The beads reflect the white lines at night from car headlights.



Linemarking began in the early 1930s when a number of hazardous curves were marked with a solid centreline. In 1936 the CRB bought its first linemarking machine for £ 136 — it was a two horse power motor driving a



compressor which sprayed paint from a 16 gallon container. Today the CRB employs about 70 men who are involved in maintaining the system of linemarking, road markings and raised pavement markers throughout the State.

the CRB spends more than two million dollars on the linemarking system.

They went out and met some of the men who play a part in linemarking in Victoria. One crew was based at Geelong, the Glen Waverley...

## 'We're a good team'.

Brian, Karl and Mel are a team. They have been for quite some time.

Together they form an integral part of Geelong's linemarking operations.

The crew, Brian Reid, Karl Fraatz and Overseer Mel Pike operate a WASP linemarker in three Divisions — Ballarat, Warrnambool and, of course, Geelong.

A WASP is a medium sized self propelled machine which was designed and built at the Glen

Waverley workshops. It can be used to paint directional signs such as arrows, as well as longitudinal lines.

Although the work programme may take them to isolated areas in the southwest, the trio find the going enjoyable.

"It's not a lonely job at all", says Brian, the unit's truckdriver who has been with the CRB for two years.

"We're always together and it's a good team".

Geelong, Bendigo and Metropolitan Divisions have their own linemarking crews. Bendigo is also responsible for work in Benalla Division.

Together with the linemarking crews at Glen Waverley, and under the control of the Traffic Engineer, they paint 60,000 kilometres of line a year. Give or take a few white stripes.



Linemarking Latrobe Terrace in Geelong are overseer Mel Pike (left) and operator Karl Fraatz. Brian Ried is following in the escort truck.



Brian Ried, a truckdriver with Geelong's linemarking crew

## A QUIZ FOR THOSE WHO THINK A PRIMING COAT IS A JACKET MADE OUT OF PRIMINGS



You work for the State Road Authority, but how well do you know your engineering terms? This short quiz may help you at YOUR next freeway opening. Just select the sentence which you believe best describes each word. Then check the answers below, add up your score and see how you rate.

### 1. ADHESION AGENT

- (a) A cementing material to hold an aggregate firmly, usually of a waterproof nature.
- (b) A substance used for the purpose of improving the adhesion between a bituminous binder and the aggregate.
- (c) A man who sells glue.

### 2. AGGREGATE

- (a) A general term for mineral particles which through the agency of a suitable binder can be formed into a solid mass.
- (b) Material used for raising earthworks to formation level.
- (c) The bi-monthly newsletter for bulldozer operators.

### 3. BORROW PIT

- (a) A trench on loan from the Central Depot.
- (b) An excavation outside the formation limits for obtaining filling.
- (c) A hole or depression into which water is drained to facilitate its removal, generally by pumping.

### 4. CROSSFALL

- (a) The slope at right-angles to alignment given to the surface of any part of a carriageway.
- (b) An irate parachutist.
- (c) Platform of planks extending from side to side of a structure to form a deck — the running surface of the structure.

### 5. SWEEPING

- (a) A Malaysian engineer in Materials Division
- (b) The finishing off of the formation accurately to the designed profile.
- (c) The removal of loose material.

### 6. GRUBBING

- (a) Trade talk for eating on site.
- (b) The removal of roots or stumps.
- (c) Surplus excavated material.

### 7. HOT MIX

- (a) A mixture of bitumen with pre-heated, fine and coarse aggregate without a filler. It is spread and compacted while hot.
- (b) Punk rock group that often play in the eastern suburbs.
- (c) Aggregate made by crushing rock, as distinct from crushed gravel.

### 8. PREMIX

- (a) The opposite to postmix.
- (b) The application of light tar or other bituminous material to a prepared pavement preparatory to the initial application of a tar or other bituminous seal.
- (c) Material which is mixed before being brought on to the site.

### 9. SUBSTRUCTURE

- (a) An underground bridge.
- (b) In a bridge, the piers and abutments (including wing walls) which support the superstructure.
- (c) In a bridge, that part of the thing which goes between those two other long, round things.

### 10. WINDROW

- (a) One of the main characters in 'The Wind in the Willows'.
- (b) Row of material in long line pushed up by a grader.
- (c) This is a trick question — it is none of these!

**ANSWERS 1b, 2a, 3b, 4a, 5c, 6b, 7a, 8c, 9b, 10b.**

### HOW DID YOU RATE?

10 points — Very good. You're no doubt fully conversant with engineering matters and could easily cope with a Divisional Engineer's position. Keep up the job applications.

7-9 points — Not very good. You need to mix more with senior engineering staff. Try and get an invite to the next Management Course at Jumbunna Lodge.

0-6 points — Extremely disappointing, but don't despair. Perhaps if you applied for a position with the Country Fire Authority...

## Look who we saw at the CRB Ball.



Our roving camera caught these merry-makers at the Alma Road Receptions in August — **Table 1:** Peter McDonald (Materials Division) **Table 2:** Ken and Glenda Rusbridge (Bendigo Division) **Table 3:** Francis Sin (Traffic Engineering) **Table 4:** HOSA's new President Alan Baker (Road Design) **Table 5:** Bob and Corrie Francis (Traffic Engineering) **Table 6:** Geraldine Hunt (Registry) **Table 7:** Leanne Brady (Road Planning) Dancing partners — left: Lesley Ferguson and Dick Howland (Road Planning) and Barry Guttridge (Road Design) and his wife Marie.

## The CRB Logo Bounces Back

The CRB 'football' story isn't over yet.

In the June edition of Interchange our cover featured an item on the demise of the famous old logo. Details about the origin were sketchy because, quite frankly, nobody knew much about it.

Now some new light has been thrown onto its obscure history.

The man who designed the logo was Harold Wood. Harold was the Divisional Engineer in Benalla Division when he created the now famous symbol.

This information has been supplied to us by somebody who should know: Harold's son, Ken.

Ken, an engineer with the State Rivers & Water Supply Commission, contacted Public Relations after he read about the 'football' in Interchange.

Ken says it's all a bit hazy, but he remembers that his father, an expert draftsman, would have designed the logo in the mid 1930s.

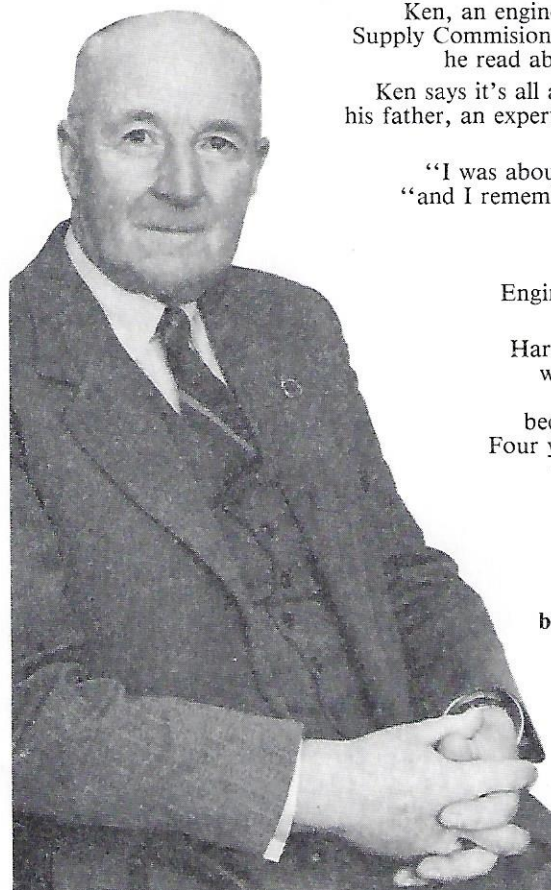
"I was about 11 at the time," Ken recalls, "and I remember the gold oval sticker going on the door of the Ford."

Harold, as Benalla's Divisional Engineer, drove an official Board car: "a Ford Coupe V8!" Ken says.

Harold began his distinguished career with the CRB in January, 1914. In 1927 he went to Benalla where he became Divisional Engineer in 1941. Four years later Harold was transferred to the Exhibition Buildings as the Board's Highways Engineer.

After 44 years service, he retired in March 1958.

Unfortunately Harold could not be contacted for Interchange, as at 88 years of age, he is now at a nursing home in Essendon.



Mr H P Wood: 'football' logo was his creation





# DIVISIONAL ROUNDABOUT

news and photos from the divisions and projects

## BRIDGE

Reporter B Baker

Top football tipster for 1981 season is Francis Tin-Loi who in winning the Bridge Sub-Branch footy competition tipped a total of 108 winners for the year.

Once again Joe "Cincinatti Kid" Bordonaro took a beating at the Bridge Friday night Poker School. But as usual the kid was still telling everyone at the end of the game how to play winning poker.

After several unsuccessful attempts to give up smoking Marilyn O'Connor has finally kicked the habit and has not had a puff since 10 o'clock 12th June, 1981.

A successful yabbing trip to Lake Albuca in the Mallee was enjoyed by Gordon Cameron, Les Beacham and John McLean. They averaged one stubby per yabbie.

Maurice Low has just returned to work after a very enjoyable trip to the USA covering twenty states.

Geoff Elston has joined Bridge Design from Road Design. He replaces Bob Shovelton who has transferred to the latter with Mike Verey. Bridge design also welcomes Alex Evans.



Boxes and boxes of Mars Bars (100 Mars Bars to be exact) changed hands recently when two members of Bridge Design 1st Floor settled their bet on who would finish on the bottom of the '81 VFL ladder.

Bob Meggs and Geoff Bouilly have returned to work looking fit and suntanned after holidaying at Surfers.

## HEAD OFFICE

### Survey Division

Sean McCallion leaves in November to spend 12 months leave of absence in his homeland—Northern Ireland.

### Registry

Welcome to Ross Trompf who joined the Correspondence Registry staff on the 24th August—will he be able to survive in a room full of women?—or will Registry survive with him?—will his curly locks go straight—or will he just grow bald?

It is nice to see Des Chapple has changed his image with his latest addition to his charming registry angels! He left the "straight plain-Janes" behind and took on the "trendy new vogue" look—curls and a moustache! (What a shame!!)

### Personnel

Personnel Section welcome Kerrie McInnes who commenced duty in Personnel Registry on 23rd March.

Personnel Section also welcome Chris Redenbach from Bairnsdale Division. Chris commenced duty in Leave section on 13th July.

The young girl in Personnel who invented BATTERED fish obtained her Drivers Licence on 1st September. Now we have you wondering!

A worried Pete Lindsay (Personnel) received a watch band last Father's Day. Is there something you wish to tell us Pete?

Carolyn Amey (HOSA Secretary) "rubbed shoulders" for two weeks in September with the hobnobs at the exclusive Surfers International.

Heather Boness (Staff Section) is settling down after an enjoyable holiday in the USA and Canada in June and July.

John Robinson (Superannuation Officer) went overseas—again! This time he holidayed in Canada on his annual leave in September.

Our new Tupperware lady in Personnel is Mrs Lee-Anne Myers.

## WARRNAMBOOL

Reporter D Watts

### Impending Retirement

A send off was held for Draftsman Lou Lehmann on Friday 28th July at the Hotel Warrnambool. Lou is now on 4 months Long Service Leave preceding his retirement early next year. A large gathering of colleagues sent Lou off in fine style, including this correspondent who admits to having a 'slight' headache next day.

### Case of the Missing VW—Attention

Any Interchange readers in the Melbourne and Geelong area who may happen to see an older vintage red VW Beetle registered No. AHN 487—please report to your local police station. A certain engineer would be very grateful.

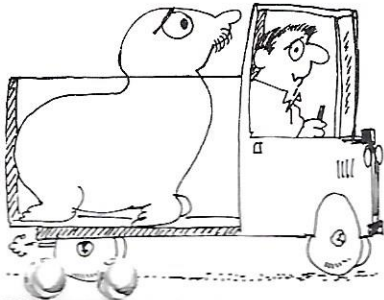
### Holidayers

The last few months of cold weather have induced a lot of Divisional people to go on leave.

Four of our Workshop people—Jack Gore, Brian Shaw, Lock Bevan and Gary Dalton—have been sunning it up in Queensland.

E O Stan Turner is on leave again. We understand Stan has been with 24 bunnies in the snow for a fortnight.

Fitter R Simmons is off to WA for several months. Ron Clements and Bill Robinson have recently been holidaying in NSW. Apparently both had losing battles with the poker machines.



### Odd Spots

Instructor Driver Stuart Higgins came across a strange traveller on the Princes Highway recently. He found a seal wandering up the middle of the road at Tyren's gra. Stuart stayed with the seal until wildlife officers arrived to take care of it.

In last Interchange it was reported that Stock Inspector John Blackmore received a foot injury chasing a cow. Well, he's done it again. This time a cow put a horn through John's foot while he was tackling the animal "Rodeo" style. Perhaps we should buy John cast iron boots.

## MULGRAVE

Reporter B Hicks

### Welcome

Anyone!

### Farewells

Everyone (including office furniture) except for Trevor Kane, Phil Symons, Bruce Hicks and Pery Ponton who are keeping the tea urn from rusting, and keeping the office from falling down are Roy Smith, Bill Bouilly, Bob Gillingham and skeleton crews.

### Resignation

There is no truth in the rumour that Roger Cross, who resigned at short notice on Friday 28th August, and discreetly leaves our shores on 13th September for Bundong, Indonesia, was a move necessitated by an overburdened Bankcard and a Project fund deficit.

A farewell luncheon come dinner was held at the "Local" followed by a presentation of a modern day flint (Cigarette lighter) a sickle (to find his way to work) and a packet of items considered necessary for good health being presented.



### General

Mulgrave Project is returning home to Dandenong Division after an absence of approximately 11 years.



## ASPHALT

Reporter Rita McBain

### Travel

Sid Hellingman (the flying Dutchman), Tanker driver, has just arrived back from a sun-drenched holiday in Cairns, Mackay and the islands off the northern coast of Queensland. Welcome back Sid. Arnold Muizarajs is still lazing about on holidays—the depot is just not the same without him.

Anita Tracey has just come back from a relaxing holiday—welcome back.

Carol Robinson is anxiously counting the weeks until she leaves for Dunk Island. She hopes to fill her days with swimming and just lazing about and enjoying the sunshine.

Both Geoff Allen and Keith Barrasford are enjoying their overseas holidays; the post cards have been coming in steadily and making the rest of the division quite envious.

### General

Geoffrey Richter, tanker driver, has just installed a new stereo system in his truck—the cost of which is estimated to outweigh the value of the truck. Happy trucking Geoff.

Joe Klopfer is looking brighter these days as his young daughter, Emma, has finally decided to keep regular hours by sleeping during the early hours of the night.

Dick Matuszek has been anxiously pacing the floors of the depot. He is expecting the arrival of another 'Dickie's Darling'. This time she'll be in the form of a Ford Louisville with a 350 horsepower Cummins. We sure hope you get it Dick, whatever it is!

John Rebbechi has just about recovered from a weekend away at the Cathedral Range, near Buxton, with 12 boys from his Scout troop.

The annual Asphalt Division BS Overseers Conference was held in August and proved to be very successful with approximately 30 country and regional overseers attending. It included a visit to Petroleum Refineries of Australia which proved to be very interesting and enjoyable with lunch also provided by P.R.A.

### Sport

With the commencement of the lawn bowls season, Clive Hamilton is raring to start knocking them out again!

## DANDENONG

Reporter V Lawther

David Williamson (originally Alex Traffic Engineering, and now Alex Hammond Admin. Officer from Benalla) have both recently commenced in the Division and a warm welcome is extended to them for a happy association with us.

A presentation was made to Algy Milvydas to wish him well prior to his departure to Road Planning on promotion.

Congratulations to Jack Posthwaite on his appointment to Patrolman in Charge of Healesville Patrol; best of luck in your new position Jack.

### Bingo Night

The Social Club Bingo Night was attended by 35 people who tuned in to the calling of Ron 'Tiny' Ashton at Peter Velcek's home. By the end of the night everybody in attendance knew the numbers of the Essendon players. There is no truth in the rumor that the committee fixed the games, although a number of them were won by members of the committee.

## SEYMOUR-EUROA PROJECT

Reporter B Every

### Welcome

We wish to welcome Ted Goddard to the project. Ted has been seconded to the project for 12 months as Assistant Project Engineer.

### Farewells

All the best to the following people; Bruce Phillips who has taken up the position as Project Engineer Wodonga, Allan Prentice who resigned to work for the Melbourne City Council, Frank Tyres and Kevin Bush, both Clerks of Works who resigned to take Superintendents of Works positions in municipal councils, John Diamante who is now working in Metropolitan Division, Bob McPherson who has returned to Materials Division and Paul Tucker who has also left Seymour for greener pastures at Wodonga.

### Film Night

The Social Club recently held a Dinner/Film night. The film was Peter Sellers in "Being There". The function was well attended and the film was very well received.

### Trivia

Shocking news from Old Sydney Road.

Our most debonair and eligible bachelor, Dez Fitzgerald, had a electrifying experience recently when he became caught between two closely aligned fences—one electrified, the other barbed wire.

Our hero bent over to pick up a rock and zapped his posterior on the electric fence which jolted him into the barb and from then on it was "John Travolta, eat your heart out".

Apparently Dez was poetry in motion.

# DIVISIONAL

# ROUNDAABOUT

From  
Page 9



Mike Farmer is the Interchange rep in Benalla Division. If that's your region and you've got a story, photo., Diversions item, Classic or simply an idea, contact Mike NOW! He'd be glad to pass it on to the Interchange Newsroom



## BENALLA

Reporter M Farmer

A spate of farewells to staff leaving during the past few weeks have left the office wondering who will be next to leave.

Engineer John Bond and Draftsman Steve Marsh have departed for Darwin where John will be working for engineering consultants and Steve with a Commonwealth Department. Steve was warned to watch out for crocodiles in the bath. Engineer Fred Crook has departed to Bridge Division to widen his experience, while Alan Koch has left to work in a family business raising chickens near Geelong. Janet Hammond has transferred to Dandenong Division as she was recently engaged and wished to be near her fiancé.

## A Costly Crew

Benalla's cost clerks got together for Hans Wittwer (centre) who retired after 30 years with the Board. At his farewell were, from left, Kevin Lee, George Kennedy, Terry Putt and Herman Harten, and Jack Skene (seated).

All leave with the best wishes from the staff for the future.

Welcome to Ian Rassmussen, our new draftsman who commenced recently replacing Norm Cook who is now with the Shire of Benalla.

A get together was arranged in the office recently to give staff an opportunity to wish Brian Chandler, our Divisional Engineer, all the best on the occasion of his marriage and a presentation was made to him of a beautiful wine decanter. Brian has since returned from a honeymoon at New Caledonia and during his absence Arthur Ford and Bill Peyton filled the breach.

Divisional Engineer's Clerk Mike Farmer returned very tanned from a trip to Cairns with his family, escaping the very wet weather experienced in the North East over the past month.

## BENDIGO

Reporter R Marslen

New member of the typing staff is Bernadette Breen. Bernadette was with the Board in a temporary capacity for eight months before her appointment.

Kieran Fitzgerald left after 10 years in the Division on survey work. Kieran intends to take on coaching tennis as a full-time occupation.

Robert Sagal has resigned also. Robert spent two years in the Laboratory. Understand he is going chasing gemstones in Central Australia.

Alan Storke and Graeme Loble are the new members of the engineering survey party.

Peter Ryall spent his annual leave this year in Fiji. He had a most relaxing time and looked suntanned and fit on his return.

Joan Summers also spent her annual leave in Fiji looking after Cubs at an International Jamboree.

Bill McBain retired on 28th August after 30 years with the Board. He started in the Precast Yard and for many years was the Depot Carpenter. Mr and Mrs McBain were entertained to dinner at the Brian Boru Hotel by Depot and Office staff on the evening Bill retired. He received a power drill with a set of drills an engraver.

Looks like a happy retirement ahead as Bill likes gemstones and has purchased a caravan to get touring. He was presented with his gifts and a scroll granting him the Honour of the Dripping Tap by Divisional Engineer, Mr Tom Glazebrook and Depot representatives.

## BAIRNSDALE

Reporter I Ellis

### Arrival

We welcomed Harvey Dinelli into the Admin fold on 17th August. He will definitely keep the girls quiet downstairs.

### Rolling Stones

A Rolling Stone hasn't got time to gather any moss at the job north of Buchan. It just collects fences and the occasional motor bike.

This occurred when a local farmer was talking to O/s Vern Dawson about the possibility of rocks rolling through his fence when one came down and flattened his motor bike. He has since changed his priorities.

### Turned On

The upstairs staff of Bairnsdale Division has really turned on late.

The DE has been turned on by the Typist and Phillip Prosser was turned on by the cleaner. Even Leo Russell has been turning people on.

Before your mind races away—these switched on events only occurred when someone has lent on the flexitime clocks.

The ADE Mr Dyall, not wishing to be turned on, patented some wingwalls to deflect these turned on situations (two pieces of three ply and sticky tape).

### Out and About

The six week break in Queensland looks as if it was too much for Kevin Hadingham.

He is now using bananas for turning templates and if that's not bad enough you should see the pineapple finish on his prep. jobs.

Adrian Bond has done an in-depth report on snow conditions at Mt Hotham and his report appears in the box below.

## TRARALGON

Reporter S Delost

### Welcome

Welcome to John Naylor, Superintendent of Works at Warragul Freeway.

### Farewell

The Depot personnel said farewell to Gary Lawrence who is now working for the SEC.

### Retirements

Retired from Traralgon Division recently were Patrolmen Harvey Briggs (Boolarra) who commenced with the Board in 1939 and hasn't been seen south of the Border (Queensland) since and Frank Juha (Yarram) who commenced with the Board in 1951.

### Sick List

Brian Blowers (Traffic Officer) is still recovering from his operation and we hope to see him back shortly to give some hot "Currie" to his friendly foes the local "truckies".

Doug Ryan (Linemark) is recovering after a back operation and we look forward to seeing his smiling face at work again soon.

### News

Ian Barry (Engineer) is flying to New Zealand to compete in the New Zealand Road Relay Championships in Christchurch. The Championships consist of 8 legs, ranging from 6 to 8 miles. The Club came second last year.

The Regional Safety Committee debated whether or not to allow the DE to use a chainsaw for an excursion into the mountains. The DE's comment was "I will only use it in an emergency".

Our Instructor Driver was seen receiving instructions from the local "tip man" on how to reverse his car and trailer. We are pleased to report he was able to accomplish this small feat!

## EASTERN FWY

Reporter Michael Morris

### Arrivals and Departures

Welcome to our new Typist/Telephonist Marjorie Woodhouse, Shayne Smith on exchange from Road Design Division and Engineers Tony Hollow and Neville Schmidt. Farewell to Mick O'Shea who has been promoted to the position of Municipal Accounts Liaison Officer, Chief Accountants Branch, Vince Quinn who has moved across to Traffic Engineering and Dorothy Tsagaroulis who is away on confinement leave.

### General



Certain members of the Project and site offices have been remarkably quiet since Geelong beat Essendon in the last home and away game for this season. Don Durant (Project Engineer) grabbed his bottle of "Essendon" port and promptly went on two weeks leave, cost clerk Mike McKeon suddenly went very quiet; and David Nelson stopped visiting the Project office much to Mick O'Shea's relief!

### Travel

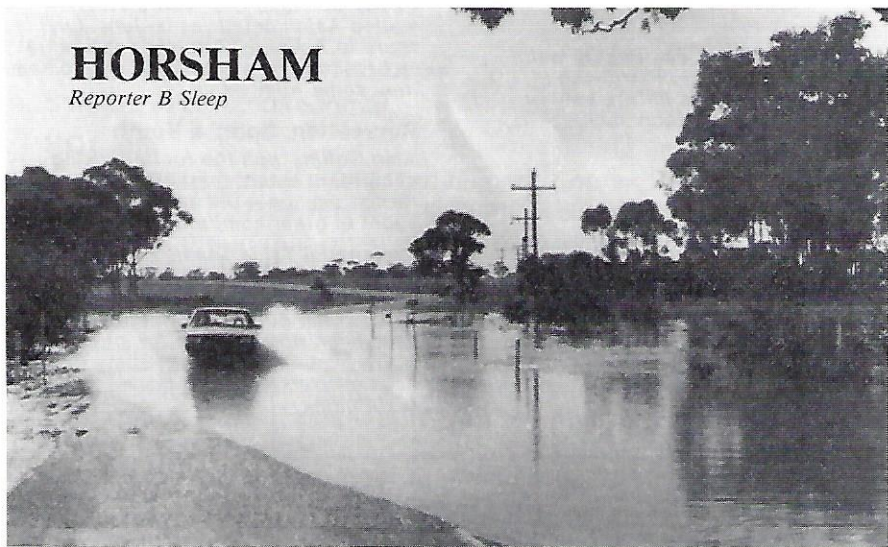
Ron Quinlan has just returned from England where he followed the fortunes (misfortunes?) of the Australian Cricket Team and probably wishes he hadn't.

Howard Ellis and family spent two weeks in Western Australia recently visiting family and friends.

Roy McCartney has taken a week off work to carry out home renovations, and Ron Gowan is spending the second week of September skiing at Mt. Buller. (much to this correspondents chagrin!).

## HORSHAM

Reporter B Sleep



Henty Highway

### Horsham Floods

August was Horsham Division's month for floods. The biggest floods for 60 years in the Wimmera, Richardson and Avon Rivers and the Mt William, Yariambiack and Dunmunkle Creeks all created a bit of drama. Nearly all patrols had their share of working to keep the roads safe and open to traffic.

Flood reports can get a bit out of touch sometimes. Horsham Office received a distressed call from a citizen at Rupanyup that "there is three foot of water across the road and nearly up to the top of the guideposts". Patrolman Bob Bywaters had to laugh when he found out that the guideposts in question were only 450mm high and the top half were out of the water.

### Depot Social Club News

During May we held a Family Day at Mt Arapiles. Everyone there enjoyed themselves and participated in all the events

that were organised for the afternoon, especially the wool bale race.

In July a bus load of members had a night out. They went to the Zero Inn Motel at Nhill for a three course meal—which was enjoyed by all. The song 'Back to Old Mittyack' sung by Dave Harry and his construction gang boys provided some laughter on the trip home.

During August the Social Club challenged the SEC to a games night, which was held at the SEC clubrooms. Games such as pool, hookey, quoits and darts provided some great tussles.

The CRB came out the overall winners to win the Perpetual Trophy.

### A Volleyball Premiership

Our mens volleyball team won the Horsham Association Premiership again this year. The boys amy soon be banned from the

competition as this is their fourth premiership in the six years that it has been going.

They defeated High School 3-0 in the semi-final and took out the final against the Department 3-1. The final was a noteworthy victory as the opposition boasted a Victorian Squad player in their ranks.

Our side was Robert Block, Leigh Doolan, Tom Harris, Garry Minne, Darryl Papst and Michael Stirrat, all current staff members, and Ken Breuer, who has seen fit to continue playing since he left the Board some two years ago.

Thanks to those who helped out through the season, namely Wayne Hemley, Geoff Pearson and Leigh Morgan.

With the regaining of the Premiership Shield the Drafting Office wall now looks its old self again.



The team! Back row, left to right: Leigh Doolan, Robert Block, Michael Stirrat, Front row: Garry Minne, Darryl Papst (Absent: Tom Harris and Ken Breuer)

# CRB RIGHT ON THE BALL

And the rugged lineup of Bairnsdale's 'Red Legs' team looked more like a CRB payroll list than a Premiership football team.

For the division was well represented by admin officer David Overy who played back pocket, and surveyor Laurie Haylock, who adeptly held the ruck rover position.

But it doesn't end there. Also heading the tenacious team was Chris Redenbah, who left Bairnsdale in July and is now working in Personnel.

Finally Engineer Leo Russell's son Chris stood tall at full forward and ended up with a tally of four goals. Surveyor John Fountain is also a regular player with the team, but had to be satisfied with cheering on the day as he was out due to an injury.

Chris Redenbah, who played back pocket, has been returning from Melbourne to play with the 'Red Legs' every Saturday. He hasn't been quite as enthused about the nightly training sessions, though.

"Celebrations were the order of the day for Saturday and Sunday," Interchange rep. Ian Ellis said, "there were quite a few absent faces on the Monday morning."

The final score was Bairnsdale 14.12 to Sale 11.9.

The township had plenty of reasons to celebrate that weekend: it was their first premiership ever, and their first appearance in a Grand Final since 1967.

56km, all for a good cause?

For that is how Alec spent his day off. And as a result of generous sponsorship raised \$469.35 for the CRB Foster Parents Group and the children of Allambie Reception Centre and Moorabbin West Special School.

**Well done Alec! Thank you and all those who supported your effort.**

## FEEL LIKE A WALK?

On Friday August 7th Alec Hunt, Senior Correspondence Officer, had a Flexi Day. Nothing unusual about that, you say — most of us take Flexi Days. Yes, but do you and I, slothful creatures that we are, leave home at 7.15am and walk

# Interchange CLASSIES

## BIRTHS

**CHONG:** Ken (RDD) and Lee announce the arrival of their first child, a girl, born on 29th August.

**GRANT:** Ian (Traralgon) and Liz, a boy, James Edward.

**HARPER:** John (Survey) and Wendy announce the arrival of their first child, a girl, Stephanie Louise on 20th August.

**HARRIS:** Rod (Dandenong) and Jenny, a daughter, Sarah Louise — sister for Timothy and Joanna.

**HATTAM:** Rick (Bendigo) and Min a son, Andrew on 31st August.

**KING:** Neil (Bairnsdale) and Denise, congratulations on the arrival of Lisa Maree on 10th September.

**McCULLOCH:** Peter (RDD) and Trudy, Abbey Jane on 12th June.

**PRIOR:** Malcolm (Traralgon) and Elizabeth, a boy, Matthew Andrew.

**REBBECHI:** Peter (Bridge) and Sue, a son.

**RHODES:** Wayne (Dandenong) and Kate proudly announce the arrival of a daughter, Kristie Lee.

**VERHOEF:** Gerry (Bridge) and Sue, a daughter.

**WEINBERG:** Bryan (MD) and Jan (ex HO Library) a girl Laura born 22nd May.

## ENGAGEMENTS

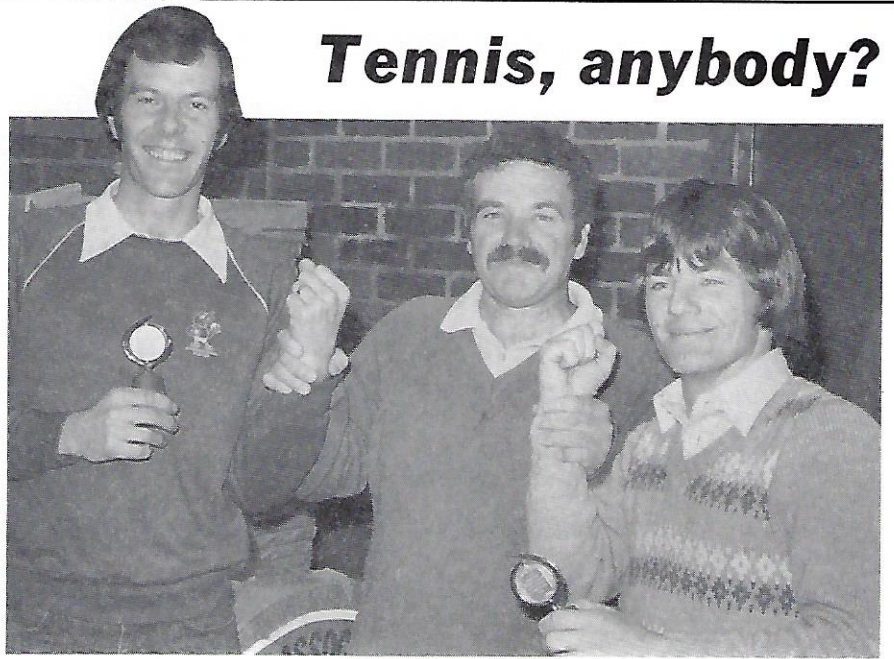
**ADAMS:** Colin (Bridge) to Susie O'Connor on 1st August.

**CHRISTENSEN:** Carol (Traralgon) has recently announced her engagement to Colin Gooding.

**BATTLE:** Wendy (Bridge) and Mark Bailey on 14th July, congratulations.

**McINNES:** Kerrie (Personnel) and Michael de Jager announce their engagement on 30th October.

## Tennis, anybody?



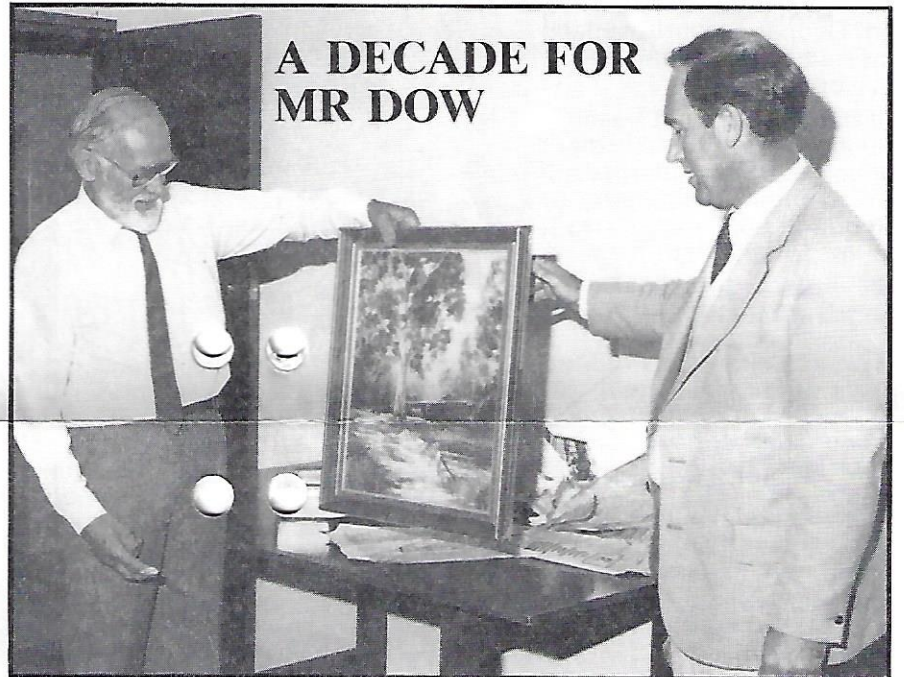
A triumphant tennis twosome!

David Males (right) and Brian Cranwell (left) are congratulated by Graeme Perkins after winning the CRB Tennis Club Round Robin Tournament recently.

David is a cartographer in Survey Division and Brian Cranwell works in Printing Section as a platemaker.

\* Anybody interested in joining the Tennis Club can ring Graeme, the Club's President, anytime on Extension 2004. The Club already has a large number of players from Head Office, High Street and Princess Street, but would like to hear from a lot more staff members.

## A DECADE FOR MR DOW



Les Dow has decided that ten years is enough!

Les, an admin officer at the West Gate Freeway project, joined the Board on the 8th September 1971 and retired on the 7th September 1981.

He is pictured here at his sendoff with Ray Valentine, West Gate's Project Engineer.

## A Fund of generosity

The generosity of CRB staff members is certainly being felt in the right places at the moment.

Twenty-nine (29) major hospitals and institutions have received funds totalling \$4,788 from the CRB Staff Charities Fund.

Hospitals that received \$100 each were the Alfred, Austin, Prince Henry's, Queen Victoria, Royal Children's, Royal Victorian Eye and Ear, Royal Melbourne, Royal Women's, St. Andrew's, St. George's, St. Vincent's and the Yooralla.

The Mt Royal Special Hospital and the Richmond Day Hospital, received \$200, along with the Asthma Foundation, Cancer Research, Multiple Sclerosis, Red Cross, Institute for the Blind, Spastic Children's Society, St Paul's School for the Blind, Brotherhood of St. Lawrence, Church of England Free Kindergarten, Gordon Homes for Boys and Girls, Hanover Centre, Legacy, Melbourne Family Care Organisation, Royal District Nursing Service, and St. Anne's Nursing Home.

Donations have been increasing quite considerably over the recent years, Clive Hamilton, Treasurer of the Charities Fund, told Interchange.

In 1978 \$2,983 were donated to charitable organisations, and in 1979 \$4,088 were paid out.

## MARRIAGES

**KESPER:** Mark (Traralgon) and Debra Burton on 21st November — Best Wishes.

## RETIREMENTS

**BRIGGS:** Harvey (Traralgon) retired recently.

**JUHA:** Frank (Traralgon) retired recently.

**McBAIN:** Bill (Bendigo) retired after 30 years.

## FOR RENT

**HOLIDAY HOUSE:** Lake Eildon-Howqua, 14 bed, avail all year. Contact Roy Fisher ext. 2142.

## FOR SALE

**HOOVER:** Twin tub washing machine, auto-rinse, retails \$260, will sell for \$90, ono. Ring Ed Atienza, Ext 2254.

**LAND:** at Loch Sport (on Gippsland Lakes) two blocks in Wattle Grove, \$4000 each. Ring B Lovell, Ext 2417.

## PUBLIC NOTICES

**SWINBURNE Institute of Technology** is interested in anyone who would like to be volunteer literacy tutors for mildly intellectually handicapped adults. A six week training course is undertaken — which consists of a couple of hours a week at night. If interested please phone Jeanette on 819 8816.

Peter and his turbo-charged Mini are hard to keep still...

# A KIWI YOU CAN'T KEEP DOWN

Peter Ransom's biggest regret in life is that he isn't New Zealand's top racing car driver. It's not that he didn't try.

In fact in 1969 Peter, a New Zealander, almost began competing full time in Formula Two racing.

It happened when Peter was living in Lower Hutt, on the North Island.

Unfortunately he had a setback with a costly accident and 'a lack of finance,' and was never able to achieve his goal.

Peter, the Works Methods Engineer at Head Office, has been hurtling around racing tracks in Australia and New Zealand for 20 years.

**Peter finds it fulfilling because "you are pitting your skills against the other drivers!"**

He also says it's rewarding in that he is competing in cars, built by himself, against expensive, factory prepared vehicles.

At the moment he is racing a Mini Cooper S sports sedan, powered by an engine he developed himself.

But naturally it's not your everyday variety. Under the bonnet is a turbo-charged, 1310cc engine developing 250 bhp at 9000 rpm. It has a top speed of 230km/h.

Little reason than that Peter is a difficult man to keep still.

**"My car, which races in the sports sedan class, holds the Mini record at Phillip Island, and an unofficial record at Sandown Park," says Peter.**

Peter and his elusive little Leyland can also be found at Amaroo Park in New South Wales, as well as the popular events at Calder and Winton, near Benalla.

And what about the risks involved?



Peter leading the field at Winton

Peter Ransom: 'you don't think of the risks involved...

**"You do not think about it at the time," Peter says, "But on reflection you realise that a particular situation could have been potentially dangerous."**

Peter has always been interested in cars and says that the family influence attracted him to the sport; his father was a well known motor cycle racer.

Peter, closer to 40 than 30, considers he has got a lot of racing tracks ahead of him and you never know: one day he may just be Australia's top racing car driver.

**Footnote: No! Australian champion Sue Ransom is not related to Peter. They are friends off the track, though.**



Overtured cars...lots of money...bruised egos...for Graeme it's...

# THE PRICE OF RALLYING

**It may not be everybody's idea of spending an enjoyable Saturday evening: hanging upside down in an overturned Fiat in the middle of a forest.**

Mind you, Graeme Price didn't really plan his Saturday night like that. Nonetheless he does find that sort of thing fulfilling.

But that is what competing in car rallies is all about: the surging flow of adrenalin as your car dances along closed off narrow forest tracks, at speeds of up to 160km/h.

**You don't know what's around the next corner. Hopefully your navigator does.**

And occasionally—and only occasionally—something goes wrong.

That's how Graeme, the Assistant Public Relations Officer, ended up in the awkward position of an overturned car recently.

"We came around a corner a bit more sideways than usual and hit an embankment," Graeme laughs. The only thing that was damaged was his ego: they were lying fifth outright in a rally which had a field of more than 40 cars.

Car rallies have been a big part of Graeme's life for nearly 20 years. He was a member, and the Secretary, of the CRB Car Club when it had more than 50 members from Head Office.

The Car Club is still going strong, although now it is no longer associated with the Country Roads Board, even though it still retains the title.

**Recently Graeme officiated in the Akademos Rally which attracted some of Australia's top rally drivers.**

Also acting as officials during the event were Brian Fleming (Traffic Engineering), Alan Mackinlay (Road Design) and Doug Minett (Glen Waverley): all ex-CRB Car Club members.

**So, what IS the attraction of sitting behind a steering wheel, and hurtling along narrow forest tracks in the middle of the night?**

"It's the challenge of trying to drive quicker than anybody else, in



Graeme and the car he rallies: a Fiat 124 sedan

All rallies must have the authority of the Victorian Police, Forests Commission and relevant municipal councils.

Cars competing in events are checked by a CAMS approved official scrutineer (CAMS is the governing body of Australian motor sport).

**"Rallies have an extremely low accident free record," Graeme says, "mainly because of the skill of the drivers and the preparation of the cars."**

**"And these days to go rallying seriously costs a lot of money. To build a rally competitive car would cost between \$10,000 and \$20,000. But the biggest ingredient is to have a dedicated interest in the sport."**

So that is, basically, what Graeme Price sees is racing around forest tracks in the middle of the night.

And as Graeme is quick to point out—hanging upside down in an overturned Fiat in the middle of a forest is only part of "the challenge."

an attempt to make the times... which are usually impossible," Graeme explains.

All this may sound just a little bit foolhardy to the average motorist, but rallying, as a motor sport, is strictly administered.