

BOURKE to BURKETOWN BASH

1985



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SYDNEY - BOURKE - TIBOOBURRA - COOPER CREEK - BIRDSVILLE - MT ISA - BURKETOWN
"... in the spirit of the 50's Redex Trials."

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All proceeds
to the
VARIETY
Club of
Australia

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Dick Smith
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CHIEF VALUERS:

Tony Packard
Ron Hodgson

**STARTING
OFFICIALS:**

Gordon Elliott
Peter Pigott

BOOK:

Kevin Weldon

Dear

Imagine, a six day car trial in the spirit of the 1950's Redex Trials, with all of the vehicles over 20 years old.

Yes! EH Holdens, VW Beetles, slant engined Valiants and Mini Minors, taking a route through some of the most magnificent areas of outback Australia; the remote corner country of N.S.W.; the famous Strzelecki Track, Cooper Creek and the Burke & Wills "Dig" Tree; the Birdsville Pub, the Channel country of western Queensland and famous Burketown on the Gulf.

Reliability and skill will be required, but plenty of time will be allowed for crews to appreciate the real Australia, meet the locals and sit around the camp fire.

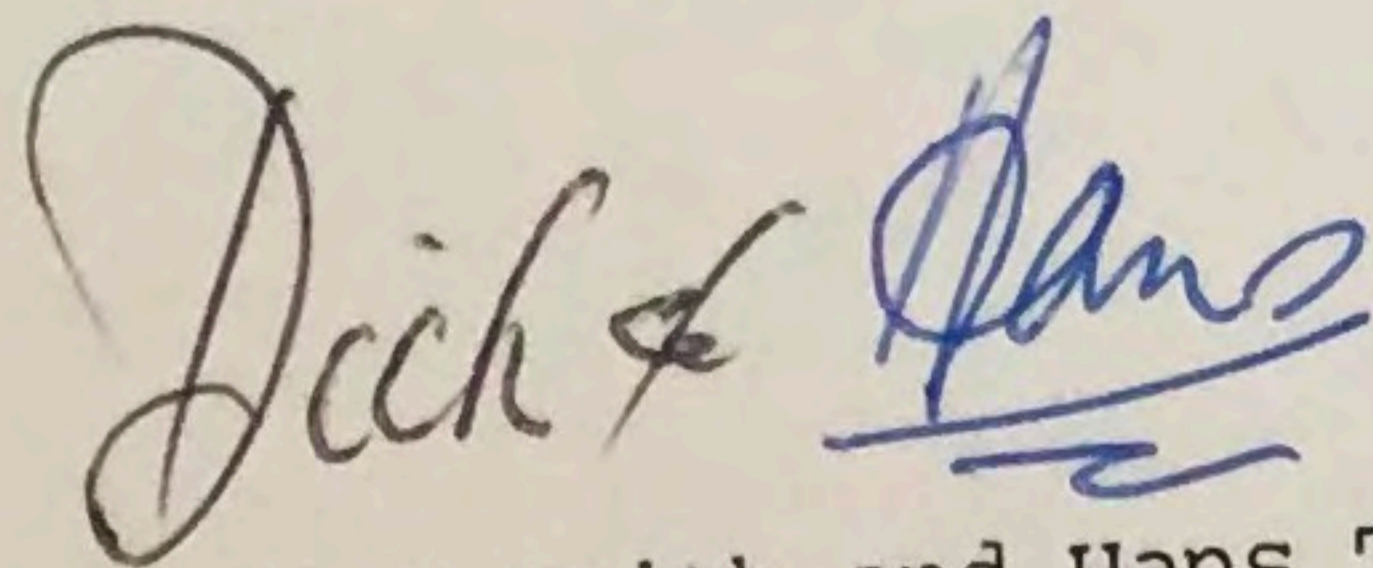
In the past we have often been asked by our friends if they could join one of our adventures, but unfortunately this is not usually possible. However, this time we have come up with an exciting adventure requiring some skill and a competitive spirit and we are happy to be able to invite you to join in.

Individual costs will be low because all help will be voluntary and we will be raising money for a good cause - the Variety Club of Australia.

We hope you can come.

See you around the ridges.

Kindest regards,



Dick Smith and Hans Tholstrup
CO-ORGANISERS

PS If you don't have a suitable vehicle - don't worry - there are plenty available from just a few hundred dollars - see the back page!

ROUTE MAP BOURKE to BURKETOWN BASH

1985



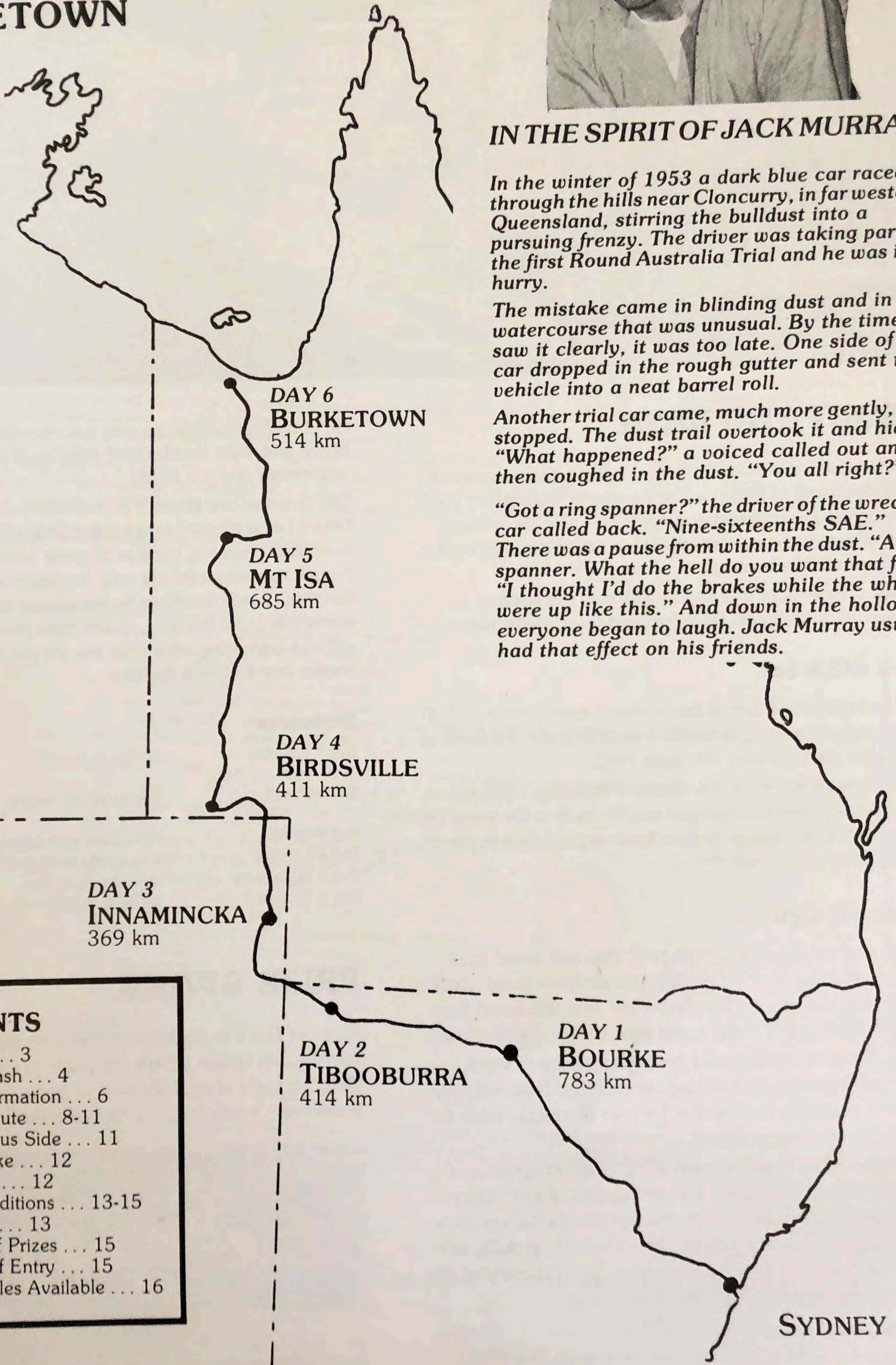
IN THE SPIRIT OF JACK MURRAY

In the winter of 1953 a dark blue car raced through the hills near Cloncurry, in far western Queensland, stirring the bulldust into a pursuing frenzy. The driver was taking part in the first Round Australia Trial and he was in a hurry.

The mistake came in blinding dust and in a watercourse that was unusual. By the time he saw it clearly, it was too late. One side of the car dropped in the rough gutter and sent the vehicle into a neat barrel roll.

Another trial car came, much more gently, and stopped. The dust trail overtook it and hid it. "What happened?" a voiced called out and then coughed in the dust. "You all right?"

"Got a ring spanner?" the driver of the wrecked car called back. "Nine-sixteenths SAE." There was a pause from within the dust. "A ring spanner. What the hell do you want that for?" "I thought I'd do the brakes while the wheels were up like this." And down in the hollow, everyone began to laugh. Jack Murray usually had that effect on his friends.



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SYDNEY



ABOUT THE BASH

Most people remember the tremendous interest created by the Redex Trials of the 50's. The Bourke to Burketown Bash will rekindle this interest and spirit and give an 'unlikely' group of people the opportunity for an exciting and enjoyable, but demanding adventure.

So that competitors will see as much of the country as possible all driving will be scheduled for daylight hours.

When will it be?

The first vehicle will depart the Sydney Opera House at 8.00 a.m. on Saturday 1st of June 1985 and the 'Bash' will finish at Burketown on Thursday 6th June 1985.

As Monday 10th June is the Queen's Birthday, competitors will be able to complete the trial and fly back to the snow for the start of the ski season or drive back and still be away from work for only one week.

Where will it go?

As indicated by the map on page 3, cars will travel from Sydney to Bourke on the first day, primarily on good roads. The real 'bash' starts on Sunday when cars will travel from Bourke to Tibooburra in the north west of New South Wales. Then on Monday, while most other people are at work, we will be moving through the magnificent Sturt National Park into South Australia and up the famous Strzelecki track to Innamincka on Cooper Creek.

Some of the roads in this section will give drivers practise for the horror stretch next day. This is through Sturt's Stony Desert into the Channel country, (where the trial survey crew became hopelessly stranded for days,) then, hopefully, into Birdsville by Tuesday evening. Driving skill and expertise will be required to avoid losing points in this section.

Day five will see the cars travelling due north in far western Queensland back on to the bitumen at Boulia, home of the Min Min lights, to Mt Isa and the chance of a good wash.

On Thursday it will be an easy run from Mt Isa to just past the Burke and Wills Roadhouse, then back on to the dirt to Burketown and the finish.

Oh! There is one hitch, it is necessary to have a passport before being allowed to cross the bridge over the Albert River to enter Burketown, but due to some incredible bureaucratic bungle the passports are only available on the town side of the river. It will therefore be necessary for competitors to somehow cross the river, collect their passports and return - without becoming afternoon tea for the crocodiles and sharks that frequent the river.

Distances

Day 1 Saturday	Sydney to Bourke	783km
		(via Windsor)
Day 2 Sunday	Bourke to Tibooburra	414km
		(via Mt Wood)
Day 3 Monday	Tibooburra to Innamincka	369km
Day 4 Tuesday	Innamincka to Birdsville	411km
Day 5 Wednesday	Birdsville to Mt Isa	685km
Day 6 Thursday	Mt Isa to Burketown	514km
	TOTAL	3176km

PRIZE GIVING

After the finish at Burketown everyone will travel to ESCOTT Barramundi Lodge where the prizes will be presented at a glittering night of high drama and glamour unprecedented in Burketown, while we dine on barbequed, fresh barramundi.





THE HAPPY SHIRE OF BURKE

INVITATION TO THE SHIRE OF BURKE

If you want to enjoy yourself the hard way - if you want something with a difference! - if you don't mind saving on accommodation and expert service but losing on what you have to buy - why then, you can't go wrong by visiting us in the

SHIRE of BURKE

If you see us first we will refill your water-bag, pull your vehicle from the bog or from the bull-dust, lend you a fan belt or a few litres of fuel to get you there (or away), show you how to change a tyre, direct you back to the main track, assist you in your finance-structuring relative to distance/cost matters, and then direct you to it-the Pub. Certainly we will drink your beer, break your city tow-rope and smile at your mishaps, but you can't have everything!

We look with disfavour if you destroy our cattle with your motor vehicle, but we'll tow you into town. We will show you the place to catch barramundi so that local fishermen can fish elsewhere unhampered. We will show you where to photograph crocs in their natural habitat or where to get some shots of some of the best scenery in Aussie. We will show you where to prospect for gold, tin, silver, lead and uranium.

We won't show much sympathy for whingers.

Do you want to see the beauties and detractions of our Outback Shire?

- (a) Our tourist accommodation - such as:
 - 1) The fishing/hunting resort - Escott Station
 - 2) The Albert Hotel - Burketown
 - 3) The Gregory Hotel - Gregory
- (b) an outback and backward Australia
- (c) unpredictable roads which treat the humble and the mighty with equal disdain
- (d) communication standards? Zero + 1

The following gear is recommended for expeditions to Outback Burke:

- (a) 1 toilet roll in glovebox of 4 WD
- (b) 1 fire-proof blanket (for smokesignals)
- (c) 2 sets old, hard-wearing clothes
- (d) 1 compass (suitable Southern Hemisphere)
- (e) 1 powdered milk tin (billy can)
- (f) 1 steel rope - at least $\frac{1}{2}$ "
- (g) etc.,

The following gear will prove utterly useless:

- (1) T.V. (black & white or colour)
- (2) Road-maps
- (3) Cheque forms or credit cards
- (4) Rear-vision mirrors
- (5) $\frac{1}{2}$ Gallon tin blue paint
- (6) etc.,

The explorer wishing to traverse Outback Burke a second time, will be patient and long suffering (if he comes back - so will we). He will expect little and will not be disappointed and will gain nothing, because there won't be much left of him after the first trip.

And when you get here - not meaning 'you' really, just the mugs - don't say you weren't warned.



GENERAL INFORMATION

Full details about Rules, Conditions and Point Scoring will be found on pages 13, 14 & 15.

Conditions for Entry

Entry will be by invitation only, and will be almost impossible to obtain because of the exclusiveness of the trial and the social and intellectual standing required.

Nevertheless the co-organisers are broad-minded, tolerant and aware of the anti-discrimination laws and, because of this, payments enclosed with crawling, wheedling letters may help equalise opportunities. (Payments should be made out to "Variety").

The number of entries will be limited so that everyone will be able to get to know each other as a group. . . about the number of people who can breast the bar of the Birdsville Pub at one time.

Entry Fee

Any amount between \$200 and \$2000 may possibly be accepted. Bearing in mind the fantastic promotion opportunities presented, the maximum amount possible should be extorted from sponsors.

All entry fees are to be made payable directly to "Variety". Note: The entry fee is exclusive of all other sweetening or greasing payments or those listed under Bribes - Rule 6.1.

Vehicles

a) All vehicles and drivers must be a minimum of 20 years old. That is originating before June 1965.

b) The lower the value of the vehicle the more points it will be given to start.

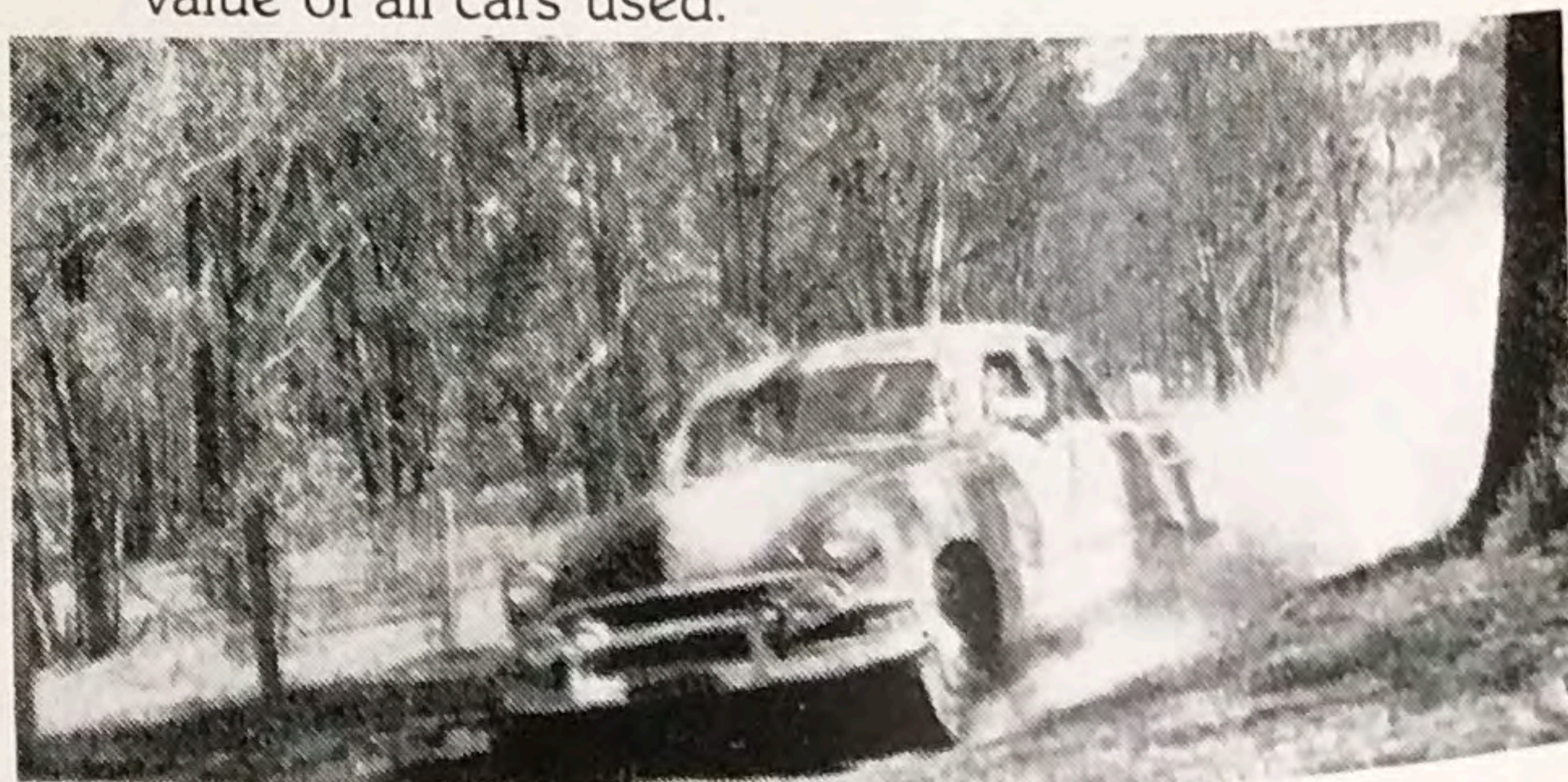
c) Chief Valuers, Tony Packard and Ron Hodgson will have the final say on value and age of all vehicles. (See Rule 6.1, Bribery)

d) Bonus points will be added at the start for vehicles with the following qualities;

1. Slant engined Valiants with cushions on the rear parcel shelf and dangling things.
2. 6 volt VW's with small rear window.
3. All vehicles with painted petrol tank (drivers must be wearing gloves to qualify for this bonus).
4. The vehicle judged least likely to make the distance.

e) Vehicles may be replaced as many times as required during the trial providing;

1. 'Wasted' vehicles are removed from the centre of the road immediately and arrangements made for them to be moved to the nearest vehicle graveyard as soon as possible.
2. Points allocated for value of vehicles will relate to total value of all cars used.



Scoring

Each vehicle will be allotted the same number of base points prior to the start. These will be subject to adjustments as detailed in Rules and Conditions.

The major percentage of points able to be lost will depend on the average speed maintained between check points so that final results will depend largely on driver skill.

Each section has been timed to allow a maximum average speed without breaking any statutory speed limits and by driving safely at all times. Drivers who exceed or fail to keep up this average will lose points. Points may also be lost for a whole lot of things apparently unrelated to driving skill at all.

Such as;

Bribery (See Rule 6.1); All officials will at all times be open to bribery, however, no crews shall be caught bribing officials. All bribes to officials must be in the form of crossed, not negotiable cheques, made payable to "Variety".

Attitude (See Rule 7.1); The Bourke to Burketown Bash is an unusual trial in that it is actually intended to be enjoyable. Therefore people who seem not to be enjoying themselves, or taking the trial seriously, will lose points.

Protests (See Rule 8.1); Judges will gladly listen to protests provided evidence of a generous donation to "Variety" is presented with the protest. Crews should be aware that those protesting run the risk of losing points under Rule 7.1 Attitude.

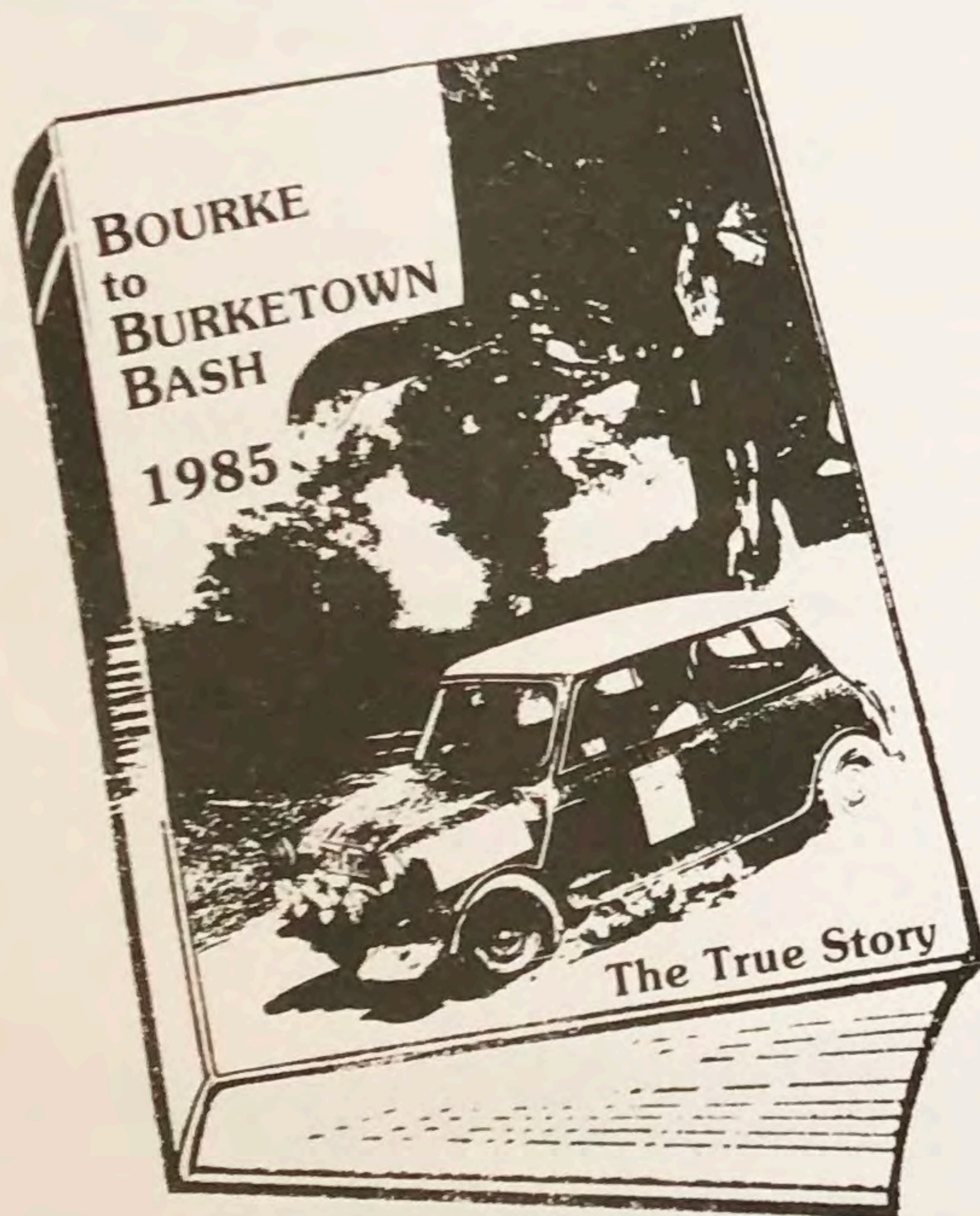
Cheating (See Rule 4.1); Points will be deducted for cheating. However, the crew who, in the opinion of the judges, cheats most consistently, brilliantly and blatantly will be named the 'Ultimate Cheats' at the end of the trial and will be awarded points instead of losing them.

Prizes and Trophies

There will be many incredibly valuable trophies, awards, prizes and certificates so that everyone will be a winner. Just like the Sunday School Christmas Party where everyone got a prize.

The family of the late Jack Murray will donate the trophy for the outright winner.

The actual conditions for the various categories of prizes are listed in detail on page 15.



THE BOOK BOURKE TO BURKETOWN BASH 1985

Kevin Weldon, known for such esteemed books as the Macquarie Dictionary and a 'Day in the Life of Australia', has generously agreed to publish, 'The Bourke to Burketown Bash 1985' and describes it as one of his greatest challenges yet. It will be written by top journalists, photographed by leading photographers and produced in magnificent three colour (black, white and dusty) in an exclusive limited edition. Kevin said, 'I've searched the world for another 'Thornbirds' and this won't be it.'

The True Story



DETAILS OF ROUTE

General

One of the main features of the Bourke to Burketown Bash will be the opportunity for competitors to see parts of our wonderful country that they have never seen before. In fact the route will take us into country that very few Australians have ever seen but is the basis for most of our folk lore, indeed the 'image' of Australia in the eyes of the world.

Sydney to Bourke

From the Opera House on the foreshores of Sydney Harbour, over the bridge and north-west through historic Windsor, the cars will take the Bell road over the Blue Mountains to Lithgow. It has become something of a tradition that Dick Smith Expeditions stop at the 'Jolly Frog' hotel at Windsor to re-group after fighting through Sydney and suburban traffic and drivers who feel that they can afford the time might like to carry on the tradition.



After Lithgow the route will go through the gold rush areas of Bathurst and Orange then north through Molong, Wellington and Dubbo. Then on to the Great Western Plains and long straight roads through the cotton country around Nyngan to Bourke.

At 783 kilometres this is by far the longest one day drive but the roads are generally very good so that high average speeds can be maintained.

Bourke was once the port for the river steamers that plied the Darling River and the lift-up bridge, 6km north of the town on the Mitchell Highway, was built in 1883 to a design that allows it to be raised to let the steamers through. The lock and weir was built in 1897 to ensure Bourke's water supply and now the town does not have water restrictions even during long droughts.

Once a centre for bullock, horse and camel teams, Bourke is now the centre of a large meat producing area, but still it stands on the frontier of the far west and is the last town of any size along the route until Mt Isa.



Bourke to Tibooburra

On the second day the route heads west all day through "a land of sweeping plains" over dirt roads to Tibooburra near the start of Sturt National Park. There are many side tracks leading off the main route along this section and crews will have to be careful not to take a wrong turn.

The Family Hotel at Tibooburra has an interesting mural covering an entire wall, but no photographs may be taken of it!?



Tibooburra to Innamincka

From Tibooburra onwards there will be gates across the road and it is very important that crews leave all gates as they find them.

The Sturt National Park is an amalgamation of five station properties and totals 295,189ha. There is a wide range of animal and birdlife in the Park, including the dainty nankeen kestrel.

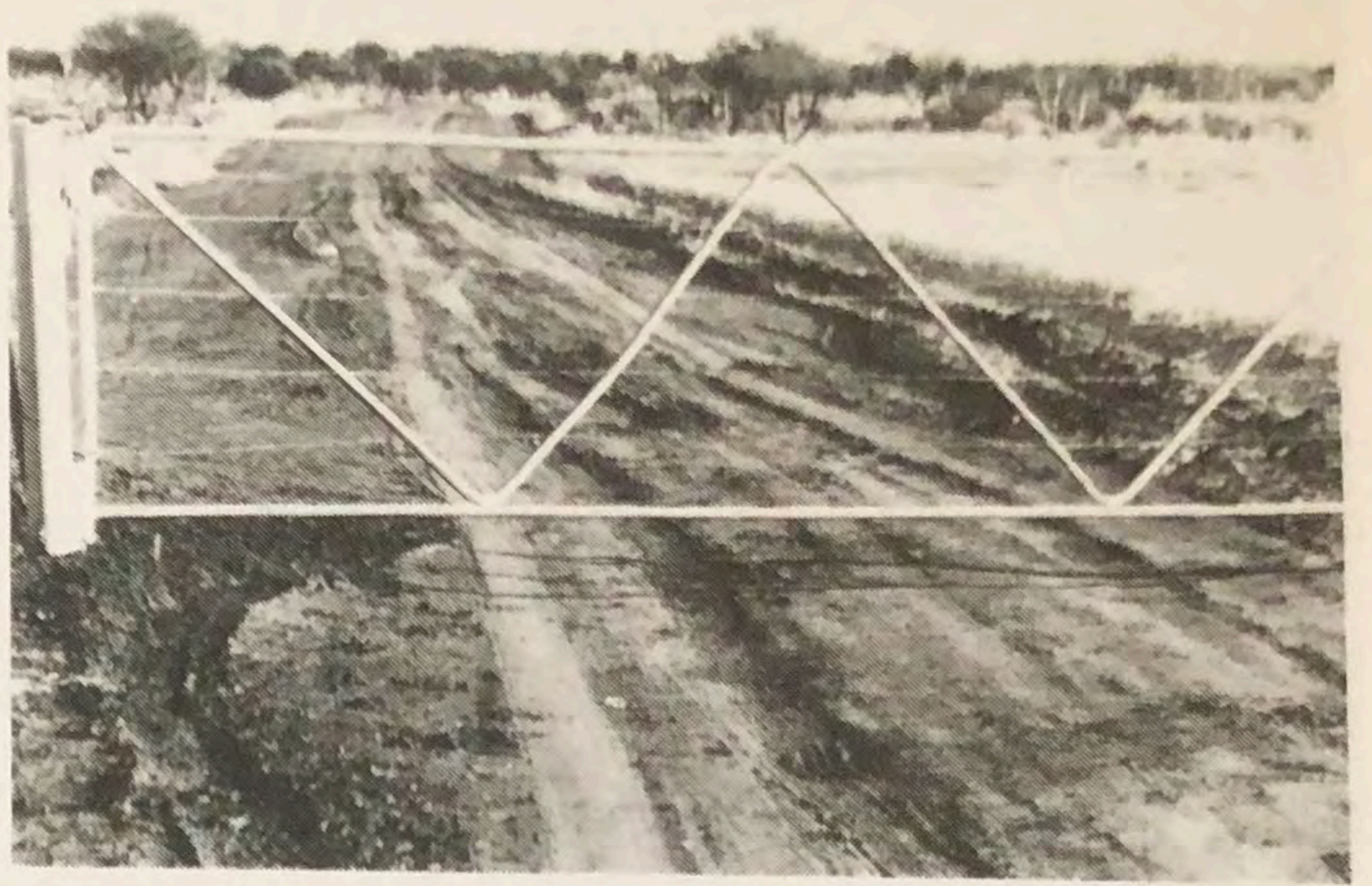
Boundary riders employed by the Wild Dog Destruction Board are stationed at 40km intervals along the border fences to maintain daily checks on their condition. The 2m high fences are to keep the Queensland dingoes out of New South Wales.

Cameron's Corner, where the borders of New South Wales, Queensland and South Australia meet, is marked by a large white post, a good place to take a photo and record your name in the visitors' book.

From Cameron's Corner to the Strzelecki Track the road passes over numerous sandhills. The famous Strzelecki Track itself played an important part in the development of radio communications for the Flying Doctor Service when John Flynn and his radio man, George Towns, drove a T-Model Ford up the track in the 1920's, through Innamincka to Cordillo Downs sending out Morse signals from a primitive set along the way. When they returned a month later a station hand told them he had picked up a faint signal from Cordillo Downs. It was the first positive result after several months of experimenting.

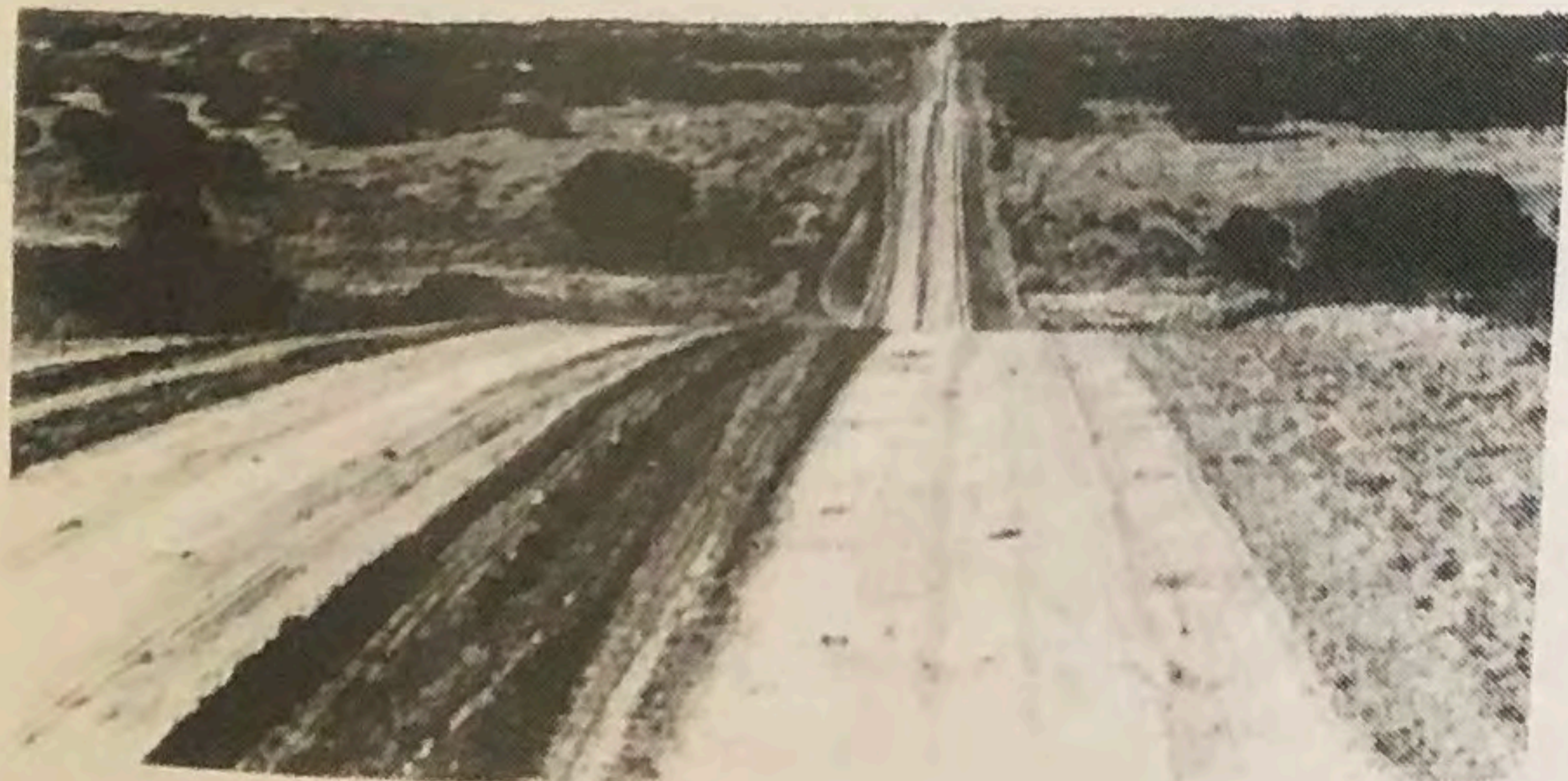
Many well graded roads radiate from the Moomba gas installation leading to various well heads but these are quite obvious and should not cause any confusion.

Innamincka on Cooper Creek originated when drovers were delayed at "Oontoo", the Customs House near the Queensland/South Australia border, to pay taxes on all stock travelling down the Strzelecki Track.



In 1928 it became an important base for the Flying Doctor Service but by 1951 it was virtually a ghost town. Today it is thriving as a tourist base with many people using it as a jumping off place for excursions to the historic Burke and Wills "Dig" Tree, graves and aboriginal carvings.

To all Australians who know the tragic story of Burke and Wills and their deaths at Cooper Creek it is simply a must to see this magnificent and historic area.



Road running from Cameron's Corner towards the Strzelecki Track.

"to eat is Heaven" – Confucius

COOPER CREEK HOTEL-MOTEL, INNAMINCKA DINNER MENU (served about half past)

table d'hate

a la truck

CHEF'S SELECTION: Bundaberg
PILOTS' PREFERENCE: Bomb Bay Duck
TRUCKIES' CHOICE: Starve until you get to Birdsville

Appetisers:

QUAIL, DUCK AND FLOUNDER
REPTILE COCKTAIL with Corella Sauce
OYSTERS ROCKEFELLER – severely

MORTAL BAY BUGS
TOAD ON THE WHOLE
MUSSELS KILPATRICK Artichokes too

Soup:

SOUP DE yesterJOUR – been soup
BIG RED kangaroo tail (skinned extra)
TURNED TURTLE TUREEN

MULLICKATAWNY
WITCHETY – good grub

Fish:

BURYMUNDI (served weekends only)
TILPIREE TROUT – tantalisingly teased from tepid Tilpiree waterhole by a precisely placed pattern of hand grenades. With Araldite sauce.

CAT FISHCAKES

Entree:

BEEF STRONGAN'OFF
MOOMBA MOURNAY – goanna gastro

CROWQUETTES
HURRY CURRY

Main Course:

Game, fowl and paltry
PRESSED RABBIT – fresh from the track
SAVOURY SWALLOW – one swallow is enough for most people but we give you two
PELICAN MARYLAND
SPOONBILL SURPRISE – small spoon, big bill

Chef's cremations:

BURKE & WILLS SPECIAL – anything left over from yesterday
ROLLED RIBS OF BEEF de la bullbar
CHUCK STEAK
STRZELECKI SCHNITZEL – a hunk of camel flesh battered flat with the back of an axe and gummed all over with crumbly nardoo seed – (also available cooked)
BOUNDARY RIDER RISSOLES with mustered sauce
PEPPERONLY PIZZA (not to be sneezed at) – served in three popular sizes Mini, Holden or Mack truck hubcaps.
CARPETBAG SNAKE
RIG ROAST – delightfully diced dingo delicately drenched in Dullingari light crude
BRUMBY IN A BASKET – serves 83
ADAM'S DELIGHT – spare rib in cider, Garden of Eden salad.

Sweets:

FRUIT (F.I.S.)
APPLE DUMPINGS
SHOO FLY PIE

RICE PUDDLING
SAYGO

Cheese & Greens: DANISH BLUETONGUE, SPRUNG ONIONS, LEAKS,
SALT BUSH BISCUITS

PLEASE TAKE A DOGGIE BAG – our dogs won't eat it.
DON'T FORGET THE WASHING UP.

"to eat is Hell" – Tourist



Innamincka to Birdsville

Just north of Innamincka the track crosses Cooper Creek and then many smaller creeks towards "Cordillo Downs" and across Sturt's Stony Desert and the Channel Country which becomes impassable if there is any rain. North of "Cordillo Downs" and a few kilometres south of "Cadelga Out-Station" is where the trial survey team were hopelessly bogged (see 'message' below). This section will undoubtedly be the "horror section" of the trial and great skill will be required to keep up the average speed without loss of points.

"Cordillo Downs" was once the largest sheep station in Australia and had shearing sheds with 120 stands. In 1885 a complete wool scouring plant was built on the station and the remains of it can still be seen. The station now carries cattle because of the dingo problem in South Australia.

27km after crossing the South Australia/Queensland border the track joins into the Birdsville Development Road and runs west along the Diamantina River into Birdsville. Originally known as "Diamantina Crossing", Birdsville lies between the sands of the Simpson Desert and the gibbers of Sturt's Stony Desert and is the starting point of the famous Birdsville Track which runs south to Marree.

For a while the town was known as "Bertsville" after Mr Ebin Burt established a store there in the 1880's, but soon it was officially named "Birdsville" because of the amazing variety and number of birds along the Diamantina River.

In its heyday Birdsville was a Customs House town enforcing duty on cattle crossing the border into the colony of South Australia, and foiling liquor and cigar smugglers. All this finished in 1901 of course and coupled with a crippling 6 year drought, caused the area and town to decline, never to recover, although tourism helps to boost the economy, particularly on race day. Surely no Australian can claim to be a "dinki-di Aussie" until they have had a drink at the Birdsville Pub.

Birdsville to Mt Isa

North along the Eyre Developmental Road the 'Carcoory' homestead ruins lie 81km from Birdsville and hot water flows from the nearby Oasis bore. This area is criss-crossed by hundreds of creeks and rivers and is the real Channel Country of South-West Queensland.

Bedourie is the administrative centre for the huge Diamantina Shire of 94,690 square kilometres and it is along this section of road and to the north of Boulia that the ghostly "Min Min" lights occur. These lights have been described as similar to a car headlight that approaches from the bush alongside the road, then finally swerves away and disappears.

Boulia town proclaims itself, "Capital of Queensland's Channel Country". In the "wet", the rivers that make up the Channel Country combine into an inland sea of waterways, making it impossible to move about by road. From Boulia the road is sealed through to Mt Isa, the commercial and industrial capital of the inland, and the largest single-mine producer of lead and silver in the world. The lead smelter stack, at 265 metres, is Australia's second tallest structure and dominates the skyline of Mt Isa.

Despite its remoteness Mt Isa is served by jet aircraft several times a day and most of the flights from Brisbane to Darwin and return, land there. The hotels are mostly huge, to satisfy the "North's big thirst", and many have visiting international entertainers.

The Message

To Dick, From Kate,
At 3.30 Mr Kevin Elliot phoned from near Albury. He has picked up a message on the CB from Paul & Chris to call you. They are bogged down at Wongyarra Waterhole, 40km North of Cordillo Downs Stn. They have 3 days food and water from the waterhole. Mr Elliot has a unit 27 & picked them up on the skip.



Mt Isa to Burketown

In the 1953 and '54 Redex Trials the Cloncurry to Mt Isa road was the "horror" section and it was on this road that Jack Murray rolled his car in 1953. Now it is a first class sealed road, although drivers should be wary of wandering cattle, horses and kangaroos.

Cloncurry is widely known as the original Flying Doctor base and the place where the first pedal wireless "call for help" was received in 1928. Cloncurry was also one of the two ports initially served by Qantas.

The good sealed road continues north of Cloncurry to the Burke and Wills Roadhouse where it narrows and finally becomes a track at the turn-off to "Augustus Downs" station, until "Floraville", where it joins the Burketown road at Leichhardt Falls. In the "wet" these roads become impassable for months, completely isolating Burketown by road so that its only contact with civilization is the occasional aircraft and the single wire telephone line from Normanton.

Burketown is the centre of the rich beef and cattle raising country drained by the Albert, Gregory and Nicholson Rivers. Situated on the Albert River, about 65km inland from the Gulf of Carpentaria, it is a well known base for barramundi fishing and outback characters.

As mentioned elsewhere (See page 4) everyone will be required to obtain a "Passport" before crossing the bridge over the Albert River into Burketown.

On arrival at Burketown we will be officially met by one or all of the following;

- President of the U.S.A
- Prime Minister of Australia
- Premier of Queensland
- Chairman of Burke Shire
- Town Clerk of Burke Shire

Proprietor of The Saltpan Store, fish and chip shop

The Escott Barramundi Fishing Lodge, 10km west of Burketown, offers great accommodation and has fishing gear, dinghies and four wheel drive vehicles for hire.

ON THE SERIOUS SIDE

The prime objective of the Bourke to Burketown Bash is for people to enjoy themselves while seeing more of our wonderful country and to raise money for a very worthwhile charity. Nevertheless, CREWS ARE EXPECTED TO DRIVE SAFELY AND OBSERVE ALL ROAD RULES AND SPEED LIMITS.

WILDLIFE

Crews are asked to be particularly careful of all wildlife.

The route through the Sturt National Park is not a timed section and vehicles are expected to drive slowly. You could even have time to stop and look around - to experience the great silence of the outback.

Above all the Bourke to Burketown Bash is in the spirit of the late Jack Murray, who not only had a lot of fun and laughs whenever he took part in an event, but always did very well.

In the 1954 Redex Trial he towed a Holden 65 miles into Broome - in return for the petrol that was in its tank, and carried O'Shea and his crew from near Eucla into Adelaide after their car burnt out, and still won without losing a point!

He said of later trials that they weren't as much fun because they didn't allow time to see the country or meet the locals and other drivers for a yarn.

The 'Bash' will allow plenty of time for socialising but will also be a hard, sometimes gruelling drive.



BURKE SHIRE ON THE GULF OF CARPENTARIA



Provides a list of things to do in the unlikely chance that you get bored at Burketown.

1. Visit and stay at the Albert Hotel.
2. Visit the Gregory Downs Hotel.
3. Visit the mineral springs bore just out of town.
4. See what an old wool press looks like.
5. Attend the Bingo at the Shire Hall on Wednesday nights.
6. Fish off Truganini Wharf. (If the China Wall hasn't been washed away again by flood waters.)
7. Explore the wreck of the Cessna 210 on the left bank of the Albert River, on the flight path to the west, which claimed the lives of all three on board.
8. Rest awhile at the Saltpan Store and enjoy delicious Barra and chips and a fruit juice or soft drink. (Free Barra and chips to passport holders.)
9. Watch the crocodiles fed by hand at Escott Station.
10. Take your golf clubs out on to the saltpans and practise until your eyes bulge from the glare and your throat burns from the salt and heat; then head for the Albert Hotel and the coldest XXXX of all.
11. Gaze in amazement at the one strand telephone line we all share.
12. Visit the Flying Doctor each Monday and Friday at the hospital and read magazines 5 years old while you wait. (You don't HAVE to see the Doctor, just brush up on your history.)
13. Have a game of cricket, two pitches at Burketown, one at Gregory - right in the middle of the road.
14. Take away samples of our bulldust, for the more samples taken out of Burke's roads, the faster we'll get down to bedrock, then our vehicles won't bog in the wet season.
15. Check our roads and complain bitterly to all State and Federal Ministers.
16. Relax of a night time and strain your ears trying to catch a few chords from our one and only ABC Radio program.
17. Don't feed our saltwater crocs. at the Leichhardt Falls by swimming there. They're fat enough already.
18. Be at peace with yourself in Burke - let the sweat and flies wash and carry away your city found frustations - but beware of our litter ranger.
19. Fill in a rainy afternoon reading the above 18 things to do.

VARIETY CLUB OF AUSTRALIA

As all the proceeds of the Bourke to Burketown Bash are being donated to "Variety", participants may like to know a little more about the Club and what it does.

The Variety Club is the world's largest children's charity, with strong associations with the world of show business in all its facets.

It all started at Christmas 1927 in the Sheridan Theatre in Pittsburg USA, when a woman left a very young baby, with a note attached, in the theatre. The note said, in effect, that the parents were out of work and couldn't afford to feed all of their children. They had heard that show business people had a heart of gold, so would they please look after this baby whose name was Catherine. This turned out to be the case, as the group of people who got together to look after Catherine soon found that they had more than enough money, so they started helping other children as well.

The group called themselves the "Variety Club" and gradually the idea spread throughout America, across to Britain, Canada, France, Israel and Australia.

In the 57 years since "Variety" started, over 500 million dollars has been raised for the assistance of under-privileged and handicapped children. The Club has operated in Australia since 1975 and has branches in Sydney, Brisbane, Melbourne, Perth and Adelaide.

"Variety" in Australia has supplied over 70 "Sunshine Coaches" to children's homes and hospitals so that shut-in children can get out and about. It has an intensive care ward for premature babies at the Prince of Wales Hospital in Sydney and is funding an electronic limb bank so that children can be equipped with "bionic" limbs, as well as other projects.

Many well known entertainers and personalities have been and are still involved with "Variety" and we are proud and happy to be able to contribute to their wonderful work.

RULES AND CONDITIONS

1.1 CREWS

Crews shall preferably consist of at least one person and not more than 42 to a vehicle.

1.2 LICENCES

1.2.1. Current licences are required by all drivers who intend completing the course by driving along public roads.

1.2.2. Foreign competitors are required to pass a verbal test in the English language.

1.3 ENTRY FEE

This will be in the form of a donation to the "Variety Club of Australia" and be exclusive of any bribes as defined by Rule 6.1. (See Entry Fee, page 6).

2.1 VEHICLES

2.1.1. All vehicles must be at least 20 years old at the start of the event.

2.1.2. Any vehicle with the potential of completing the event may be used.

2.1.3. Vehicle valuations will be based on the market value of the vehicle if it was sold in Sydney during May 1985 with 3 month's registration. A purchase receipt will normally be accepted by the valuers as evidence of the market price. Mechanical repairs made to the vehicle after purchase will only be taken into account if they would normally add to the market value of the vehicle. Safety equipment such as fire



SAFETY HINTS

In the interests of personal safety and convenience each vehicle should be equipped well enough to operate independently, requiring a minimum of assistance from other competitors or locals.

The following suggestions are for minimum equipment. Naturally crews are free to carry anything they think will enhance their peace of mind.

Extra fuel - at least one Jerry can and a syphon or funnel to aid getting it into the tank.

Drinking/radiator water - it's a good idea to carry at least 20 litres in case your radiator leaks and always a good policy to carry water in remote areas.

Engine oil - 4 to 5 litres should be enough.

Engine spares - radiator hoses, fan belts and air, oil and fuel filters. A spare set of spark plugs.

Spare tyres - take at least one good one, two

extinguishers, CB radios etc. will not be valued. The lower the value of the vehicle the more points it will gain. In case of a disputed value the decision of the Chief Valuers will be final. (Unless a successful bribe can be arranged. See Rule 6.1).

2.1.4. Exhaust (Noise): An effective silencer must be fitted at all times.

2.2 COMPETITION NUMBERS

2.2.1. Numbers will be allocated by the organisers and it will be the responsibility of competitors to affix or paint on their own vehicles.

2.2.2. Both front doors are to be left free for main sponsors' notices.

MAIN SPONSOR

We are looking for a main sponsor for the Trial.

In return for naming rights and the great prestige that will no doubt result all that is required is a substantial donation to 'Variety'. It's as simple as that - are you interested?

2.3 SCRUTINY

2.3.1. All vehicles will be inspected prior to the start and at the finish and points will be deducted for parts that fall off.

2.4 REPLACEMENT OF VEHICLES

2.4.1. Vehicles may be replaced as many times as required providing;

2.4.1.a. They are removed from the centre of the road immediately.

2.4.1.b. Arrangements are made to remove 'wasted' vehicles to the nearest vehicle graveyard.

2.4.1.c. Points allocated for value of cars will relate to the total value of all cars used.

2.5 CLASSES AND PRIZES

All vehicles will be classified as being in their own section and there will be a prize for each section.

recommended; tube repair kit and at least one good pump.

Tools - basic tool kit with at least one adjustable spanner, wheel spanner, 2 jacks and a piece of timber or steel plate to support the jack. Spark plug spanner.

Jumper leads - don't rely on the other bloke

Tow rope - make it at least twice as strong as you think you'll need, you may have to be towed a long way.

First aid kit - even if it's just to pull a splinter out, you never know when you'll need it.

Emergency rations - it may be a long time before someone comes along and being hungry can demoralise you. Always carry matches even if you don't smoke - you may want to boil the billy while you ponder your predicament.

Boat - a small rubber blow-up boat or 'lie-lo' will be required by those who do not wish to swim the Albert River at Burketown.



3.1 STARTING AND RUNNING

3.1.1. The starting time will be 8.00 am on Saturday 1st June 1985 from the Sydney Opera House.

3.1.2. The starting order will be determined by the results of speed tests by each driver with SCALEXTRIX cars set up on the Opera House forecourt by Uncle Pete's Toys.

3.1.3. The finish will be Burketown at approximately 3.00 pm on Thursday 6th June 1985.

3.1.4. The total distance will be approximately 3,176 km over the route and in the stages as detailed on the map on page 3.

3.1.5. Overtaking.

3.1.5.a. The overtaking vehicle will signal by sounding the horn or flashing headlights or both.

3.1.5.b. The overtaking vehicle has right of way and the responsibility to ensure that it is safe to overtake in the circumstances.

3.1.6. Enroute Servicing: Servicing vehicles during the event is allowed

4.1 CHEATING

4.1.1. Competitors detected cheating in anyway will lose points - normally double the number of points that could have been gained - or 50 points (whichever is the greater.)

4.1.2. The crew who cheat most blatantly will be named the 'Ultimate Cheats' at the end of the trial and will be awarded 100 points as well as having all deducted points reinstated.

5.1 Intentionally left blank.

6.1 BRIBERY

6.1.1. As in all trials bribery will not be allowed and competitors bribing officials will lose points.

6.1.2. All bribes must be in the form of cheques made payable to the 'Variety Club'.

6.1.3. Bribery may also incur a loss of further points under Rule 4.1 Cheating.

6.1.4. Under certain circumstances a bribe may be used to the competitor's advantage. See Rule 4.1.2.

6.1.5. An accepted bribe is not necessarily a guarantee of advantage as subsequent bribes may be more substantial.

7.1 ATTITUDE

7.1.1. Points may be lost by any competitor for taking the event too seriously. See also Rule 8.1.

7.1.2. Competitors holding current Rally, Trial or Racing Driver's licences may lose points under Rule 7.1.1.

8.1. PROTESTS

8.1.1. Intent to protest must be indicated at the first available opportunity after it is decided to protest.

8.1.2. Protests shall be in writing and be accompanied by a cheque made out to 'Variety Club'.

8.1.3. Protests will be heard and decided at a time determined by the Organisers.

8.1.4. Protests may be withdrawn before the Hearing but the Protest 'Fee' will not be refunded.

8.1.5. Protests against 'mistakes' by the Organisers may be decided in favour of the protestor but lose points under Rule 7.1.1.

8.1.6. Frivolous or vexatious protests may or may not incur a loss of points. Particularly ingenious protests may actually gain points.

9.1 POINTS AND SCORING

9.1.1. Each car will be allocated 2000 points prior to the start.

9.1.2. Bonus points will be added at the start according to the following scale;

9.1.2.a. Value less than \$500	150 points
\$1000	120 points
\$1500	100 points
\$2000	80 points
Value more than \$2000	NIL

9.1.2.b. 20 bonus points will be added for each of the following vehicle configurations;

1. Slant engine Valiants with cushions on the rear parcel shelf and dangling things.

11. 6 Volt VW's with small rear window.

111. All vehicles with a red and white striped petrol tank (drivers must be wearing gloves to qualify for this bonus).

9.1.3.a. The vehicle judged at the start as least likely to complete the course will be given 100 bonus points.

9.1.3.b. Vehicles able to operate with more than two driven wheels will have 200 points deducted.

9.1.3.c. Vehicles accompanied by support vehicles will have 200 points deducted.

9.1.4.a. 3 points per minute will be lost for each minute early or late at a check point - up to 30 minutes.

9.1.4.b. One point per minute will be lost for each minute more than 30 minutes late, up to a maximum of 150 points lost at any one check point.

9.1.5. CONCOURS DE 'ORRIBLENCE

All vehicles will parade around the area outside the Birdsville Pub in a Concours de 'Orriblence' to be judged by Mine Host from the shade of the Pub verandah. He will be looking for the most decrepit, dirty vehicles, which are the worst reflection on the drivers. Points added will be;

1st	100 points
2nd	50 points
3rd	30 points

CATEGORIES OF PRIZES

1985 Bourke to Burketown Bash - Outright Winner

The crew with the highest point score upon arriving at Burketown after all adjustment points.

1985 Bourke to Burketown Bash - Car Trial Winner

The crew who lose the least number of points calculated on driving times only.

1985 Bourke to Burketown Bash - Class Winners

Every vehicle will be declared to be in its own class and every winner of a class will receive a magnificent Winner's Certificate that can be framed and hung behind the bar to brag about for years.

1985 Bourke to Burketown Bash - Beard Growing Competition Winner

In the spirit of the 1954 Redex Trial there will be a beard growing competition and the winner will be the crew person (male or female) with the most prolific growth of facial hair upon arrival at Burketown. The winner will be decided by the Organisers, taking into account the amount of growth at the start.

CONDITIONS OF ENTRY

The Bourke to Burketown Bash is being organised purely on a voluntary basis with all proceeds going to the 'Variety Club of Australia'. It is therefore a condition of people joining the event that no liability for any matter whatsoever will attach to the organisers or their associates in respect of the event.

It is requirement of entry that each participant arrange their own insurance for personal, third party and public liability.



CHEAP CARS FROM RECENT NEWSPAPERS

HOLDEN SPECIALS

HOLDEN EJ 63 stat wagon. orig cond Reg 1/85 \$1500 o.n.o. Ring 4195245 Sat 10-6 p.m. only Reg No 279260

EH - THE PERFECT CAR

HOLDEN EH Premier Sedan Reg. 9/85. Must sell \$860. DDE675. 699 4366

HOLDEN EH stn wagon Premier registered. \$400. JYS874. Ph. 579 2152

HOLDEN EH stn wagon Premier registered. \$400. JYS874. Ph. 579 2152

HOLDEN EH reg. 2/85. gd cond. AND239 \$1500 750 6995

HOLDEN EH sw. gages, rad/cass. cam, extractors. Triple SU. chromes. lots of extras. reg 30/10/84 (JXO112) \$1200 ono 651 1606.

HOLDEN 1964 EH 186 auto. looks gd. goes well. lots of spares. reg 12/84. \$1300 ono (DDP894) Ph 709 8272

CLEAN CARS

HILLMAN Hunter Arrow, radio, spares, reg 6/85, good cond, goes well. EYA114 \$500 637 8936

ROVER 1951 model, mech. gd. regd. AWX119. \$500 o.n.o. Phone 525 2493.

RENAULT Dauphine, 64 model, fifty two thousand miles genuine, first class cond. \$1500. Unreg. 520 5291, a.h. 520 9621.

MIGHTY VALIANTS

VALIANT S series, VH VB interior, suit restoration, or wrecking, \$350 o.n.o. Ph. 380 9466 after 4 p.m.

VALIANT "S" model, 1961, unreg. Good cond. \$1800. Ph. (063) 31 8296.

VALIANT 65 man, 8 mths. Reg. \$600. 1 owner. DTE431 46 2784.

VALIANT PACER Hemi, gd. cond. ROB723. \$400 o.n.o. 644 4855

WHY NOT GO IN STYLE?

ROLLS ROYCE Silver Cloud series 2, 1961 vintage, appreciating in value. \$25,000. MONACO MOTORS, 121 William St., Sydney. 33 3358. D.L. 7833.

FORD Fairlane 1962 Compact, top condition, fully rebuilt 289 motor, r/proofed, new duco, cpt. and HD shocks. \$4100 o.n.o. 869 2801. DL5928.

JAGUAR MK7 1952 man. 69,000 mls, 12 mths reg. \$3000. (063) 72 3556 YR101

VINTAGE 1952 Chev sedan, genuine automatic, 100 p.c. complete and spares. Both unregd. \$1200 both or sell sep. 608 3038.

CUSTOM LINE 56 MODEL, drives ok, unreg. with plate. Best price offered. 638 5845.

'V-DUBS' GO WELL

VW BEETLE, 64 model, good engine and trans. \$395 o.n.o. Phone 332 2466. RDZ-174.

VOLKSWAGEN Beetle, JKK119. Some reg. left. Needs some mech. work or good for spares. \$200 o.n.o. 858 3947.

VW sedan 1963, 10 months reg., good cond. A1 mech. \$700 o.n.o. DKL449. 871 4751

VW BEETLE 63 model, 2/85 reg. Green, priced to sell at \$599. EWS840. DICK SWANTON P/L, 71 Forest Rd., Hurstville. 587 6822. LD. 173.

VW Beetle, 65. White, excellent condition, drives well, as new radials, 6 months reg., radio. 344-133. \$950. Ph. 296 2112.

V.W. BEETLE, 64, Rally 1200, wide rims, surf racks, good interior, new batt. Drives well. Reg. to Feb. 85. Ideal young persons car. Must sell. SCK-752. \$925 o.n.o. Ph. 31 4896.

VW Kombi 64, goes well, as is, offers. Ph. 36 7649. ESQ215.

GRANNY ORIGINAL

MORRIS Minor, original car owned by a granny who only uses it to visit her grandchildren. Collectors piece. \$1300. BEV238. 440 8278.

MORRIS MINOR - 1950 MM series, s/valve, lo-lite, restored 1980. Selling due to illness. Reg. Nov. 84. Spares avail. KWQ650. 477 2423 or 48 4219.

MORRIS MINOR 1000 57, 1 owner, gen. 64,000 mls, 12 mths reg. Very good cond. \$1495. 524 5102. BJT258. Priv.

GOOD VALUE

CHEAP DATSUN 64 Bluebird, good car, reg. 5/85. DHF866. \$550. 524 8087.

CORTINA Mk1 64, reg 3/85, many GT extras, must sell \$600 (DGC343) 543 5780

PUG VALUE

PEUGEOT 404 4 dr. sed. man. Good sound car. 5/85 reg. ELM166. \$950. 521 4934 b.h.

GOOD BUYS

MORRIS MAJOR ELITE 1962, goes well. CRQ047. \$400 o.n.o. 670 3909.

MORRIS OXFORD Series 11 1955, was reg. until 7/84, still goes well, plus plenty of spare parts. \$350 o.n.o. (043) 92 3474.

CLASSY MINI

MINI 62, 11 mths. reg. KTS823. \$650 o.n.o. Ph. 913 1936 a.h.

Acknowledgements . . .

Quote; "IN THE SPIRIT OF JACK MURRAY . . ." from, "JOURNEYS WITH GELIGNITE JACK"

by EVAN GREEN

Photographs: BIRDSVILLE HOTEL - Dan Dry (U.S.A.)
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ROAD FROM CAMERON'S CORNER, GATE
Chris & Paul (Survey Crew)
CAR TRIAL PICTURES, Pedr Davis

Taking the 'Bash' this seriously would cost points under Rule Attitude. 7.1,
THE DUNLOP/2GO International starts at Gosford at noon today and no wonder Dunlop is involved. Last year the British rally champion Malcolm Wilson changed his tyres 32 times in one day after covering only 250 kilometres. The 80 cars in this rally are expected to change tyres as many as five times a day, 80 new tyres for each car, in the four-day event or 6,400 new tyres. The average domestic car needs only to replace all four tyres every three years or 40,000 kilometres.