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STRAIGHT ON

The meagre few who turned up at the Christmas Party the other Saturday night enjoyed both the food and the entertainment provided at the Yeronga RSL. I would say there was less than thirty people present and that included some non-members. There was no-one who could be considered to be from the Off Road fraternity as such.

Pete Smith wore his 'used car dealers' outfit complete with gold pendant and this attire matched his personality completely! Rod Bailey had to be dragged out of the premises screaming 'Can I have some more please?' at about 1am. Suzi Scullin tried her old 'two glass party trick' and it worked yet again-surprisingly to the amusement of the management. The seafood smorgasboard was quite nice and those people who were seen going up for thirds (fourths?) would no doubt agree.

Some people were dressed suitably for the grand occasion but the majority were absurdly underdressed and some went back home to pick up their bow ties. A good night was had by all and a few of the 'stayers' kicked on at the Wintergarden until the wee small hours. Perhaps next year we could do it on the cheap so as to attract more members to attend. If you agree with that philosophy let a social sub-committee member know so we can do what the majority want.

Peter Johnson

TARA

Australia Day weekend will see the first event to be directed by that famous Off Road driver Lawrence Svenson. The event will be run on a new track at TARA, which should be a good shakedown for the A.O.R.C. at Easter. Lawrie has the backing of the full Off Road contingent of the club. Assistant Director is Graham Hill and with Ron Wilson, Brian Swinton, Jim Reddiex and Alan Suley on his committee this should start the year off on a high note for the BSCC.

The clubrooms are open on the 17th of December and the club secretary, that's Warren Tegg, will be in attendance to sign Licence applications and accept membership subscriptions for 1987 membership.

This will be necessary for those competitors wishing to compete at Tara.

Some important dates - Last club night, 17th December
Closure of club, 19th December
First club night, 13th January
Club office opens, 19th January
Board meeting, 20th January.

From the committee, magazine staff (that's Esme and me) and Administration officer (Esme again) we wish all members a Merry Christmas and a Happy New year. Here's to a bigger and better 1987.

TACKLING THE A.O.R.C.

Dear Club Members and Off Road competitors,

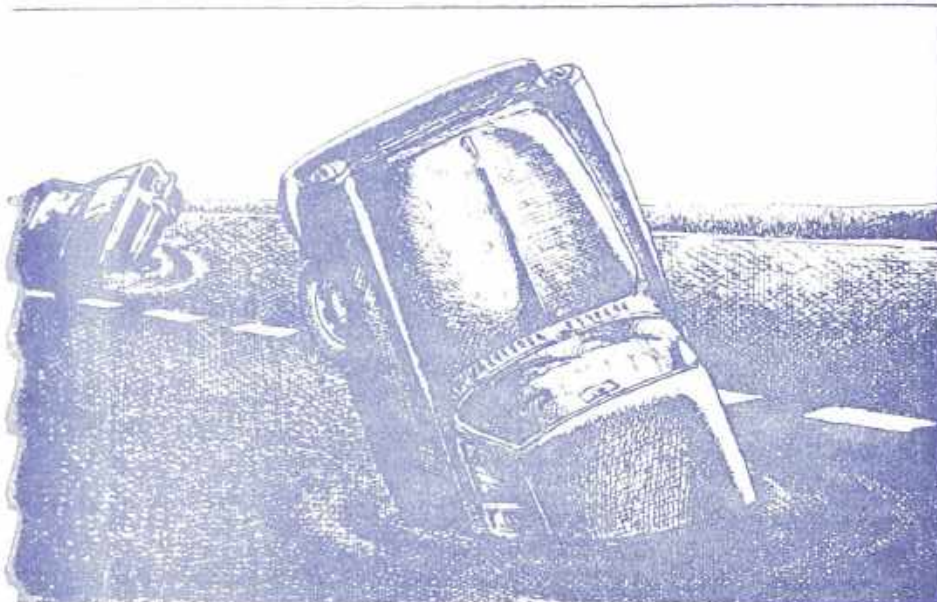
In the coming year we intend running in all the Australian Off Road Championship rounds being Tara, Griffith, Kempsey (which has been cancelled but may be replaced by Sea Lake - Ed) and Waikerie.

If any other competitor from the Brisbane or Gold Coast area is interested in running in all or some of these rounds then you might be interested in combining transportation of race cars onto a car transporter to these meetings in a share cost basis. If anyone is interested in this or any other assistance of combining resources at these meetings please feel free to phone me.

Mark Hinton 075 383195

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The picture shows the vehicles of Wilson Boyd and Alan Staib after trying to traverse the Sprint Rally roads at Tibrogargen on the 29th of November. Needless to say the event was postponed until the 13th December and a report will appear in the February issue. There is no Jan. issue.

AUSTRALIAN OFF ROAD CHAMPIONSHIP 1987 ROUND 1 - TARA

The following is a copy of a Media Release sent to all the relevant media recently to announce the above mentioned event.

The Brisbane Sporting Car Club Ltd. is proud to announce that it will be organising the first round of the 1987 Australian Off Road Championship which this year will be held at TARA, approximately 160 km North of Goondiwindi, in the wheat country, over the Easter weekend of 17/18/19 April 1987.

Ron Wilson has taken over the reins of Director and reports that the track will incorporate the fast straights, in wide open country, of the September event held at TARA, together with some interesting new track.

Ron will be ably assisted by Barry Massey and Don Williamson. Barry regrets he will not be able to enter his Jeep Cherokee, as he feels it would suit the terrain.

The rest of the team: Brian Barker, Brian Swinton, Paul Watkinson. Geoff Dein, Jim Reddiex, together with Ron, Barry and Don will have the usual full support from the B.S.C.C.

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VIDEO REVIEW

The title of this video is 'Rally '86' and covers the Acropolis Rally. Firstly there is a summary of the 84 and 85 events with Saeed Al Hajri accepting his trophy for fifth place in his pyjamas.

Then we get the year so far in the World Championship and some bind moggling crashes. The first is of Kenneth Erikson's Golf which leaves a wet downhill bitumen road and rolls into a power pole, nearly cleaning up a spectator as well.

The Portugese Rally is shown and apparently it's the brave thing to do to run across in front of a rally car at the last possible moment. One guy goes very close to meeting his maker at the hands of a Quattro. The terrible incident where the RS200 goes into the crowd is shown and it's hard to believe only four people lost their lives. Another sickening incident we see is when Kalle Grundel is shown hitting a spectator in Ireland on a very high speed straight. The unfortunate spectator is thrown at least 40 feet through the air but the Ford didn't seem to stop.

Then we see what must be one of the biggest rally crashes ever. It is in a desert rally in Saudia or somewhere and this 240Rs is fairly motoring over some dunes when he hits one a bit out of sequence and just TAKES OFF. I mean TAKES OFF.

The car then rolls about 5 times and the crew crawl out after it stops. The roll cage appears to do a top job but the car is STUFFED.

Then we get to the Acropolis and all the usual teams are entered with Peugeot having 3 cars - Salonen, Kankkunen and Saby and Lancia 3 as well - Alen, Biasson and Mikeal Eriksson. Ford have just Blomqvist and Grundel. The RS 200 must be the best looking rally car ever. The roads in Greece are fairly rough (a bit like Qld?) and there are a lot of punctures. Grundel leads early then Alen. All in all there were four different leaders and six lead changes. The footage is good but it's not as spectacular as Finland or NZ. Blomqvist crashes and Alen, after problems makes a big charge on leader Kankkunen but typical Alen luck his engine blows just two stages from the end. Juha Kankkunen wins from Biason and Group A was won by an Audi Coupe (exactly like the Keys car locally) from Erikssons Golf.

A pretty good hour or so's entertainment and this tape is available from GP Cars as are quite a few others in the ever increasing library.

CAMS IMPROVES

The Confederation of Australian Motor Sport have appointed a new Queensland Manager and his name is Milton Brennan. Also the CAMS office at Rosalie will now be open from 10-4 PM Weekdays. The office will be closed from Dec.24th-Jan 5th.

BSCC's QRC 1

Errol Bailey is the director for the first round of the '87 QRC and the event will start and finish in Gympie. Date is February 28th. The Tallara area will be used for part of the event. If you intend on competing and have publicity material available for pre event publicity contact Micheal Bailey 848 0546. Also if a car or two could be available in the week prior to the rally for display in Gympie it would be good. This event will be a beauty and if you can help in any way in the form of controlling etc contact Errol Bailey a bit closer to the date.

DATE CHANGE

As you will see in the calender at the back the date for the 'Keema Classic' has been changed to July 25/26 1987. The event was on August 22 and we've had this date for months but the Wynn's Safari has been confirmed for '87 and guess what date they were given, yep August 22nd. This causes a bit of drama as the IWMAC QRC is supposed to be in July as well. Stay tuned for further details.

ON THE GRAPEVINE --- Stewart Reid has bought Simon Passlows old Datsun 1600 which is a bit of a weapon and will compete as much as possible in '87..... New BSCC member and ex-Victorian Tony Kellock will soon have his GpG. Datsun (which he left behind in Vic) in Queensland and will compete in rallies and hillclimbs.....

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1986 GALLANGOWAN FOREST RALLY

Final round of the Q.R.C. and Clubman/Novice series'.

Even though it is a long way to travel to Gallangowan the fact that the drive up is not part of the event makes it a bit easier and a lot of crews trailered their vehicles to the start. Once again the oval in the heart of the 'town' was the central and only service point as well as doubling as a spectator point - perhaps 'the' spectator point of the year. The people of Gallangowan were there en masse to service crews and officials with food and drink - all night.

The school was used as the rally HQ and the schools toilet facilities were available for all to use. Bit different to one of those portable jobs!

The road from Jimna to Gallangowan was in worse condition than last year due to rain washing away the top surface and this gave crews an indication of the probable condition of the rally roads but judging from the number of punctures that some teams had they didn't take heed of the warning.

The event was a bit late starting due to a set up car having some puncture trouble and a few road blocks electing not to front. I think we started an hour late.

SS1 SCHOOL BUS SPECIAL 9.69 km

1 Coote/Stewart C	7.23	15 Siddins/Siddins 3B	7.55	Parker/Michel 3B	8.22
2 Gray/Zaver R	7.27	16 Keys/Carter R	7.59	30 Krause/Madsen N	8.23
3 Dummett/Mogg 3A	7.32	Summerville/Darc R	7.59	31 Reville/O'Kane 3B	8.26
4 Roach/Price C	7.36	18 Lemon/Hill 3A	8.01	32 Thompson/Huch 3A	8.31
Feron/Kolas 3A	7.36	19 Reid/Kellock 3A	8.04	33 Lewis/Campbell 3B	8.33
6 Gees/Gees 3A	7.38	20 Clarke/Ross 3B	8.05	34 Duckworth/Sculli N	8.35
7 Glennie/Taylor C	7.41	21 Cumpston/Bruce 3A	8.06	Griffith/Renwick N	8.35
Kahler/Best R	7.41	22 Hill/Hill 3A	8.09	36 Palmer/Barney R	8.36
Cook/Blake 3B	7.41	23 Williamson/Gree 3A	8.10	37 Crane/Friswell N	8.38
10 Taylor/Young C	7.42	24 Hetherman/Tew 3A	8.15	38 Jones/Grundy 3B	8.40
Marcovich/Weale C	7.42	25 Clay/Spearing N	8.17	39 Fackrell/Underw 3B	8.42
12 Bailey/Bailey 3A	7.48	26 Harrison/Hatch 3B	8.18	40 Donovan/Colledge N	8.50
13 Batts/Kimmins R	7.50	27 Johnson/Smith 3A	8.20	Rose/Spencer N	8.50
14 Bell/Bell R	7.53	28 Reddiex/Perry 3B	8.22	42 Gaylard/Walker N	9.00
				43 Boyd/Smith N	9.01
				44 Harvey/Garbett R	9.15
				45 Krebs/Garth N	9.21
				46 M.Bailey/Swinton N	9.29
				47 Johanson/Wright R	9.59
				48 P.Ball/Ball N	10.00
				49 Redmond/Martin N	10.09
				50 Kabel/Kabel 3B	10.48
				51 Cross/McDowell 3B	10.51
				52 F.Ball/McLean N	12.17

This event saw a spectacular entry of Gp.A cars with Coote's 323, Taylor's 323 debuting and the return of the fabulous Quattro of Geoff Keys.

As well of course as the Subaru of QRC leader Marcovich and Cumpston. Glennie chose to run his 1200 and had a miserable event with punctures, brake problems and finally a diff breakage. Gary Batts had his newly signwritten Z2 Gemini and it sounded great.

SS 2 MANUMBAR 22.49 km

1 Taylor/Young C	18.43	18 Siddins/Siddin 3B	20.11	34 Krebs/Garth N	21.32
2 Coote/Stewart C	18.49	19 Cross/McDowell 3B	20.20	35 Rose/Spencer N	21.34
3 Johanson/Wright R	18.53	20 Johnson/Smith 3A	20.21	36 Thompson/Huch 3A	21.49
4 Feron/Kolas 3A	19.07	21 Krause/Madsen N	20.30	37 Gaylard/Walker N	21.57
5 Gees/Gees 3A	19.19	22 Fackrell/Under 3B	20.35	38 Donovan/Colledge N	21.59
6 Clay/Spearing N	19.28	23 Williamson/Gree R	20.36	39 Hetherman/Tew 3A	22.01
7 Keys/Carter R	19.29	24 Clarke/Ross 3B	20.45	M.Bailey/Swinton N	22.01
8 Kahler/Best R	19.33	25 Marcovich/Weale C	20.49	41 McDowell/Hendey N	22.04
9 Summerville/Da R	19.43	26 Reville/O'Kane 3B	20.52	42 Gray/Zaver R	22.09
Dummet/Mogg 3A	19.43	Lewis/Campbell 3B	20.52	43 Reddiex/Perry 3B	22.09
11 Reid/Kellock 3A	19.47	28 Kabel/Kabel 3B	20.54	Redmond/Martin N	22.09
12 Cumpston/Bruce 3A	19.50	29 Griffith/Renwic N	21.06	45 Boyd/Smith N	22.17
13 Batts/Kimmins R	19.54	30 Duckworth/Scull N	21.07	46 Roach/Price C	22.55
14 Hill/Hill 3A	19.56	31 Crane/Friswell N	21.10	47 Harrison/Hatch 3B	23.01
15 P.Ball/Ball N	19.57	32 Palmer/Barney R	21.14	48 Jones/Grundy 3B	26.26
16 Cook/Blake 3B	20.01	33 Lemon/Hill 3A	21.27	49 Glennie/Taylor C	31.20

Mark Taylor obviously had no trouble adapting to the turbo/4WD characteristics of his beautiful looking Mazda BFMR with a fastest time in SS 2. Broken Mags and punctures were the order of the day with some crews losing minutes. Marcovich/Weale drove for 8 km's on a flat and destroyed a new tyre and wheel. Rod Bailey and Errol Bailey had their dreadful crash in SS2 and Wayne Lemon and Russel Reid took them out after three cars had driven past their Red Cross which I reckon is unforgivable.

SS 3 STERLING 15.03 km

1 Coote/Stewart	C	12.30	18 Ball/Ball	N	13.37	Siddins/Siddin	3B	14.21
2 Taylor/Young	C	12.43	19 Johnson/Smith	3A	13.39	36 Thompson/Huch	3A	14.26
3 Roach/Price	C	12.44	20 Harrison/Hatch	3B	13.50	37 Crane/Friswell	N	14.35
Gray/Zaver	R	12.44	21 Cross/McDowel	3B	13.52	Rose/Spencer	N	14.35
Reid/Kellock	3A	12.44	22 Lemon/Hill	3A	13.53	39 Donovan/Colledg	N	14.36
6 Johanson/Wright	R	12.51	Clarke/Ross	3B	13.53	40 McDowell/Hendey	N	14.43
7 Batts/Kimmins	R	12.55	24 Lewis/Campbel	3B	13.54	41 M. Bailey/Swinto	N	14.53
8 Bell/Bell	R	12.59	25 Palmer/Barney	R	13.55	42 Gaylard/Walker	N	15.03
9 Gees/Gees	3A	13.00	26 Hetherman/Tew	3A	13.58	43 Williamson/Gre	3A	15.09
10. Summerville/Dar	R	13.02	Cook/Blake	3B	13.58	44 Boyd/Smith	N	15.20
11 Feron/Kolas	3A	13.11	28 Cumpston/Bruc	3A	13.59	45 Krebs/Garth	N	15.31
12 Kahler/Best	R	13.13	29 Fackrell/Unde	3B	14.02	46 Redmond/Martin	N	15.37
13 Marcovich/Weale	C	13.16	30 Kabel/Kabel	3B	14.03	47 Glennie/Taylor	C	16.38
14 Jones/Grundy	3B	13.20	31 Duckworth/Scul	N	14.05	48 Dummett/Mogg	3A	17.08
15 Hill/Hill	3A	13.22	32 Reville/O'Kan	3B	14.14	49 Griffith/Renwic	N	29.38
16 Clay/Spearing	N	13.29	33 Reddiex/Perry	3B	14.19			
17 Keys/Carter	R	13.32	34 Krause/Madsen	N	14.21			

AFTER 3 STAGES and 47.21 km's

1 Coote/Stewart	C	38.42	Johnson/Smith	3A	42.20	33 Reddiex/Perry	3B	44.50
2 Taylor/Young	C	39.08	18 Siddins/Siddi	3B	42.27	34 Rose/Spencer	N	44.59
3 Feron/Kolas	3A	39.54	19 Clarke/Ross	3B	42.43	35 Cross/McDowell	3B	45.03
4 Gees/Gees	3A	39.57	20 Krause/Madsen	N	43.14	36 Harrison/Hatch	3B	45.09
5 Kahler/Best	R	40.27	21 Roach/Price	C	43.15	37 Donovan/Colledg	N	45.25
6 Reid/Kellock	3A	40.35	22 Fackrell/Unde	3B	43.19	38 Kabel/Kabel	3A	45.45
7 Batts/Kimmins	R	40.39	Lewis/Campbel	3B	43.19	39 Gaylard/Walker	N	46.00
8 Summerville/Dar	R	40.44	24 Lemon/Hill	3A	43.21	40 M. Bailey/Swinto	N	46.233
9 Keys/Carter	R	41.00	25 Reville/O'Kan	3B	43.32	41 Krebs/Garth	N	46.24
10 Bell/Bell	R	41.02	26 P. Ball/Ball	N	43.34	42 Boyd/Smith	N	46.38
11 Clay/Spearing	N	41.14	27 Palmer/Barney	R	43.45	43 Redmond/Martin	N	47.55
12 Hill/Hill	3A	41.27	28 Duckworth/Scul	N	43.47	44 Crane/Friswell	N	48.23
13 Johanson/Wright	R	41.43	29 Williamson/Gr	3A	43.55	45 Jones/Grundy	3B	48.26
14 Marcovich/Weale	C	41.47	30 Hetherman/Tew	3A	44.14	46 Glennie/Taylor	C	55.39
15 Cumpston/Bruce	3A	41.55	31 Dummett/Mogg	3A	44.23	47 Griffith/Renwic	N	59.19
16 Gray/Zaver	R	42.20	32 Thompson/Huch	3A	44.46			

Very good drives so far from Taylor after a long break and Dave Feron who had trouble only in the last stage with a dead wheel. Bruce Dummett always seems to have a brain snap in the first stage but he was destined not to finish.

The Volvo of Russell Reid is in a fine sixth O/R at the end of the daylight with no real problems except a bent wheel. Kevin Harvey/Peter Garbett were up against a tree on the approach to a grassy corner in SS2 and we've also lost Parker's Stanza and Frank Ball's 180B. David Clay, who improves every event, leads the Novices.

The friendly rivalry that exists in the Q.R.C. was demonstrated days before the event when Iain Stewart presented a fake entry list with all the quick Southern drivers entered and all starting ahead of Marcovich! Greg Weale took a minor turn upon observing this list. The 'Glennie' plan didn't even work!

Wilson Boyd had his alternator break and subsequently his 'flattery went bat' so another battery was procured from his 'ice note crews' car. Wilson also reported seeing a wild Echidna with big, pointy teeth and had half a spin at some stage.

Alan Mitchell/Richard McColm failed to start after Richard did his knee on the Thursday night before the event but Alan was seen 'controlling' on the day.

2SS 1 COOTE'S CORNER 45.73 km

1	Glennie/Taylor	C	36.00	16	Ball/Ball	N	39.47	30	Crane/Friswell	N	41.54
2	Coote/Stewart	C	36.08	17	Reville/O'K	3B	39.51	31	Duckworth/Scull	N	42.00
3	Kahler/Best	R	37.12	18	Clay/Spearin	N	39.57	32	Krause/Madseb	N	42.02
4	Taylor/Young	C	37.31	19	Keys/Carter	R	40.07	33	Rose/Spencer	N	42.13
5	Feron/Kolas	3A	37.50	20	Palmer/Barne	R	40.35	34	Clarke/Ross	3B	42.17
6	Gees/Gees	3A	37.54		Reid/Kelloc	3A	40.35	35	Lemon/Hill	3A	42.19
7	Gray/Zaver	R	38.00		Kabel/Kabel	3B	40.35	36	Griffith/Renwic	N	42.48
8	Roach/Price	C	38.07	23	Cross/McDow	3B	40.37	37	Harrison/Hatch	3B	43.57
9	Summerville/Darc	R	38.17	24	Siddins/Sid	3B	40.43	38	Redmond/Martin	N	44.05
10	Marcovich>Weale	C	38.26	25	Williamson/	3A	40.59	39	Krebs/Garth	N	44.26
11	Johanson/Wright	R	38.30	26	Fackrell/Un	3B	41.14	40	Donovan/Colledg	N	44.34
12	Batts/Kimmins	R	38.32	27	Lewis/Campb	3B	41.31	41	Gaylard/Walker	N	44.50
13	Bell/Bell	R	38.35	28	M.Bailey/Swi	N	41.40	42	Boyd/Smith	N	45.11
14	Cumpston/Bruce	3A	39.44	29	Thompson/Hu	3A	41.45	43	Johnson/Smith	3A	46.28
15	Hill/Hill	3A	39.46								

The main interest in the event now is whether or not Peter Marcovich can move up the required half dozen places to secure the Championship with his Subaru.

After 2SS1 The top four is Coote 74.48, Taylor 76.39, Kahler 77.39 and Feron 77.44.

Marco is equal ninth with Johanson on 80.13. Roach is 16th but on the way up.

Barry Cook retired at Division break after a fast run, with a 'Cooked' engine as did Ian Reddiex who saved his for the drive home. Other retirements included Hetherman, Jones and our Isuzu with a broken axle. We have a locker diff so we managed to get to the end of 'Cootes Corner' but we didn't have another axle so that was that.

2SS 2 BEE HIVE 5.77 km

1	Johanson/Wright	R	5.11	15	Williamson/Gr	3A	5.45	28	Palmer/Barney	R	6.13
2	Batts/Kimmins	R	5.17	16	Kabel/Kabel	3B	5.47	29	Redmond/Martin	N	6.15
3	Kahler/Best	R	5.19	17	Coote/Stewart	C	5.48	30	Krebs/Garth	N	6.16
4	Taylor/Young	C	5.20		Fackrell/Unde	3B	5.48	31	Gees/Gees	3A	6.19
5	Clay/Spearin	N	5.22	19	Rose/Spencer	N	5.49		Boyd/Smith	N	6.19
6	Summerville/Darc	R	5.24	20	Ball/Ball	N	5.50	33	Clarke/Ross	3B	6.33
7	Marcovich>Weale	C	5.26		Cross/McDowel	3B	5.50	34	Reid/Kellock	3A	6.34
8	Keys/Carter	R	5.28	22	Roach/Price	C	5.54	35	Harrison/Hatch	3B	6.35
9	Feron/Kolas	3A	5.30		Duckworth/Scul	N	5.54	36	Gaylard/Walker	N	6.55
10	Gray/Zaver	R	5.31	24	Lewis/Campbel	3B	5.58	37	Crane/Friswell	N	7.00
11	Hill/Hill	3A	5.34	25	Bell/Bell	R	6.01	38	Krause/Madsen	N	7.50
12	Cumpston/Bruce	3A	5.38	26	Griffith/Renwi	N	6.04	39	Thompson/Huch	3A	12.50
13	M.Bailey/Swinton	N	5.43	27	Reville/O'Kan	3B	6.09	40	Donovan/Colledg	N	30.42
	Siddins/Siddins	3B	5.43								

Outright positions after 5 stages are Coote 80.36, Taylor 81.59, Kahler 82.58, Feron 83.14, Gees 84.10 and Summerville 84.25. Marco is still 9th and Roach is 14th.

Feron leads 3A by 56 secs from Gees who has 2.37 on Hill. Jon Siddins has a lead of 39 secs on Bruce Reville's Peugeot 205-T16- 504 in 3B who has 49 on Fackrell.

David Clay leads grade 4 by 2.38 on Peter and Martin Ball who have 2.30 on the Gemini of Duckworth and Suzy Scullin. Wayne Lemon retired here as did Glennie.

2SS 3 ELGINVALE GRAND PRIX 46.62 km

1	Coote/Stewart	C	34.59	14	Keys/Carter	R	37.58	26	Siddins/Siddins	3B	39.51
2	Summerville/Dar	R	35.54	15	Ball/Ball	N	38.03	27	Krebs/Garth	N	40.14
3	Gees/Gees	3A	35.55	16	Williamson/G	3A	38.07	28	Clark/Ross	3B	40.21
4	Roach/Price	C	36.19	17	Reville/O'Ka	3B	38.49	29	Gaylard/Walker	N	40.41
5	Johanson/Wright	R	36.20	18	M.Bailey/Swin	N	38.51	30	Krause/Madsen	N	41.23
6	Kahler/Best	R	36.26	19	Duckworth/Scu	N	39.17	31	Donovan/Colledg	N	42.06
7	Feron/Kolas	3A	36.32	20	Reid/Kellock	3A	39.18	32	Redmond/Martin	N	42.17
8	Batts/Kimmins	R	36.39	21	Kabel/Kabel	3B	39.20	33	Rose/Spencer	N	42.42
9	Marcovich>Weale	C	36.53	22	Harrison/Hatc	3B	39.24	34	Boyd/Smith	N	43.38
10	Hill/Hill	3A	37.12	23	Fackrell/Und	3B	39.41	35	Palmer/Barney	R	45.02
11	Cumpston/Bruce	3A	37.20	24	Thompson/Huc	3A	39.48	36	Taylor/Young	C	46.38
12	Clay/Spearin	N	37.21	25	Griffith/Renw	N	39.50	37	Crane/Friswell	N	49.27
13	Cross/McDowell	3B	37.49					38	Ball/Ball	R	57.00

After six stages Coote is on 115.35, Kahler 119.24, Feron 119.46 and Gees on 120.05. Marcovich is now eighth and 3rd PRC which is where he must stay to win the championship, provided Coote wins the rally. This is obviously the section where Mark Taylor lost a brake line and he missed the next stage.

2 SS 4 CARAVAN 30.15 km

1	Coote/Stewart	C	26.09	13	Cumpston/Bruce	3A	27.43	24	Siddins/Siddi	3B	29.09
	Johanson/Wright	R	26.09	14	M.Bailey/Swinto	N	27.53	25	Clarke/Ross	3B	29.14
3	Kahler/Best	R	26.13	15	Clay/Spearing	N	28.03	26	Griffith/Rerwi	N	29.47
4	Roach/Price	C	26.22	16	Reid/Kellock	3A	28.13	27	Ball/Ball	N	29.53
5	Batts/Kimmins	R	26.28		Duckworth/Scull	N	28.13	28	Krebs/Garth	N	29.54
6	Summerville/Dar	R	26.31	18	Crane/Friswell	N	28.14		Donovan/Colled	N	29.54
7	Gees/Gees	3A	26.40		Williamson/Gre	3A	28.14	30	Krause/Madsen	N	30.19
8	Feron/Kolas	3A	26.56	20	Fackrell/Under	3B	28.20	31	Gaylard/Walker	N	30.41
9	Marcovich/Weale	C	27.06	21	Kabel/Kabel	3B	28.29	32	Redmond/Martin	N	30.45
10	Hill/Hill	3A	27.18	22	Rose/Spencer	N	28.34	33	Harrison/Hatch	3B	31.36
11	Reville/O'Kane	3B	27.20	23	Cross/McDowell	3B	28.46	34	Boyd/Smith	N	35.18
12	Keys/Carter	R	27.28					35	Thompson/Huch	3A	59.01

With one section to go Coote's got it in the bag but the same can't be said for Marco's title. He is in 8th spot but Roach is closing fast and the others seem to be holding ground. Terry Lewis retired the Westfield/Electrolux/JJ Richards Escort with a broken Driveshaft and John Palmer retired his archaic Peugeot 404.

2 SS 5 GALLANGOWAN GALLOP 17.73 km

1	Kahler/Best	R	13.52	13	Ball/Ball	N	15.06	25	Fackrell/Underw	3B	15.49
2	Roach/Price	C	13.55	14	Reville/O'Kan	3B	15.09	26	Krause/Madsen	N	15.54
3	Johanson/Wright	R	13.59	15	Keys/Carter	R	15.16	27	Harrison/Hatch	3B	16.13
4	Batts/Kimmins	R	14.06	16	Griffith/Rerwi	N	15.17	28	Krebs/Garth	N	16.22
5	Coote/Stewart	C	14.14	17	Reid/Kellock	3A	15.19	29	Donovan/Colledge	N	16.33
6	Summerville/Da	R	14.20	18	Cumpston/Bruc	3A	15.24	30	Gaylard/Walker	N	16.47
7	Clay/Spearing	N	14.39	19	Duckworth/Scul	N	15.28	31	Gees/Gees	3A	16.50
8	Rose/Spencer	N	14.40	20	Crane/Friswell	N	15.31	32	Redmond/Martin	N	17.32
9	Marcovich/Weal	C	14.49	21	Cross/McDowell	3B	15.34	33	Boyd/Smith	N	18.03
10	M.Bailey/Swint	N	14.56	22	Williamson/Gre	3A	15.47	34	Feron/Kolas	3A	19.32
11	Hill/Hill	3A	14.59	23	Kabel/Kabel	3B	15.47	35	Siddins/Siddins	3B	55.36
12	Taylor/Young	C	15.01	24	Clarke/Ross	3B	15.49				

Dave Feron had a broken wheel in the last stage and he dropped to 9th O/R after a fine drive, in about 3rd all event. Roach got ahead of Marco but Feron dropped behind, but had Feron stayed ahead Marco would still have won the series by $\frac{1}{2}$ a point! Now that's close. A good drive too from Greg Summerville who has come on leaps and bounds in the latter half of this year. Gary Batts' Gemini's potential now at last seems to have been fulfilled and he was right on the pace throughout the event. This type of car must be one of the cheapest fairly competitive GpA cars to build and bodyshells are a dime a dozen. David Clay must now have done his last event as a Novice winning the class by over 5 mins from the hard trying Peter Ball who has at last had a change of luck - he hopes! Third Novice was the Gemini of Suzy Scullin driven by Colin Duckworth this was despite severe car sickness on Suzy's part and also running on the baldest rally tyres I've seen in a while.

Coote is consistently dominant in the 4WD Mazda and not just competitive at a state level but as witnessed by his recent 2nd O/R in the Alpine also at National level. Even the best can make mistakes though and 'Gnome' directed Coote down a wrong road in BeeHive and the rear hatch of the 323 was up all through Coote's Corner!

Mark Taylor missed one stage and therefore is not classified in the results but was obviously right at home with the 4WD and could worry the other front running crews next year. Not could really... definitely actually. I really wish that a long time ago someone had banned 4wd in rallying. I don't like it.

RESULTS - GALLANGOWAN FOREST RALLY

1 Murray Coote/Iain Stewart	*MAZDA BFMR	2.36.00	1st Class.
2 George Kahler/Tony Best	MAZDA RX-7	2.39.29	1st Recog.
3 Greg Summerville/Martin Darch	DATSUN 1600	2.41.10	2nd Recog.
4 Gary Batts/Rob Kimmins	*ISUZU GEMINI ZZ	2.41.41	3rd Recog.
5 David Johanson/Andrew Wright	DATSUN 1600	2.41.52	Recognised
6 Vivian Gees/Noel Gees	FORD CAPRI	2.43.35	1st 3A
7 Marc Roach/Mick Price	DATSUN 1600	2.43.52	2nd Class.
8 Peter Marcovich/Greg Weale	*SUBARU RX TURBO	2.44.27	3rd Class.
9 Dave Feron/Milton Kolas	DATSUN 1600	2.46.14	2nd 3A
10 Alan Hill/Tony Hill	DATSUN 1200	2.46.16	3rd 3A
11 David Clay/Micheal Spearing	DATSUN 1600	2.46.36	1st Novice
12 Geoffery Keys/Robert Carter	*AUDI QUATTRO COUPE	2.47.17	Recognised
13 Tom Cumpston/Mick Bruce	*SUBARU RX TURBO	2.47.44	3A
14 Russell Reid/Tony Kellock	*VOLVO 360 GLT	2.50.34	3A
15 Bruce Reville/Pat O'Kane	PEUGEOT 504	2.50.50	1st 3B
16 Peter Ball/Martin Ball	DATSUN 1600	2.52.13	2nd Novice
17 Paul Williamson/Graham Greenwood	DATSUN 1600	2.52.47	3A
18 Rodney Cross/Darren McDowell	*MITSUBISHI CORDIA TURBO	2.53.39	2nd 3B
19 Keith Fackrell/David Underwood	FORD ESCORT	2.54.11	3rd 3B
20 Colin Duckworth/Suzy Scullin	HOLDEN GEMINI	2.54.39	3rd Novice
21 Micheal Bailey/Brian Swinton	MAZDA RX-2	2.55.26	Novice
22 Henk Kabel/Tony Kabel	*MAZDA RX-7	2.55.43	3B
23 Mal Clarke/Steve Ross	DATSUN 200B	2.56.57	3B
24 Jim Rose/John Spencer	*HOLDEN GEMINI	2.58.57	Novice
25 Geoff Krause/John Madsen	DATSUN 1600	3.00.42	Novice
26 Micheal Harrison/Shawn Hatch	DATSUN 1600	3.02.49	3B
27 Tony Krebs/Craig Garth	HOLDEN TORANA	3.03.36	Novice
28 Sharon Gaylard/Hugh Walker	MAZDA RX-2	3.05.54	Novice
29 Mark Redmond/D.Martin	DATSUN 1200	3.08.49	Novice
30 David Crane/Trevor Friswell	DATSUN 1600	3.10.36	Novice
31 Mark Griffith/Debbie Renwick	*FORD LASER	3.13.05	Novice
32 Wilson Boyd/Pete Smith	DATSUN 1600	3.15.07	Novice
33 Tim Donovan/Ross Colledge	VOLKSWAGEN BEETLE	3.29.14	Novice
34 Jon Siddins/Darrin Siddins	DATSUN 1600	3.33.29	3B

54 Starters, 34 finishers. Average Speed 75 kmh. Total Distance 193.21 Km's.

<u>SPECIAL STAGE ANALYSIS</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>	<u>5th</u>	<u>6th</u>	<u>Notes.....</u>
Coote	4	2			1		George Kahler had his best rally in a long time despite (because of?) a broken exhaust which made his car sound like a squad of choppers going past..... Marc Roach seemed to be quickest through the service point in the last stage as did Coote through there in the daylight stage..... Russell Reid hit and killed a 'roo with a Joey. The Joey survived and I believe is doing comfortably in a home
Johanson	2		2		1	1	
Taylor	1	1		2			
Kahler	1		3			1	
Glennie	1						
Roach		1	1	3			
Gray		1	1				
Batts		1		1	1		
Summerville		1				3	
Gees			1		1	2	
Reid			1				
Dummett			1				
Feron				2	1		
Clay					1	1	

for deserted animals and the like.... We saw a Dingo on the last daylight stage and Wilson Boyd saw an Echidna - real Nature Walkabout stuff. Tony Gray had about 5 punctures, fuel pump trouble and front end trouble and had had a gutful just into the night stuff. One day he might finish a rally problemless and will probably win! Thanks to Jim and the team for a good event. Look forward to next year.

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Fortescue and Chamondleoy (prenounced Chumley)
Against the World

One mans view of The Gallangowan Rally

An event Directed by JIM REDDIE
Whimsied by PETER MARSHALL
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Bushed by ESME GIBSON & Co
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I returned from Adelaide with all my wifes' money spent and the grim prospect of spending Saturday 15th November at work, however a phone call to Esme' provided me with a list of cars and drivers needing navigators.

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Wilson Boyd - Audi Quattro Panzerfaust
Michele (I weesh to be topless on my finale) Mouton - Peugeot 404
Cripes somebody actually entered one of these.
Citroen Light

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Anyway, people in life are split into earlier and later, I am Queensland's last earlier. This time I was determined not to get annoyed about my driver being late everywhere, nobody else cares a stuff and they roll up whenever and this time I was determined to follow suit. Even so my new resolve was sorely tried by Wilson, truly in the Daryll Kelly mold (another taxi driver - there's a moral there somewhere) and almost as bad as Norm Fritter - the only man who was so late I had to buy the scrutineers lunch, I had to pay people to phone up pretending to be Norm; delayed by rushing an accident victim schoolgirl to the hospital for a successful emergency eye operation.

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Come Saturday and I turned up a bit late! Wow triple daring, complete w Ute and trailer (the trailer was hired, it had a screw under the front,

sometimes we had it hired and sometimes we had it lowered - we're like that fiercely independent and carefree). More fool I, I could have stayed in bed for another halfday, Wilson was screwing a headlight bulb in, he had 30 big Irishmen from the C.E.S. twisting the car as he held the bulb steady.

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Well we had to fair push the Volvo Belmont along, and if we had a warm glow it was from the drum brakes. On the final steep hill into Gallangowan I was standing on the brake, there was a faint sound of rubbing but no visible impediment to our progress, and a blue Datsun climbed towards us occupying the centre of the road. But not for long, should he read this :- then sod off, a bit quicker next time.

Jim had organised my sort of event, no charging about meeting Service Crew A here, Crew B there but only if there's an R in the month and Lady Diana's not pregnant. No, a central service point, the longest transport was all of 1.6 km and stages started from outside the Gallangowan school. Being the last to arrive we looked hopefully around for a friendly face and failing that we pitched camp near the President, Alan Clunes and the ill fated Baileys.

Wilson had managed to get us there mere seconds before the briefing, "Tons of time" said my affable driver, ignoring the risk of puncture, storm, killer bees and Herd Glubertash (Whose face, you may remeber, shone whitely through the wheelhouse windows).

I don't think I've done an event where the first stage (well proper forestry stage) started at The Start since the Biggenden Bush Bash of fond memory. Start line officials were Allan Mitchell and Ron Wilkins (They must come cheaper in bulk folks). About 4 minutes after starting, the competitors would sweep into sight, jink past the Gallangowan school, roar up the side of a mountain and disappear from sight as they exited a hairpin right. Good stuff to watch but not exciting enough to make Sharon Gaylard swoon into my arms - and when I saw Hugh Walker tottering and looking hopeful I made an excuse and left. And joined the Paynes, to my mortification I was left alone with that sophisticated Woman-about-town Kerry Payne. Now underneath this ill natured snobbish exterior I'm terrified of really good looking women who don't take fools gladly, so I looked wildly around for one of the clubs male studs, Dennis Brown or Peter Johnson perhaps, to save me - but no. I garbled out some small talk - of which I have a fund of none. "Ha, ha. The Zeppelin 'Graf Hindenburg' had 8 Maybach diesel engine. ha, ha. My willy caught in my zip this morning, did yours?" I felt like a military academy - bits of me kept passing out.

I'd been keeping a sneaky eye on our campsite and when I saw Wilson had the car ready and Beryl had put the tent up, I strode purposefully back as if I'd pace-noted the first 3 stages on foot. My contribution was to write 'Fartescue and Chamondleoy' on the windscreen. I told Wilson that if he finished the first division he could call me "Chummers".

We were number 8047 and started about half past Monday week. The revs built to about 6000, Ron Wilkins counted down the final seconds and "Go". Wilson snapped the clutch up and the revs clanged down to 60, we're in fourth gear I thought, but no, Wilson has the highest diff on the face of the planet,

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sometimes we had it hired and sometimes we had it lowered - we're like that fiercely independent and carefree). More fool I, I could have stayed in bed for another halfday, Wilson was screwing a headlight bulb in, he had 30 big Irishmen from the C.E.S. twisting the car as he held the bulb steady.

We got away so late then Wilson told me we had to stop for an engine mounting and to get some fuel. It was at the second of these that Wilson suddenly discovered he'd forgotten to bring the rally cars keys. A red haze swam before my eyes, I got a grip on Wilson's throat and I was banging his head on the concrete floor and shrieking when Beryl dangled the spare keys from her bag in front of my eyes.

Well we had to fair push the Volvo Belmont along, and if we had a warm glow it was from the drum brakes. On the final steep hill into Gallangowan I was standing on the brake, there was a faint sound of rubbing but no visible impediment to our progress, and a blue Datsun climbed towards us occupying the centre of the road. But not for long, should he read this :- then sod off a bit quicker next time.

Jim had organised my sort of event, no charging about meeting Service Crew A here, Crew B there but only if there's an R in the month and Lady Diana's not pregnant. No, a central service point, the longest transport was all of 1.6 km and stages started from outside the Gallangowan school. Being the last to arrive we looked hopefully around for a friendly face and failing that we pitched camp near the President, Alan Clunes and the ill fated Baileys.

Wilson had managed to get us there mere seconds before the briefing, "Tons of time" said my affable driver, ignoring the risk of puncture, storm, killer bees and Herd Glubertash (Whose face, you may remember, shone whitely through the wheelhouse windows).

I don't think I've done an event where the first stage (well proper forestry stage) started at The Start since the Biggenden Bush Bash of fond memory. Start line officials were Allan Mitchell and Ron Wilkins (They must come cheaper in bulk folks). About 4 minutes after starting, the competitors would sweep into sight, jink past the Gallangowan school, roar up the side of a mountain and disappear from sight as they exited a hairpin right. Good stuff to watch but not exciting enough to make Sharon Gaylard swoon into my arms - and when I saw Hugh Walker tottering and looking hopeful I made an excuse and left. And joined the Paynes, to my mortification I was left alone with that sophisticated Woman-about-town Kerry Payne, Now underneath this ill natured snobbish exterior I'm terrified of really good looking women who don't take fools gladly, so I looked wildly around for one of the clubs male studs, Dennis Brown or Peter Johnson perhaps, to save me - but no. I garbled out some small talk - of which I have a fund of none. "Ha, ha. The Zeppelin 'Graf Hindenburg' had 8 Maybach diesel engine ha, ha. My willy caught in my zip this morning, did yours?" I felt like a military academy - bits of me kept passing out.

I'd been keeping a sneaky eye on our campsite and when I saw Wilson had the car ready and Beryl had put the tent up, I strode purposefully back as if I'd pace-noted the first 3 stages on foot. My contribution was to write 'Fartescue and Chamondleoy' on the windscreen. I told Wilson that if he finished the first division he could call me "Chummers".

We were number 8047 and started about half past Monday week. The revs built to about 6000, Ron Wilkins counted down the final seconds and "Go". Wilson snapped the clutch up and the revs clanged down to 60, we're in fourth gear I thought, but no, Wilson has the highest diff on the face of the planet,

it's got 2 teeth, we were in first gear for 50 seconds and 2nd gear for 3 weeks - I had to push uphill. Before we started Wilson said "If you can spot where I'm losing time then let me know". Well Wilson get a diff with 3 teeth, the meat of a Datsun 1600's powercurve does not lie between 60-90 rpm. I wondered why he used the carbide off of a model aeroplane.

Not far into the first stage and there was the first casualty. Someone had wiggled when he should have woggled and the car was now browsing gently with his nose in the trees. Running at the back certainly gives you vivid insights, with great scrub marks leading up to holes in the foliage and cars off anywhere. On the second stage a short downhill straight was marked "Beware mound on left", we flashed silently passed this and on our right, at the bottom of a narrow creekbed much overgrown with foliage, I got a glimpse of a white roof that could have been attached to a Lancer. Well Esme' was at the end of the stage and did she have a story to tell. It'd taken 40 minutes to find somebody who'd volunteer to give Rod Bailey the kiss of life, Rod's head was held on by 2 safety pins (This gives rise to the question, what was there to hold up Vivian Gibsons 'Bombay Bloomers'?) and Errol Baileys buttocks were now on backwards - not a pretty sight but fabulous to dance with, they'd come off and flown from the left bank, across the road and then down to a dead stop in the creek, just how then contrived to restrict their injuries to cracked ribs and a hole in the face I'll never know - born to be hung as my mum would say.

Not Errol's
butchki

Stirring stuff but when the Going GTTTGT, so Fortescue screwed his monocle firmly to his eye and said "Just one more Op. to Berlin Chummers", this was a surprise to me, who's ever heard of a taxi driver who knew anywhere outside of the Brisbane central area?

We had a long division break because Car 54 had started a stage but had not been seen to finish it, ages after the air search had started and the resident Gallangowan clairvoyant was crystal balling like a girl possessed the car was found in the paddock with the crew eating smoke salmon sandwiches.

(The following paragraph is not for those of a nervous disposition). During the break I spoke to Allan Mitchell and then I had to go to the 'Gents' - a mistake. Actually it was the 'Boys' loo at the school. After adjusting my dress (Mode 1) I lowered myself towards the pedestal and at the normal point where bum met seat we just kept going. 12½ stone of cuddly ex-ed with no balance was on a rapid trip downwards. My knees passed my ears, I just kept sinking, I was doing a split that even Torvill and Dean couldn't copy, the poor children of Gallangowan are legless dwarves, finally I made contact, "Mission Control, the Eagle has landed", one small step for mankind but it felt like the end to me.

Fortescue settled down to eat a roast cow prepared by Beryl on the Gaz barbecue, he had an '83 Cab Sav to wash it down and I was given a glass of water (Glass not supplied - or water).

I suppose the highlight of Division 2 was my getting lost in Gallangowan - yes it's only got 2 streets and one T junction but I couldn't make the diagram fit the road, despite Jim having included the road names in the instructions. After about 2 mins of nosing about I snapped the roadbook shut, crossed my arms and threw a wobbly - Wilson found the stage unaided not bad for a knucklescraper.

I felt a bit sick on the 2nd division and had a chunderette on a visit to the paddock, however the only effect on our performance was that for about 6 instructions I was restricted to "100 metres bear left, bear left comin up" in a strangled gasp.

On one night stage Fortescue decided to do away with himself, and me of course, on a very fast righthander. He flung the car at the trees on the right but it wrestled itself straight, he tried the trees on the left but it wrestled itself straight, the only casualty was a muffled oaf (My helmet fell over my mouth).

On the 3rd stage from the end things began getting dimmer (yes me included and Fortie said "Damn alternators crook". Well that's what you get with alternators, when I started rallying in 1962 we had dynamos, knew where you were with a dynamo, 2 Lucas 'Flamethrowers' and a map light were all they could handle but what were Transports for, many's the time Ysptty Ystwyh heard a Standard 10's battery sigh with relief as the lights were switched off.

So we did the next stage, a damn long one, with Worrywort driving on yellow dipped headlights and me squinting at the instructions, I tried using a torch but the brightness was so dazzling I couldn't see the Halda.

Back at the Service Point a broken wire was found and after its repair a team of more or less volunteers gathered and gave us a push start. Still no charging of the battery, so Wilson would fiddle away, the 'slaves' would start us and so on for what seemed like Ad Infinitum - too and fro, too and fro, shake it all about. In the end they appeared with another battery, "Some mug left his Ute unlocked so we've borrowed the battery", well the mug was me and I entrusted the 1973 Oxide 'Sturdy' (Collectors Item) to Fortescues care.

We started the final stage, still on dipped headlights, even slower than the one before. "Come on Fortie" I cried "Put some lamps on and let's get moving". He turned a long grimy face in my direction, his parrot bobbed his head and said "Pieces of 36 - that's inflation for you". Fortescue spoke, "Lights drain a battery Chumley lad, drain a battery as a lustfullwoman drains a mans strength, drain a battery as drink and sinful helpings of shepherds pie drains a mans will to work". He made it sound so tempting we put all the lights on, and added the radio, air conditioning and electric windows for good measure. One car who'd rather not have seen us was No.59. He caught us fairly easy then we spun in front of him on a hairpin left, his lights loomed closer in a crescendo of dust and loose stones. All good fun.

To the finish, hurrah, my first in years albeit in 30 something place. My driver a paragon, a Daniel come to judgement. The road book a model apart from a Turn Hard Right soon after Gallangowan School which was a 100 metres earlier than anticipated.

Did I get into the sausage sandwiches off of Wilsons barbie - I had 5 whole ones and little bits here and there, great stuff. Beryl and Wilson sat around looking wistful - well fancy bringing only 2 cut loaves.

Came the dawn and there outside the Bailey set-up were 2 graven images, like stone deities from the Upper Nile, it was the Baileys freshly returned from the Murgon Hospital. Errol had 48 cracked ribs and Rod had a dueling scar from Gallangowan University. I sidled up in dawn's early light and peered into their faces, a painful bubbling noise issued forth. Betty Melton came out of a tent (This goes with this) and ordered me to stay at least 50 metres away from the boys, nothing is more painful than a good laugh with cracked ribs and the Baileys find me risible.

In the daylight I hobnobbed with the mighty. The Taylors, Peter Glennie, NEW CHAMPIONS Peter Marcovich and Greg Weale etc, etc. Clean boots for them yes but my tongue was black for weeks after.

The final scene from a memorable weekend was the removal of the Baileys car from the woods. The rescue party included Director Jim Reddiex, the Marshalls, Alan Clunes etc and I was given the task of guarding the Raspberry Ripple biscuits from Wendy Marshall. Quis custodiet ipsos custodes - as the romans would have it (Who guards the guards?) he said through a mouthfull of biscuit crumbs. During the night, as the curlew cried its soft impeachment, Alan Clunes had hauled the wreck from the stone depths of the gully in which it lay. How he managed this with a Morris 8 and a ball of twine I cannot for one moment imagine, especially as the car was surrounded by 6 foot thistles. Indeed when Alan took a drink it came out as streams from holes in his body. In the light of day the car was a lot less bent than anybody could have guessed. A right mess upto the windscreen but it may survive yet to receive its brass plate on the door :- 'In this seat Peter L. Smith won the Pacific Festival Rally Townsville in June 1980". The last photos were taken of the remains of the Cibie covers rammed into the far bank and home we all went.

A top weekend, the best for 3 weeks and I couldn't say more than that.

Ex Ed

-0-

CLUB CHAMPIONSHIPS

NIGHT & DAY RUN CHAMPIONSHIP

= 1	Alan McConnell	11	9	10	30
	Don Tainton	11	9	10	30
3	Kameron Garth	10	7		17
= 4	Chris Brand		11		11
	Ross Kiehne		11		11
	Ronnie Burns		11		11
	Tom Smith		11		11
	Don Milner			11	11
	Sandy Milner			11	11
=10	Shaun Hatch	9			9
	Wilson Boyd	9			9
	Brendon Boyd	9			9
	David Jamieson		9		9
	Kathy Jamieson		9		9
	Peter Johnson		9		9
	Brett Wright		9		9
	Rod Sams			9	9
	Chris Lane			9	9
	Les Barron			9	9
	Jacqueline Barron			9	9
=21	John Goasdoue		8		8
	Patricia Marr		8		8
=23	Brian Jordan		7		7
	Stephen Kelly		7		7

Motorkhana Championship

1	Alan McConnell	11	9	11		11	10	52
2	Don Tainton		10	9	9	10	11	49
3	Alan Ball	9	9	7	10			35
4	Wilson Boyd	9	5	9	9			32
5	Ray Kemp		11	8	11			30
6	Cameron Neilson					9	9	18
7	Neil Bennink	7	7					14
8	Brendon Boyd	2	4		7			13
9	Ray Evans	6	6					12
10	Stephen McCabe				10			10
11	Peter Johnson						9	9
=12	Craig Read	8						8
	Ray Reid		8					8
	Chris Lane				8			8
	T Kellock							8
16	B Wright							7
=17	Craig Garth	4	2					6
	Tom Smith							6
19	Del Garbett	5						5
20	Shaun Hatch		3					3
= 6	Tom Poots	9		9				9
	Steve Blackburn	9		9				9
	Wayne Cambie	5	4	9				9
	Mark Dolan		9	9				9
	Kev White		9	9				9
	Ian Bond		9	9				9
=12	Tom Stevenson	7		7				7
	Rod Sams		7	7				7
=14	Noel Jeffery	6		6				6
	John Brixey		6	6				6

Speed Event Championship

1	Ron Lange	8	11	19
2	Terry Connelly	9	9	18
3	Ken Stevens	11		11
= 4	Cedric Loy	10		10
	Chris Bartley		10	10

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NORTHSIDE

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RED HILL

Speed Event (Cont.)

16	Douglas McWilliam	5	5
=17	Don Williamson	4	4
	Rodney Schipp	4	4
19	Geoff Diehm	3	3
=20	Dave Blackmore	2	2
	Robert Linneweber	2	2

Off Road Championship

= 1	Ed van Amstel	11	10	21
	Chris Brand	11	10	21
3	George Croucher	8	11	19
4	Nev Taylor	8	9	17
= 5	Nicholas Reeve		11	11
	Laurence Svenson		11	11
	Janelle Svenson		11	11
	John Brixey	1	10	11
= 9	Jim Adness	10		10
	Peter Meiers	10		10
=21	Ken Stevens	9		9
	Darryl Stevens	9		9
	Russell Saxby	9		9
	Gary Turner	9		9
	Linda Miller	2	7	9
	Cathy Gurdon	2	7	9
	Phil Unicomb		9	9
	Norm Perring		9	9
	Ron Lange	1		8
	Ron Wilson			9
	Wayne Cambie			9
	Dennis Denning			9
=23	Robert Mowbray		8	8
	Brian Field		8	8
=25	Pat Collins	7		7
	Desley Collins	7		7
	Rod Sams	1	6	7
	James Sams	1	6	7
	John Gordon			7
	Doug Cirson			7
=31	Cedric Loy	6		6
	Geoff Loy	6		6
	Rod Billing	1		5
	Alan Stean			6
	Edwin Hetherington			6
=36	Doug McMillan	5		5
	Darren McMillan	5		5
	Hilton		5	5
	Hilton		5	5
	Glenda Lynch			5
=41	Ed Hopkins	4		4

Rally Champ (Cont)

=11	Rod Browning	9		9
	Laurie Garth	9		9
	Paul Fritz	9		9
=14	Michael Bailey	7	1	8
	Brian Swinton	7	1	8
	Tony Cumpston		4	4
	Vivian Gees			8
	Noel Gees			8
=19	Ian Ogilvie	7		7
	Del Garbett	7		7
	Craig Garth	6	1	7
	Peter Smith	6	1	7
	David Clay		2	5
	Michael Spearing			5
	Michael Price			7
=26	Peter Johnson	6		6
	Tom Smith	6		6
=28	Stephen Grant	5		5
	Paul Crawley	5		5
	Ian Reddiex		5	5
	Ross Perry		5	5
=32	Richard Anderson		3	3
	Denis Nolan		3	3
	Russell Reid			3
	Tony Kellock			3
=36	David Underwood	1	1	2
	Rod Cross	1	1	2
	Tony Kabel	1	1	2
	Tony Krebs	1	1	2
	Suzie Scullin	1	1	2
	David Crane	1	1	2
	Trevor Friswell	1	1	2
	Peter Ball			2
	Martin Ball			2
=45	Jeff Guyatt	1		1
	Frank Ball	1		1
	Paul Cadell	1		1
	Richard Butler	1		1
	Andrew Reddiex	1		1
	Lance Redding	1		1
	Paul Williamson		1	1
	Graham Underwood		1	1
	Hank Kabel		1	1
	Mal Clarke		1	1
	Michael Harrison		1	1
	Shaun Hatch		1	1
	Sharon Gaylard		1	1
	Hugh Walker		1	1
	Wilson Boyd		1	1

Rally Championship

1	Iain Stewart	8	11	11	30
2	Jim Reddiex	10	9	9	28
3	Tony Best	11		10	21
4	Peter Marshall	10		9	19
= 5	Greg Summerville		8	9	17
	Martin Darch		8	9	17
= 7	Peter Marcovich		9	6	15
	Greg Weale		9	6	15
= 9	Coral Taylor		10		10
	George Kahler			10	10

Ladies Championship

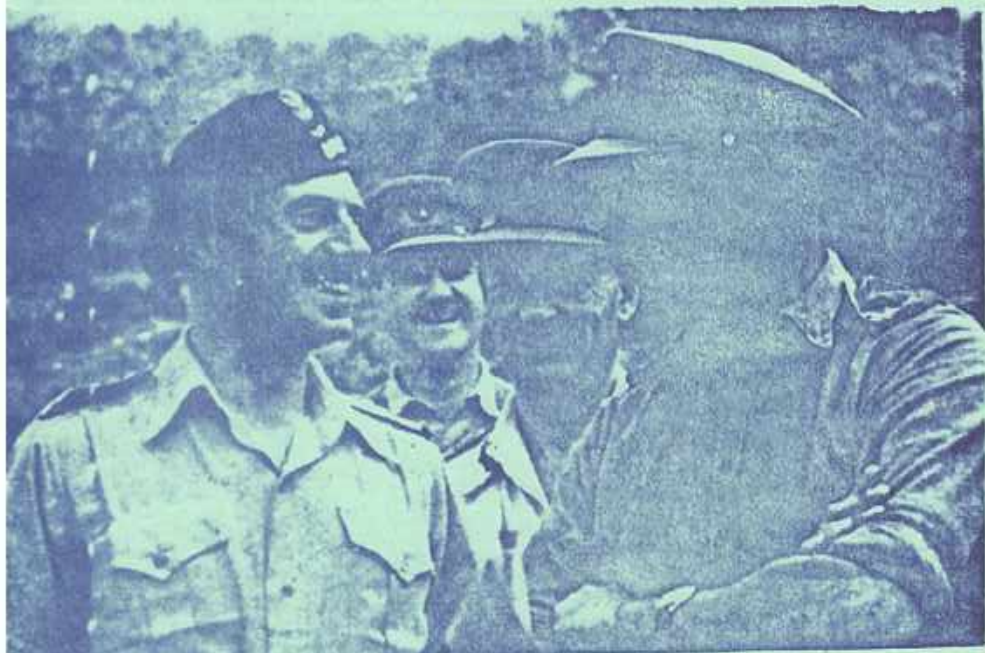
1	Del Garbett	26	= 6	Suzie Scu	9
2	Chris Brand	22	=11	Desley Co	8
= 3	Sandy Milner	11		Sharon Ga	8
	Coral Taylor	11	13	Pat Marr	7
5	Janelle Svenson	10	14	Glenda Ly	6
= 6	Kathy Jamieson	9	15	Cindy Dau	4
	Jacqueline Barron	9			
	Linda Miller	9			
	Cathy Gurdon	9			

Club Championship

1 Alan McConnell	22 =17	Don Milner	8 =39	Greg Weale	5
2 Don Tainton	21	Sandy Milner	8 =42	Peter Johnson	4
3 Chris Brand	19	Peter Marshall	8	Rod Sams	4
4 Ron Lange	12	Nev Taylor	8 =44	Jim Adness	3
= 5 Iain Stewart	11 =25	Wayne Cambie	7	Ray Evans	3
Ed van Amstel	11	Martin Darch	7	Chris Lane	3
= 7 Wilson Boyd	10	Ray Kemp	7	George Kahler	3
Terry Connelly	10	Nicholas Reeve	7	Peter Meiers	3
Jim Reddiex	10	Laurence Svenson	7	Coral Taylor	3
Tom Smith	10	Janelle Svenson	7	Brett Wright	3
Ken Stevens	10	Greg Summerville	7 =51	Less Barron	2
=12 Alan Ball	9 =32	Brendon Boyd	6	Jacqueline Barron	2
George Croucher	9	Steve Blackburn	6	Craig Garth	2
Tony Best	9	Ian Bond	6	David Jamieson	2
Kameron Garth	9	Mark Dolan	6	Kathy Jamieson	2
Cedric Loy	9	Cameron Nielson	6	Stephen McCabe	2
=17 Ronnie Burns	8	Tom Poots	6	Ian Ogilvie	2
Chris Bartley	8	Kev White	6		
John Brixey	8 =39	Neil Bennink	5		
Ross Kiehne	8	Peter Marcovich	5		

Full and Final results for 1986 in the next issue

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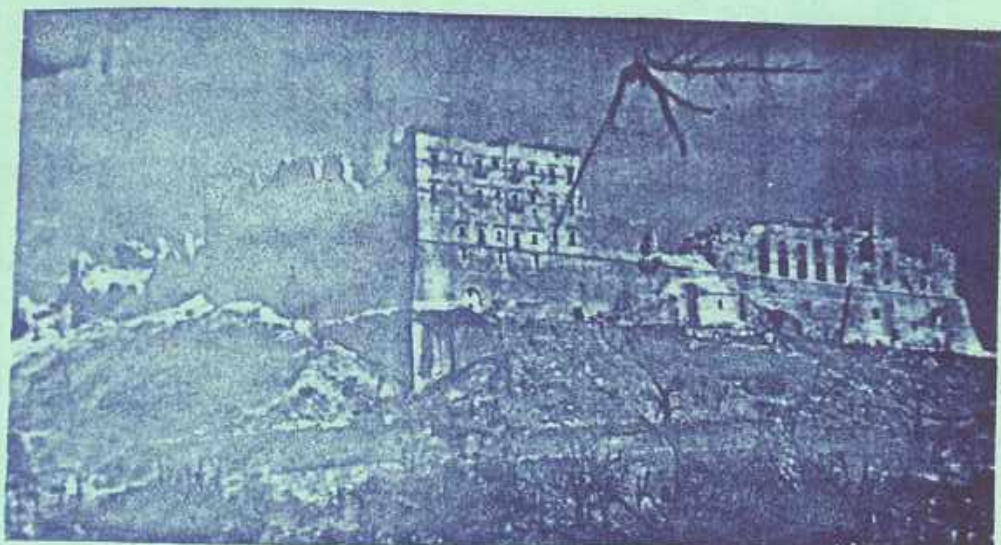


So it's a
MERRY CHRISTMAS
from the CHAMP
PAGE TEAM :-

FLIGHT COMMANDER
"PRANG" STACKEM
DSO, DFC, IRON CROSS
2

MAJOR "PINEAPPLE"
CHUNKS

from their



little pad in

CORINDA

DROP IN ANYTIME,
BAB.

(BRING A BOTTLE)

CHEERS!

PM
xxx

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MOOGERAH MEANDERINGS

Sunday morning 23rd November saw 5 crews assemble to run the "Day" Night run. There were a couple of regular night run faces as well as a crew whose names would ring a bell with some of the long serving members of the Club.

They were Les and Jacqueline Barron who were keen competitors in many Club events in its formative years.

After a short delay for checking of a direction change due to some last minute road works, the crew were sent on their way.

There was growing concern at the finish point as time passed and no one arrived, however, all crews appeared as if by magic almost together. It became apparent that there was a gremlin in the instructions (sorry about that).

After all sheets were checked placings were decided as follows:

- 1 Don and Sandra Milner
- 2 Don Tainton and Allan McConnell
- 3 Les and Jacqueline Barron
- 4 John Goasdaue and Patric Marr
- 5 Brian Jordan and Steven Kelly.

Most crews remained for a leisurely lunch and some even ventured for a swim which was most pleasant because it turned out to be such a warm day.

Thanks go to those people who competed and also to Joanne Jay and Chris Lane for their assistance in the setting out and running of the event.

Rod Sams.

CALENDAR NOTES:

AUSTRALIA DAY WEEKEND 26th JANUARY 1987 GREG CHALK MEMORIAL ENDURO, TARA.

28TH FEBRUARY, 1987 4 GY RALLY - ROUND 1 Q.R.C.

REMINDER:

CAMS office are receiving licence application renewals from BSCC members wanting to beat the rush, however, these cannot be processed by CAMS until confirmation of 1987 BSCC membership - therefore - membership for 1987 should be paid immediately. The CLUB will be open WEDNESDAY 17th DECEMBER from 8.00 p.m. if you wish to renew your membership for 1987. The office will be open till 19th December 1986 and re-open 19th January 1987. However, the Post Office Box will be checked as last year and memberships etc. dealt with.

WHO WON THE CHRISTMAS HAMPER????? Pleased to tell you CHRIS LANE
and there was no hanki-panki either!!! Congratulations Chris.

Wishing you all a Merry Christmas and all the best in motorsport for 1987. A special thank you must go to Peter Johnson for so ably producing YOUR magazine in 1986, here's hoping he gets a few more articles to lighten his load.

Also, a big thank you to the Social Sub Committee - Chairman Chris Lane and his willing committee who have certainly done a marvellous job.



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