

# BRISPORT



## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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# STARLINE

Hello and welcome to 1988, the Bicentennial year. I'd like to take this opportunity to welcome all readers to 'Brisport' magazine for '88 and to also introduce myself as Editor for the year.

I realize that I have some rather large shoes to fill in the form of our immediate past Editor, Pete Johnson. Pete performed the task of editing this literary extravaganza to the highest degree and we have a lot of work ahead of us to maintain the quality and consistency of past editions of the monthly magazine. On behalf of the BSCC and its members I would like to thank Pete for his efforts and hope that he may again find time to contribute to the magazine. I have a few new ideas and concepts for inclusion in 'Brisport', which will hopefully stimulate your senses and provide some interesting reading.

For those of you who aren't aware, I confess that I am a Rally enthusiast and competitor, and will probably present a little more in that area of motorsport. **HOWEVER**, if some of the Off-roaders and Motorkhana-heads and any supporters of any other interesting form of motorsport would care to offer a contribution of some sort, I will be only too happy to include it in the forthcoming issues (No sailboarding articles will be considered). In this issue you will find a few reports from various people including a detailed list of performances in the 4GY Rally (done manually instead of by computer programme - what dedication!!!)

I, for one, look forward to this year's calendar and invite anyone to contact me regarding items of interest which you as club members would like to see in your magazine.

TOM SMITH

## 1988 QUEENSLAND RALLY CHAMPIONSHIP POINTS AFTER ONE ROUND

(4GY RALLY 27 FEBRUARY 1988)

		CLASS	
DENNIS BROWN	SUBARU RX TURBO	5	24
JOHN GOASDOUE	FORD ESCORT	3	21
GEORGE KAHLER	MAZDA 323 4WD	5	20
VIVIAN GEES	FORD FALCON	4	18
PETER MARCOVICH	SUBARU RX TURBO	5	17
RUSSELL REID	VOLVO 360 GLT	3	17
GLENN ZAGAMI	MAZDA 323 GTS	2	15
RICHARD ANDERSON	ALFA ROMEO ALFETTA	3	14
TONY KABEL	-MAZDA RX7	4	13
RON BURNS	TOYOTA COROLLA	1	13
ANDREW DODKINS	FORD ESCORT	3	11
MARK GRIFFITH	FORD LASER	2	11

BRISBANE SPORTING CAR CLUB PRESIDENT'S REPORT - 1987

It is with pleasure that I present this year's President's Report.

Unfortunately early in the year the Clubrooms were broken into five times and from this you will see that we now have installed an alarm system and the external lighting has been improved.

Venues for events are still a major concern to the Board. We have not been able to secure a permanent site on which to conduct Motorkhanas. Venues for Off Road events are also hard to come by but fortunately for this part of the sport the Club's Off Road Sub Committee has been very active with new sites this year at Gatton and Dalby and a return to Cherribah. I would ask that if any one knows of a property that may be suitable to run events on that they let one of the Board members know so that we can look into it further.

The Brisbane Sporting Car Club continues to run the most professional and best organised events in Queensland because of the dedication and efforts of the Directors and Organising Committees. I would like to thank everyone that took the time to help with the running of events during the past year from Directors right down to the people doing what seemed the smallest job, I can assure you that every person involved in the running of an event plays a very important part in the overall success of that event.

On the social side of the Club, Chris Lane and his Social Sub Committee have worked extremely hard during the year with Film Nights, Wine & Cheese Nights and numerous other functions.

Peter Johnson the Magazine Editor has again this year done a great job. I hope we can find someone to fill his shoes that will put in the same effort that he has.

Our Administration Officer, Esme Gibson continues to amaze everyone with her dedication to the Club and the amount of work that she gets through in the time she has. Esme's dedication is also shown by the number of events at which you find her working along with her husband Viv.

The Club over the past year has, I believe, had a very hard working Committee and I would like to thank each and everyone of them.

On behalf of the Club Members, I would extend a special thanks to the Board Members standing down this year. Hugh Walker, Warren Tegg, Brett Wright, Sandy Milner, Peter Johnson, Carloyn Moedt, Rod Sams, Ken Smith and Laurence Svenson. I hope that they can, in the near future, find the time to return to the Board as their efforts have been very much appreciated.

Finally I would remind all Club Members that if the Club is going to continue to grow and run top class events then it needs the help of all members.

Please welcome your incoming Board and support them as much as possible.

Peter Marcovich.

1988.

Patron: The Rt. Hon. Alderman Sallyanne Atkinson

Life Members: Ray Luckhurst, Henk Kabel, Charlies Blake, Garry Connelly,  
Jeff Tremain, John Hall, Peter Smith, Peter Marshall.

Honorary Members: Mr. Geoff Adcock, Mr. Vaughn Becker, Mr. Jean-Pierre Zajac  
Mr. Michael Brown, Sgt. Dennis Cross, Mr. Patrick Hetherman,  
Mr. Peter Layton, Ald. John Osborne.

## "4GY 200" RALLY 1988

As the name implies, the 4GY Rally for this year coincided with the 200th birthday of Australia. As such, a big event was planned and the sponsors Radio 4GY of Gympie came to the party yet again to assist with the running of the first round of the Queensland Rally Championship.

The Director Errol Bailey and his Assistant Brian Swinton once more showed us that they can organize and run a top class event on good roads, at the same time attracting a very good field and providing for the abundance of spectators.

Out of 55 cars to start the Rally, we saw a total of 19 PRC's spread throughout the field, from the 'state of the art' Mazda 323 and of George Kahler/Tony Best to the diminutive Citroen 1220 Club of Shane and Conny Smithies.

The usual start at Goldfields Plaza saw the crews transport to the Driver Education Centre south of the city for a spectator-oriented stage and from there trek out to the forest.

Following is a resume of the first division (7 Sections):

### SECTION 1

1	Ian Reddiex	2.17	19	Barry Cook	2.26		J. Vandersee	2.33
	Jim Rose	2.17		Mark Griffith	2.26	38	Jim Reddiex	2.34
3	Dennis Brown	2.18		Barry Neuwendorff	2.26		Terry Lewis	2.34
	Greg Poole	2.18	22	Neil Jory	2.27		Mark Taylor	2.34
5	George Kahler	2.21		Bruce Reville	2.27	41	Viv Gees	2.35
	Greg Summerville	2.21	24	Phil O'Brien	2.28		David Cummins	2.35
	Richard Anderson	2.21		John Dobbie	2.28	43	Kevin Cowery	2.36
	Tony Kellock	2.21		Steve Kelly	2.28		Bill Walker	2.36
9	David Johanson	2.22	27	Keith Fackrell	2.29		Shaun Gill	2.36
	Errol Bognuda	2.22		Rod Cross	2.29	46	Gary Stacey	2.37
11	Peter Marcovich	2.23		Andrew Dodkins	2.29		Martin Jonkers	2.37
	Paul Williamson	2.23	30	John Ferguson	2.30		Craig Lucey	2.37
13	Glen Zagami	2.24		Russell Reid	2.30	49	Chris Babbidge	2.38
	Brian Crisp	2.24		Ross Makela	2.30	50	Laurie Garth	2.39
15	Robert Bell	2.25	33	David Crawe	2.31	51	Phil Armstrong	2.40
	Tony Kabel	2.25		Colin Duckworth	2.31	52	Allen Jones	2.41
	Harvey Potts	2.25	35	Gary Mitchell	2.33	53	Shane Smithies	2.42
	John Goasdoue	2.25		Tim Donovan	2.33	54	Ron Burns	2.46

The first special stage was a short blast around the Driving Training Complex which was relatively uneventful other than a large yump! which saw Dennis Brown's Subaru land heavily and bend the front end a bit, luckily the damage wasn't sufficient to slow Dennis, as we were about to see. Ronnie Burns was off to an inauspicious start with slowest time in the well-presented 1300 Corolla. But as we all know, to finish first, first you have to finish!

SECTION 2

1	Dennis Brown	5.59	19	David Johanson	6.30	37	David Cummins	6.50
2	Peter Marcovich	6.08	20	Barry Newendorff	6.31	38	Neil Jory	6.51
	Paul Williamson	6.08	21	Brian Crisp	6.33	39	Russell Reid	6.54
	Ian Reddiex	6.08	22	John Dobbie	6.34	40	Gary Mitchell	6.56
5	George Kahler	6.09	23	Russell Reid	6.39	41	Laurie Garth	6.57
6	Harvey Potts	6.11	24	Bruce Reville	6.40	42	Colin Duckworth	7.00
7	Greg Summerville	6.13	25	Rod Cross	6.41	43	Kevin Convery	7.04
8	Barry Cook	6.14		Mark Griffith	6.41	44	Martin Jonkers	7.05
9	Errol Bognuda	6.16		Ross Makela	6.41	45	Shaun Gill	7.06
	Greg Poole	6.16	28	Andrew Dodkins	6.42	46	Ron Burns	7.07
11	Tony Kellock	6.21	29	Viv Gees	6.46		Mark Taylor	7.07
12	John Goasdoue	6.23		Gary Stacey	6.46	48	Allen Jones	7.08
13	Richard Anderson	6.24		J. Vandersee	6.46	49	Chris Babbidge	7.12
14	John Ferguson	6.25	32	Keith Fackrell	6.47	50	Bill Walker	7.16
15	Jim Reddiex	6.27	33	Phil O'Brien	6.48	51	Craig Lucey	7.20
16	Jim Rose	6.28	34	Tony Kabel	6.49	52	Shane Smithies	7.31
	Steve Kelly	6.28		Terry Lewis	6.49		Phil Armstrong	7.31
	Glen Zagami	6.28		Tim Donovan	6.49	54	Robert Bell	8.36

SECTION 3

1	Dennis Brown	14.17		Gary Mitchell	15.13	38	Bill Walker	16.10
2	George Kahler	14.33	21	Tony Kabel	15.20	39	Martin Jonkers	16.13
3	Peter Marcovich	14.34	22	John Dobbie	15.21	40	Mark Griffith	16.18
4	John Goasdoue	14.37		David Crane	15.21	41	Keith Fackrell	16.19
5	Richard Anderson	14.38	24	Russell Reid	15.28	42	Mark Taylor	16.20
6	Ian Reddiex	14.39	25	Glen Zagami	15.30	43	Kevin Convery	16.35
7	Greg Summerville	14.40	26	Rod Cross	15.31	44	Craig Lucey	16.36
8	Jim Rose	14.42	27	Andrew Dodkins	15.36	45	Chris Babbidge	16.39
9	Errol Bognuda	14.46	28	Bruce Reville	15.37	46	Shane Smithies	16.40
10	Harvey Potts	14.50	29	Laurie Garth	15.43	47	Shaun Gill	16.42
11	Tony Kellock	14.54	30	Ross Makela	15.44	48	John Ferguson	16.48
	Neil Jory	14.54	31	Viv Gees	15.46	49	Allen Jones	16.49
13	Barry Newendorff	14.59	32	Tim Donovan	15.48	50	Greg Poole	20.28
14	Barry Cook	15.01	33	Colin Duckworth	15.50	51	Steve Kelly	28.00
15	Brian Crisp	15.06	34	Phil O'Brien	15.52			
16	Jim Reddiex	15.09		Terry Lewis	15.52			
	Gary Stacey	15.09		J. Vandersee	15.52			
18	David Johanson	15.13	37	Ron Burns	16.01			

After three stages, Dennis Brown has already set a substantial lead and barring mechanical failure and/or bad luck looks set to have his best rally in quite a while. We already have a couple of retirements, Paul Williamson smacked a tree head-on caused considerable damage, Phil Armstrong in the diminutive Honda Civic fell off the road and went over the LTL, David Cummins rolled his Escort and young Steve Kelly destroyed his nice RX-2 Coupe having prior to the event fitted some real brakes.

SECTION 4

1	Dennis Brown	13.47	19	John Ferguson	14.43	37	Kevin Convery	15.47
2	Peter Marcovich	13.54	20	Jim Reddiex	14.47	38	Gary Mitchell	15.51
3	Greg Summerville	13.57		David Crane	14.47	39	Shane Smithies	15.57
4	Richard Anderson	13.58	22	Neil Jory	14.48		Mark Taylor	15.57
5	David Johnanson	13.59	23	Gary Stacey	14.51	41	Chris Babbidge	16.20
6	Greg Poole	14.00	24	Bruce Reville	14.59	42	Allen Jones	16.40
7	George Kahler	14.04		Rod Cross	14.59	43	Shaun Gill	17.09
8	John Goadoue	14.09	26	Phil O'Brien	15.00	44	Brian Crisp	17.14
9	Tony Kellock	14.11	27	Glen Zagami	15.07			
10	Ian Reddiex	14.15	28	Viv Gees	15.13			
11	Keith Fackrell	14.19		J. Vandersee	15.13			
12	Jim Rose	14.22	30	Tim Donovan	15.15			
	Errol Bognuda	14.22	31	Colin Duckworth	15.16			
14	Garry Newendorff	14.36	32	Tony Kabel	15.17			
15	Russell Reid	14.38		Andrew Dodkins	15.17			
	John Dobbie	14.38	34	Laurie Garth	15.25			
17	Barry Cook	14.39	35	Mark Griffith	15.31			
18	Harvey Potts	14.40	36	Ron Burns	15.40			

SECTION 5

1	Dennis Brown	12.18	16	Keith Fackrell	13.19	31	Phil O'Brien	14.07
2	Peter Marcovich	12.39	17	Greg Poole	13.26	32	Tim Donovan	14.11
3	Greg Summerville	12.47	18	Barry Newendorff	13.27	33	Viv Gees	14.12
4	Errol Bognuda	12.51	19	Neil Jory	13.30		Colin Duckworth	14.12
5	David Johanson	12.54	20	John Dobbie	13.34	35	Tony Kabel	14.15
	George Kahler	12.54	21	Bruce Reville	13.37		Laurie Garth	14.15
7	Richard Anderson	12.55		Gary Mitchell	13.37	37	Mark Taylor	14.25
	Ian Reddiex	12.55	23	Russell Reid	13.41	38	Jim Reddiex	14.28
9	John Goasdoue	12.57	24	David Crane	13.50	39	Chris Babbidge	14.39
	Brian Crisp	12.57	25	Gary Stacey	13.51	40	Shane Smithies	14.42
11	Barry Cook	13.05		Glen Zagami	13.51	41	Kevin Convery	14.50
12	Jim Rose	13.06	27	Rod Cross	13.52	42	J. Vandersee	15.01
13	Tony Kellock	13.08	28	Andrew Dodkins	13.57	43	Allen Jones	15.17
	John Ferguson	13.08	29	Mark Griffith	13.59	44	Shaun Gill	15.29
15	Harvey Potts	13.11	30	Ron Burns	14.00			

The Subarus of Brown and Marcovich still lead with the Group G cars of Summerville and Ian Reddiex not far behind. A surprising performance from John Goasdoue in the PRC Escort who is doing a fine job of keeping up with the more fancied crews. Unfortunately Viv and Noel Gees were having problems with the monster Falcon 351 and were well down the field. Glen Zagami in the ex-Coote 323 GTS is doing well in his first event in the car.

SECTION 6

Many cars cleaned the section on 7.00 minutes with the remainder as shown below.

7.00:	Brown, Johanson, Marcovich, Kahler, Summerville, Anderson, I. Reddiex, Cook, Potts, Rose, Reville, Ferguson, Goasdoue, Neuendorff, Bognuda, Crisp, Poole.				
7.05	Neil Jory	7.23	Mark Griffith	7.44	Chris Babbidge
7.09	Tony Kellock	7.24	Viv Gees	7.46	Shane Smithies
7.10	Keith Fackrell	7.25	J. Vandersee	7.46	Laurie Garth
7.13	Andrew Dodkins	7.27	Mark Taylor	7.57	Kevin Convery
7.16	Tim Donovan	7.28	Rod Cross	8.12	Shaun Gill
7.18	Ron Burns	7.30	Tony Kabel	8.19	Allen Jones
7.19	Russell Reid	7.30	Glen Zagami	8.50	Colin Duckworth
7.21	John Dobbie	7.32	Phil O'Brien	20.13	Gary Mitchell
7.21	David Crane	7.32	Gary Stacey		

SECTION 7

1	Dennis Brown	23.47	15	Russell Reid	25.38	29	Laurie Garth	27.35
2	Greg Summerville	23.51	16	Neil Jory	25.40	30	Mark Taylor	27.40
3	Ian Reddiex	24.18	17	David Crane	25.53	31	Greg Poole	27.46
4	Jim Rose	24.20	18	Tim Donovan	25.55	32	Shane Smithies	27.57
5	George Kahler	24.30	19	Gary Mitchell	25.59	33	Glen Zagami	28.13
6	Peter Marcovich	24.36	20	Brian Crisp	26.14	34	Shaun Gill	28.28
7	Richard Anderson	24.43	21	Mark Griffith	26.24	35	Kevin Convery	28.38
8	Errol Bognuda	24.46	22	John Dobbie	26.33		Allen Jones	28.38
9	Harvey Potts	24.57	23	Viv Gees	26.41	37	Chris Babbidge	30.02
10	David Johanson	24.59	24	Colin Duckworth	26.46	38	Ron Burns	31.25
11	John Ferguson	25.08	25	Rod Cross	26.49	39	Barry Neuendorff	31.45
12	John Goasdoue	25.11	26	Andrew Dodkins	26.53	40	J. Vandersee	32.56
13	Tony Kellock	25.24	27	Gary Stacey	27.07	41	Tony Kabel	38.00
14	Bruce Reville	25.29	28	Phil O'Brien	27.17	42	Barry Cook	38.00

Accumulative Times after Division 1

1	Brown/Hall	1.19.26	22	Gees/Gees	1.28.37
2	Summerville/Darch	1.20.49	23	O'Brien/Watson	1.29.04
3	Marcovich>Weale	1.21.14	24	Zagami/Garbett	1.29.08
4	Kahler/Best	1.21.31	25	Garth/Fysh	1.30.20
5	I. Reddiex/Perry	1.21.32	26	Duckworth/Colussa	1.30.25
6	Anderson/Underwood	1.21.59	27	Neuendorff/Garvey	1.30.44
7	Rose/Spencer	1.22.15	28	Poole/Smith	1.31.14
8	Goasdoue/Wesche	1.22.42	29	Taylor/Taylor	1.31.30
9	Johanson/Wright	1.22.57	30	Smithies/Smithies	1.33.15
10	Potts/Bell	1.23.14	31	Convery/Pearce	1.33.27
11	Kellock/Lingard	1.23.28	32	Burns/Smith	1.34.17
12	Jory/Walker	1.25.15	33	Babbidge/Pilgrim	1.35.14
13	Ferguson/Carrigan	1.25.42	34	Jones/Jones	1.35.32
14	Reville/O'Kane	1.25.49	35	Gill/Ovender	1.35.42
15	Reid/Lane	1.26.08	36	Vandersee/Savage	1.35.46
16	Crane/Friswell	1.26.22	37	Cook/Blake	1.36.25
17	Dobbie/Dunn	1.26.29	38	Kabel/Tew	1.39.36
18	Crisp/Trustum	1.27.28	39	Mitchell/Reid	1.40.22
19	Cross/McDowall	1.27.49			
20	Stacey/Crick	1.27.53			
21	Dodkins/Mortensen	1.28.07			

At the Division Break Dennis Brown/John Hall lead by over 1 minute from the Datsun of Summerville/Darch. The Four Wheel Drive cars are filling 3 of the top 4 places and showing their expected dominance. Kahler's new 323 Familia is performing very well (sunroof and all) and very good performances from Richard Anderson (Alfetta) and John Goasdoue (Escort 2.0) see them both in the top 10.

- Due to lack of time, the second division will not be examined until next month. Sorry about that!



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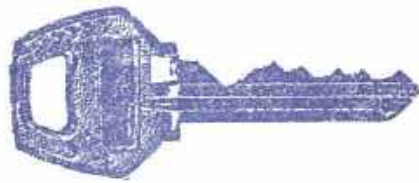
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## Hella Sprintrally Series

### Round 1 - Esk State Forest - IWMAC organisers

The first round of the 88 Hella Sprint Rally was held on Sunday 27th March in the confines of the Esk State Forest just outside of the town itself. This has always been an enjoyable venue and the long straight roads combined with a relatively dust-free atmosphere promised some quick times and some fast action for the turnout of spectators.

A comparatively small field of 40 entries showed some big names amongst the top ten drivers and navigators. Mark Roach and Greg Sommerville were to set a cracking pace and enjoyed a day-long battle for first place, the winner's laurels eventually going to Roachie in Wayne Lemon's Datsun 1600. Greg and his navigator Martin Darch came home second, just  $\frac{1}{2}$  quarter of a minute behind.

Third place went to Jim Rose the newcomer (?) in his ultra grunt 1600 Datto and equal fourth were Bruce Dummett and the lovely Kerry Reid, who is constantly showing up some of the other 'Macho' stars.

David Johansson was present in the (drool, drool) Gazelle Gp.A $\frac{1}{2}$  but was a little off the pace compared to the lightweight 1600 super cars. He did manage to finish quite well, ending up 8th outright, just  $3\frac{3}{4}$  minutes behind the winner.

There were a few dramas during the event including accident damage and mechanical failure. Perhaps the most memorable was seeing the Director Brian Crisp (also acting as '0' car) come flying through the spectator point in his Official Zero capacity and then hearing the news over the two-way radio that he had taken a tumble in the Escort. (Perhaps this is the time to rebuild it into a Group A machine - hint hint).

The other item worth mentioning and maybe deserving of the 'Bush-Mechanic of the Rally' award was Bruce Dummett's Nav. Ian Mogg fitting a couple of new Dunlops (God knows where they came from) to wheels using a 21mm ring and open spanner as a tyre lever!!

All round, the Sprint Rally was quite a success, although a couple of unnecessary delays during the day dragged things on a little and the last cars were forced to run with their headlights on. Still, 'well-done' to IWMAC for a good start to the Hella Series 88.

Finally my thanks to Tony Kellock who let me sit alongside him in the quick Mexican Datto. We were progressing quite well in about 6th place when we were sidelined with what turned out to be an electric fuel pump failure. After pushing the car for about  $1\frac{1}{2}$  kms toward the end of section, we were faced with an 800m uphill climb to the finish control! (Thanks, Brian).

TOM SMITH

P.S. Tony's car is for sale at a very reasonable price and has proved competitive with nearly all of the local machinery up here in the past 18 months. Call Tony if you're after a quick car with easy conversion to CRC or PRC. (SEE "FOR SALE" COLUMN).

C.A.M.S. Queensland Rally Driver Seeding List - As at 1/3/88

1 Murray Coote	.9998	31 John Goasdoue	.9218	51 Roger Collins	.8871
2 Dennis Brown	.9961	32 Neil Jory	.9202	62 Tim Donovan	.8866
3 Marc Roach	.9886	33 Tony Kabel	.9201	63 Sharon Gaylard	.8843
4 Peter Marcovich	.9782	34 Micheal Burke	.9199	64 Tony Neil	.8820
5 George Kahler	.9773	35 Tom Cumpston	.9173	65 Gavin McDowell	.8800
6 Geoffery Keys	.9752	36 Brian Crisp	.9166	66 David Newton	.8790
7 David Johanson	.9746	37 Russell Reid	.9161	67 Marc Jeaneret	.8761
8 Greg Summerville	.9745	38 Peter Johnson	.9154	68 W.Henderson	.8669
9 Peter Phillips	.9738	39 Gary Mitchell	.9118	69 Ethan Banar	.8667
10 Greg Poole	.9695	40 Bruce Reville	.9109	70 Mark Taylor	.8648
11 Phillip Coleman	.9665	41 Randall Zischke	.9092	71 Ron Burns	.8641
12 Tony Gray	.9656	42 Gary Batts	.9089	72 Laurie Garth	.8630
13 Kevin Harvey	.9625	43 Frank Bail	.9087	73 Ray Keep	.8629
14 Harvey Potts	.9612	44 Micheal Tomkins	.9063	74 Geoff Krause	.8589
15 Barry Cook	.9605	45 Wayne Kruger	.9048	75 Glen Zagami	.8577
16 Richard Anderson	.9594	46 Mal Clarke	.9036	76 John Slattery	.8548
17 Ian Reddix	.9584	47 Andrew Dodkins	.9031	77 Reg Carter	.8543
18 Robert Bell	.9573	48 Mark Griffith	.9004	78 Tony Krebs	.8484
19 Bruce Dummett	.9495	49 Phil O'Brien	.8986	79 Kevin Convery	.8465
20 Paul Williamson	.9485	50 David Crane	.8979	80 John Vandersee	.8451
21 Rod Dawson	.9390	51 Wayne Lemon	.8975	81 Shane Smithies	.8438
22 Jim Rose	.9353	52 Colin Duckworth	.8966	82 Chris Rabbidge	.8421
23 John Ferguson	.9335	53 Terry Lewis	.8954	83 Andrew Reddix	.8381
24 David Clay	.9321	54 Alan Mitchell	.8951	84 John Careless	.8370
25 Errol Bognuda	.9294	55 Tony Bryson	.8941	85 Shaun Gill	.8369
26 John Dobbie	.9284	56 Peter Preston	.8939	86 Allen Jones	.8263
27 Tony Kellock	.9274	57 Bruce Mills	.8936	87 S.O'Brien-Poude	.8129
28 Keith Fackrell	.9268	58 Henk Kabel	.8919	88 Martin Jonkers	.8109
29 Vivian Gees	.9238	59 Barry Neuendorff	.8906	89 Arnold Horne	.8050
30 Rodney Cross	.9220	60 Gery Stacey	.8875		

SEEDING LIST

Many people have been asking just how the seeding list works. It is really quite simple. If you wish to know, read on.

1. EACH EVENT

1.1. From each driver's individual stage times the average speeds are computed.

1.2. For each stage the fastest speed is selected and used as an index of 1.0000 for that stage.

1.3. Each driver's stage speed is then referred to this fastest speed and turned into a ratio, which is termed the Stage Performance Index (S.P.I.) and is a figure of 1 or less.

i.e. Assume the fastest driver on a stage averaged 100 k.p.h. then another driver who averaged 92 k.p.h. would have an S.P.I. of 0.92.

1.4. For each driver in the event, the best two-thirds of his S.P.I.'s are averaged to give their Event Performance Index (E.P.I.).

1.5. A minimum of six stages must be completed before an E.P.I. can be given.

2. DRIVERS PERFORMANCE INDEX (D.P.I.)

2.1. The E.P.I.'s from the events over the past season and the current one are then combined to give the D.P.I.. In cases where a driver has more than 3 E.P.I.'s the worst result may be discarded.

2.2. Finally the D.P.I.'s are placed in descending order to give a seeding order.

If where you start in the field is important to you I suggest that you calculate your own S.P.I.'s, D.P.I.'s AND E.P.I.'s. If your results differ from those given to you when the seeding list comes out, give Peter Johnson, The Registrar a call.

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## RALLY TASMANIA

### Round 1, Australia Rally Championship

Murray Coote and Iain Stewart returned to the forests around Burnie on Tasmania's North West Coast to win the 1988 Rally Tasmania. The first round of the championship saw 32 entries form a strong field at the start at Burnie Civic Centre on Saturday morning. It seems that Mazda Familia Turbos must breed in the summer as no fewer than 7 of the "Pocket Rockets" were entered. 4WD ranks were further strengthened with 3 Subaru RX Turbos and a Laser TX3 4WD (Does that make 4 wheel drive?). The only cars that seemed capable of challenging this traction domination were the two factory Mitsubishi Starions of Carr and Officer. Expatriate Queenslander Adrian Taylor fronted a very pretty Honda CRX in Peter Jackson Racing colours which deservedly won the Expo best presented price. The BSCC were attributed entrants of Russell Reid's Volvo 360GLT who intend doing all rounds of the championship this year. Rounding out the Queensland Interstate Challenge representations were George Kahler and Tony Best in their Mazda Familia. It may have been a small team but Queensland was the only state to have all its entrants finish! Well done! Anyway, the story of the rally was tyres and dust, Tasmania being officially declared drought stricken on the rally weekend. We thought Tassie was supposed to be cold, wet and green, instead of hot, dry and brown, our service crew even dispensing with T-shirts for the daylight divisions. The Tasmania Government paid \$12,000 for the privilege of flagging the field away at the start at the Burnie Civic Centre. The first stage was a 15km blast on the main highway leading from Burnie to the inland at Hellyer Gorge - something equivalent to racing across Cunningham Gap! The first class bitumen wound 8km down one side of the gorge, across a bridge and then a very twisty 7km up the other side - the highway being closed to all traffic. The poor little Volvo got a bit breathless but not so Greg Carr who averaged 106kph. He was using specially buffed tyres as were some of the other teams - very serious. It was halfway through this stage that one of the RX-7's ran out of brakes and drove head on into one of the cuttings, promptly retiring. The cars had time for a quick tyre change and started the 30km gravel second stage on fresh rubber - and what a contrast. Russell and I had been warned about the loose surface of Tassie roads but we couldn't believe this. We spun on the very first corner and the traction was so bad that we were wheelspinning in third gear on straights - and we only have 70BHP! I am not exaggerating when I say it was worse than driving in mud. Murray Coote set fastest time by 38 seconds but only averaged 65kph and completely ruined his tyres, which were new at the stage start. And this was the story for much of the rally - severe tyre wear and very bad dust at night. Murray eventually won the rally when he started the night stages with a mere 11 second lead over Carr but was regrouped first car on the road and had extended his lead by the end of the night to 50 seconds, both drivers going 10/10ths. Murray was to set 9 fastest times out of the 28 stages against Greg Carr who was fastest on 15 stages; stirring stuff. We only had 6 new tyres for the Volvo and they were worn by the end of the first division so we were forced to cruise to the finish on our leftovers. The final division started 9am on the Sunday with 121km competitive over 10 stages and this was when Greg Carr started trying really hard. With just 4 stages to go Carr had reduced the deficit to a mere 2 seconds. It was all to no avail however as on the third last stage Carr suffered a puncture and dropped over 2 minutes and the racing was over. As the final results were calculated Murray and Iain had won by 3'36" with third being held by Peter Glennie and Peter Clark a further 3'51" behind. George Kahler/Tony Best finished in seventh place and Russell Reid/Chris Lane completed their run in 15th position.

## AUSTRALIAN RALLY CHAMPIONSHIP POINTS TABLE

DRIVERS		NAVIGATORS		MANUFACTURERS	
M. Coote	20	I. Stewart	20	Mazda	20
G. Carr	15	F. Gocentas	15	Mitsubishi	15
P. Glennie	12	P. Clark	12	Subaru	12
D. Officer	10	K. Officer	10	Ford	8
P. Barber	8	S. Brown	8	Toyota	6
G. Alexander	6	D. Stewart	6	Honda	3
G. Kahler	4	T. Best	4		
A. Taylor	3	D. Ambrose	3		
N. Letty	2	S. Young	2		
S. Ashton	1	R. Nixon	1		

### INTERSTATE CHALLENGE SHIELD

		CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5
Queensland	24	-	G. Alexander 9	R. Reid 9	G. Carr 9	M. Coote 9
Victoria	24		A. Taylor 6	-	D. Officer 6	P. Glennie 6
ACT	15		N. Letty 4		J. Waterhouse 4	P. Barber 4
NSW	12		M. Welsh 3		J. Long 3	G. Kahler 3
WA	3				J. Middleton 2	S. Ashton 2
					A. Morris 1	B. Robertson 1

### LOG BOOKS - OFF ROAD EVENTS

A memo has been received from the CAMS main office regarding the above matter. Basically it states that the Log Book concession does apply to off road events.

"The concession in respect of a restricted licence not being required by a holder of a basic licence once per annum still holds good, for all events where a restricted licence would otherwise be required."

### Rallying Directors Day

A Director's Day will be held at the BSCC Clubrooms on SATURDAY 23rd April 1988. Start time is approximately 2.30 pm. Contact Esme Gibson for further details.

### Hill Climbs

For those people wishing to indulge in a little blacktop racing, Brisbane Sporting Car Club has been invited to two (2) forthcoming Hillclimbs.

24th May 1988

M.G. Car Club at Mt. Cotton

1st May 1988

Toowoomba Auto Club at Echo Valley

See the Notice Board at the Car Club for details and Supplementary Regulations.



## ITEMS OF INTEREST

### NIGHT RUNS - IMPORTANT

For those Club members intending on competing in the monthly night navigational runs, advice has been received that a Third Party Extension on your compulsory insurance is required. This is similar to Third Party Extension that Rally crews must obtain and is available on request from either Suncorp or FAI, depending on who your Compulsory Third Party Insurance is with. The cost is \$1.00 for one day's cover. If and only if you are unable to get to an office during working hours, arrangements have been made for the Editor, Tom Smith to obtain the necessary documentation on the Wednesday of the Night Run. If necessary contact him on his work no. (see back of magazine) and provide full details of the car owner and reg. number. The \$1.00 will have to be reimbursed on the night, of course!! (You don't get nothin for free these days - Ed).

Remember this service should only be used for genuine cases and competitors will be expected to make every effort to obtain the cover themselves.

### PROTECTIVE CLOTHING

The question of fire-resistant clothing for rally and off-road competitors has long been an item of interest. Various compromises are available in terms of overalls and treated cotton driving suits. Now Keith Fackrell of KCF Rallysport is able to supply a tailor-made woollen one-piece suit (in a range of colours) for around \$220.00. We don't usually give free plugs, but this seems a small price to pay for some personal protection, and a possible answer to fire-related injuries (which thankfully are pretty rare in our area of motorsport).  
- See KCF's ad in the Business Card section.

### 1988 CIBIE/G.P. CARS NOVICE SERIES

	<u>POINTS AFTER ONE ROUND</u>	
JOHN GOASDOME	FORD ESCORT	15
JOHN DOBBIE	TOYOTA CELICA	14
JOHN FERGUSON	DATSUN 120Y	13
BARRY NEUENDORFF	MAZDA RX3	12
BRIAN CRISP	FORD EXCORT	11
MARK TAYLOR	MAZDA CAPELLA	10
JOHN VANDERSEE	DATSUN 1600	9
KEVIN CONVERY	MITSUBISHI GALANT	8
SHAUN GILL		7
CHRIS RABBIDGE	DATSUN 1600	6
ALLEN JONES	DATSUN 1600	5

BSCC MOTORKHANA MAINNESS 88

Good news for all those Good Ol' Motorkhana boys out there!!  
The BSCC Motorkhana sub-committee, consisting of Brett Wright and his good ol' pal, offsider Ron Van Opstal Have come up with a tentative calender for the 1988 BSCC Motorkhana Championship. Rather than seeing a Repeat of last year when we only had one event in the M'khana calender, the Champion for 1988 will be decided from 5 rounds on both bitumen and dirt.

At this stage it seems that the dirt venue will be the good ol' Beenleigh Rum Distillery on the banks of the good ol' Albert River. I know it's a long way away but it's a proven place and the management of B.R.D. are good enough to let us use it for free. Unless another vacant block of land comes along in the meantime (the boys are searching), we'll use Beenleigh for at least 3 of the rounds.

At least one bitumen round looks to be the 'Q' car park of the Boondall Entertainment Complex (last used by the P. Smith/W. Tagg conglomerate), which, although a little skinny, is still close to a chicken and ice shop(?) and not far to tow your car home when it spits out the diff (ph-twang)!

The proposed calender is shown below:-

JUNE 26	BEENLEIGH	DIRT
JULY 10 or 17	BOONDALL	BITUMEN
AUGUST 28	BEENLEIGH	DIRT
SEPTEMBER 11	BEENLEIGH?	DIRT
OCTOBER 16	BEENLEIGH?	DIRT

---

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"THE QUEENSLAND RACING IMPORTS ACHIEVEMENT AWARD"

Queensland Racing Imports, importer and distributor of quality motor racing products, (driver suits, helmets etc.) have donated a trophy for Rally competitors to be contested throughout the 1988 season.

The conditions are:

1. The trophy shall be known as the "Achievement Award" and will be presented for foremost ability, outstanding sportsmanship and personal involvement in rally promotion.
2. Points allocated: 3, 2 and 1.
  - a) for Rallying skills and sportsmanship
  - b) presentation of rally car and crew
  - c) place gained at finish of rally - to be gauged on the capabilities of the rally car.
3. Bonus points: -
  - 3 points for organising a rally car display
  - 2 points for participation in a rally car display
  - 1 point for independently displaying a rally car at a function which will promote Queensland rallying.
4. The "Achievement Award" will be presented at the annual trophy presentation night, traditionally held in conjunction with the A.G.M. Mr. Harry Thomas the principal of Queensland Racing Imports will be on hand to present the trophy to the winner.

The Vice President, Christopher Lane, will administer the above.

Points awarded are as follows:

Russell Reid	5		
Richard Anderson	2	Henk Kabel	2
Dennis Brown	2	Peter Marcovich	1

\*\*\*\*\*

For those of you who haven't heard, Peter "Perfect" Brock has been confirmed as winner of the 1987 James Hardie 1000. Because of a protest by the JPS BMW Team against the Eggenberger Ford Sierra Cosworth RS500's, the offending components were investigated in detail and found to be illegal. Thus, the protest was upheld and the two Fords were excluded, giving Brockie the win (for a record ninth time) and also the \$80,000 first prize. The protest related to a modification to the front mudguards and flares (I thought flares were out - Ed.) which allowed the fitment of a slightly wider tyre.

It's only taken 6 months to finalize this rather delicate situation and as everyone knows, Mr Brock has forsaken his bent-eight Commodore for an M3 Bavarian Missile. Now he's even further behind the Sierras. I wonder if he's sure he made the right move?

## BRETT'S BONZA BEAUTY BONANZA NIGHT RUN

Wednesday 13th April saw the running of the Club's second night run of the year, that being organised by the infamous Brett (MONEYBAGS) Wright.

Eight (8) crews began the event which had us winding through the back streets of Coorparoo and then blasting along the highways in the Chandler area - no street lights and miles from anywhere.

A couple of the questions were truly confusing but just the thing to sort out the men from the boys. Also the only caution of the run, a smallish water hazard, showed what can happen if those windows aren't all the way up!!

### RESULTS

= 1st	Greg Tebble/Tom Smith	Fiat 131	9
	Alan McConnell/Zoe Harrison	Laser (Mum's car)	9
= 3rd	Cam & Julie Nielsen	Mini	8
	Ron Burns/Kerry Payne	RX7	8
	Gary & Christine McLane	Escort	8
	The Conways	Corolla Twin Cam	8
= 7th	Matt (Arty) Simpson/Chris Lane	Fiat 132	6
	The Jamiesons	Renault 17	6

Further to an earlier piece in the magazine with regard to NIGHT RUNS, just a thought, you might like to save time and effort and obtain your THIRD PARTY EXTENSION for a number of Night Runs and we therefore list below the dates:

18th May 1988	Director:	Tom Smith	Brisbane Metropolitan Area
15th June 1988	"	Chris Lane	" " "
13TH July 1988	"	Ron van Opstal	" " "
17th August 1988	"	Cameron & Julie Neilson	" " "
Sept 1988			
Oct 1988			
Nov. 1988 (Sunday)	"	Chris Lane	Day Run/B.B.Q.....

TELEPHONE NUMBERSHOME      WORKCLUB OFFICIALS

PATRON.....	THE RT. HON. LORD MAYOR ALDERMAN SALLYANNE ATKINSON,			
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VICE PRESIDENT.....	CHRISTOPHER LANE	398 1991	209 9155	
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ASSISTANT TREASURER.....	JOHN QUINN	892 5182	224 7996	
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(MEET 1st TUESDAY each month 7.30 pm)				
STEVE ABRAHAMSON	RICHARD ANDERSON			
RON BURNS	TOM CUMPSTON			
SHARON GAYLARD	IAN MACDONALD			
RON VAN OPSTAL	JIM REDDIE			
GRAHAM SMITH	BRETT WRIGHT			
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CAMS DELEGATE.....	PETER MARCOVICH	395 1722	352 6555	
AUDITOR.....	NEV JONSTON	266 8241		
EDITOR.....	TOM SMITH	353 1116	834 2716	
REGISTRAR.....	PETER SMITH	379 2066	379 6182	
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MOTORKHANA OFFICER.....	RON VAN OPSTAL	844 3322	844 3322	
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PROPOSED CALENDAR

20th April Off Road Video Night  
23rd April 2.30 p.m. "RALLY DIRECTOR'S DAY" BSCC Clubrooms (see inside for more details)  
24th April M.G. Car club's Hillclimb ' BSCC members have been invited  
27th April Rally Video Night  
30th April GCMC Hella Sprint Rally - postponed  
3rd May Board Meeting - 7.30p.m.  
4th May Club night - come and meet your new Social Sub C'tee Chairman  
11th May Club night Ron Burns and see what he has in store  
14th/15th May BSCC Long Course Off Road Enduro (see below)  
18th May CHRIS' CLEVER CAPER - NIGHT RUN Starts Clubrooms 8. p.m.  
25th May CLUB CAPTAIN'S NIGHT -"Radio Use and Abuse" (see below)  
1st June Club night  
7th June Board Meeting - 7.30 p.m.  
11/12th June CHERRIBAH LONG COURSE - Queensland Off Road Championship Round  
Dates to remember:  
3rd July HELLA SPRINT RALLY - Director - Peter Johnson  
30/31 July CALTEX CXT QUEENSLAND RALLY A.R.C. Round 4  
24th September Rally - Director Tony Best

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POSTPONEMENT OF B.S.C.C. LONG COURSE OFF ROAD ENDURO

It is hoped to run this event on the weekend of 14th/15th May 1988 providing we get the go-ahead from the Forestry.

We hope that you will support this event and if you plan to go out to Braemar please ring the Club (391 8881) a day or two prior. A message will be left on the answering machine advising the situation, to enable you to check before you leave.

HOW TO GET THERE??? Drive to Dalby and follow the Condamine Highway for approx. 45 km then follow the arrows. Camping is permitted overnight.

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CLUB CAPTAIN'S NIGHT-"Radio Use & Abuse" 25th May B.S.C.C Clubrooms 8 p.m.

Tom Stevenson looks forward to a good turn out from rally, off road in fact everybody. Come and listen to Geoff Adcock of "W.I.C.E.N." on the do's and don'ts of radio communication.

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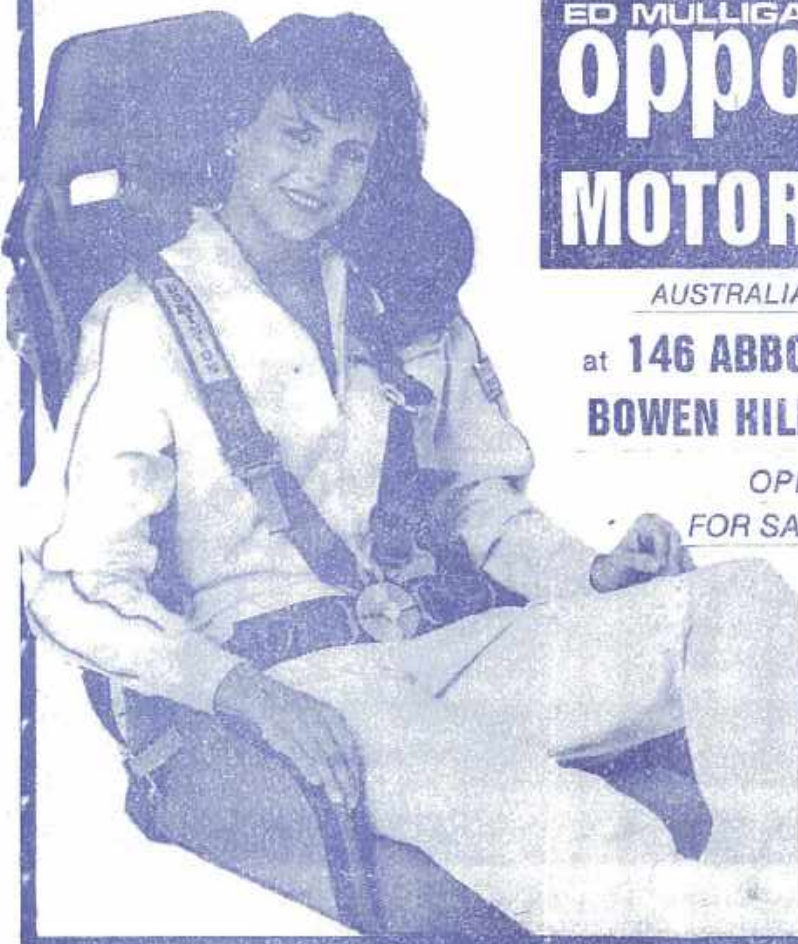
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