

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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STARLINE

Hello Readers and welcome to yet another star-spangled (great phrase, huh?) edition of Brisport. April was a bit of a washout to say the least with 2 major events in the motorsport calendar having to be postponed because of the big wet. The second round of the Q.R.C. was due to be run on the weekend of 16/17 April by the MG Car Club but that has been rescheduled to later in the year. Also the proposed off-road Long Course near Dalby was very very wet and I believe a certain group of organizers and assistants spent a week cut off by rising flood waters with only a truckload of T-bone steaks to keep them company!

This edition brings the analysis of the second division of the 4GY Rally for the interest of those rally types who wish to find out how they fared.

You'll also find an interesting little piece on Group A rallying for the benefit of those people who are trying to figure out which car they would best fit into.

It is the finished product of a few people's thoughts and opinions and I hope it helps in some way.

Whilst on the subject of PRC and Group A rallying, I must make a few comments on my thoughts in the matter. Let's once more state the obvious facts - CAMS made the decision to change to Group A some 5 years ago and made their intentions public straight away, as well as allowing extensions to Group G Longevity. The avid Group G supporters stated their objections then and rallied on, building lighter and faster (and more expensive) Datsun 1600 Grunters. Then as the time approached to make the full change to Group A, they kicked up their heels and invented a new class called MRC (not Group G at all!! - nudge, nudge, wink, wink), which they tried to pass off as a compromise.

Now we constantly read various comments from Southern contributors to a National motoring newspaper, to the effect that "if all of us Group G guys hang in there, eventually CAMS might change their mind and let our cars rally on for another 20 years".

Here in Queensland, we've had some people convert their Group G Datsun 1600's to Sports Sedans because that was easier than changing them back to a legal road car. Does that convince anyone of the problems involving the Registration authority's attitudes toward wildly modified Rally cars?

I personally can't see why competitors who are truly interested in the good of the sport and who are willing to comply with the rules set by the governing body, can't continue to compete at what ever level they can afford. What's that old adage?? It's not whether you win or lose, but how you play the game!! Let's not turn our sport into a political battleground - let's just try to keep rallying alive for future generations to enjoy as well.

If any of the readers out there (that's you) wish to pass further comment, I would be happy to publish any opinions relative to this ongoing discussion.

In the meantime, ~~Asta La Vista~~ till next month.

Tom Smith.

Hey
Hey
its

SATURDAY NIGHT

at the Clubroom!!!

be there early (5.00pm) and compete in the inaugural Hey Hey its

Saturday **NIGHT RUN** (an official bicentennial club

championship event) which finishes in time for the **FREE**

PIZZA and munchies (6.30) while Hey Hey its Saturday shows on

the big Screen TV before the **MOTORSPORT VIDEOS.**

Saturday JUNE 25 from 5.00 pm



CALTEX CXT QUEENSLAND RALLY

HERE COMES THE FLYING FINN!!!!

Australia's own flying Finn will compete in the Caltex CXT Queensland Rally on July 30-31.

Eric Pietila, of Wodonga, has just returned to Australia after five weeks in his native country training with the former Peugeot works driver Mikeal Sundstrom and observing the famous Arctic Rally, first round of the European Rally Championship.

On his way home, Eric visited Japan to compete in one of their championship rallies and buy the latest homologation components for his Group A Mazda 323 4WD.

Eric believes the 323 he will rally in Queensland will be the fastest in Australia.

He bought engine parts, including pistons, camshafts and a bigger Turbo from the works team supplier in Sweden and suspension bits from Japan.

"The engine is making about 200bhp, but we're still working on it" Eric said. "It should make about 240bhp, according to Europe. The works cars have about 275 bhp."

The car has cost Eric around \$70,000 to build, not counting the sponsorship help he receives from Yokohama tyres, PIAA driving lights and Wodonga suspension expert Jamie Drummond.

Drummond is a former Australia works team mechanic and has been helping Eric Pietila develop the car in conjunction with rally veteran George Fury, who just happens to live nearby.

Eric comes across as one of the bright young stars of Australian motor sport. He has been rallying seriously for five years and now, at only 23, has equipped himself with one of the country's fastest cars and driving instruction from two greats, Sundstrom and Fury.

Eric Pietila will be one of the first names to officially nominate when entries for the CALTEX CXT QUEENSLAND RALLY open on April 1st.

Other likely competitors are Australian Rally Champion, Greg Carr, of Canberra, in a brand new Mitsubishi Starion 4WD, and the Mazda 323 4WDs of Wayne Bell and Queensland's Murray Coote.

Coote, one of the first to rally a Mazda 323 4WD in Australia, is in hot form. He won the first round of the 1988 Australian Rally Championship in Tasmania on March 25th.

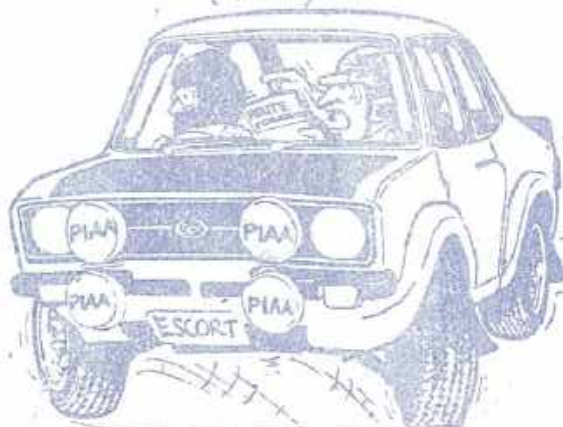
The CALTEX CXT QUEENSLAND RALLY will be round 4 of the Australian Rally Championship, and undoubtedly one of the seasons top events.

The organisers, Brisbane Sporting Car Club plans to include "Round the Streets" tarmac special stages in Logan City and Toowoomba. It will be the first time Queensland authorities have allowed rally cars to compete on sealed urban roads, and will bring a touch of European Style competition to Queensland but without the snow and ice!

WANTED

An interested, responsible crew to be involved with the ARC-4 (Caltex-CXT Queensland Rally). The Directors are looking for a team who is willing to act as a Fast Sweep Car. The crew will be running as last car in the field and will be "right up the date of the last competing car" - the idea being that should they come across a stranded or damaged vehicle, then radio contact can be established and arrangements made to remove the vehicle from the competitive route as soon as possible. It would be an advantage if this chase-vehicle would be capable of travelling at close-to-rally speeds in order that things can be kept moving.

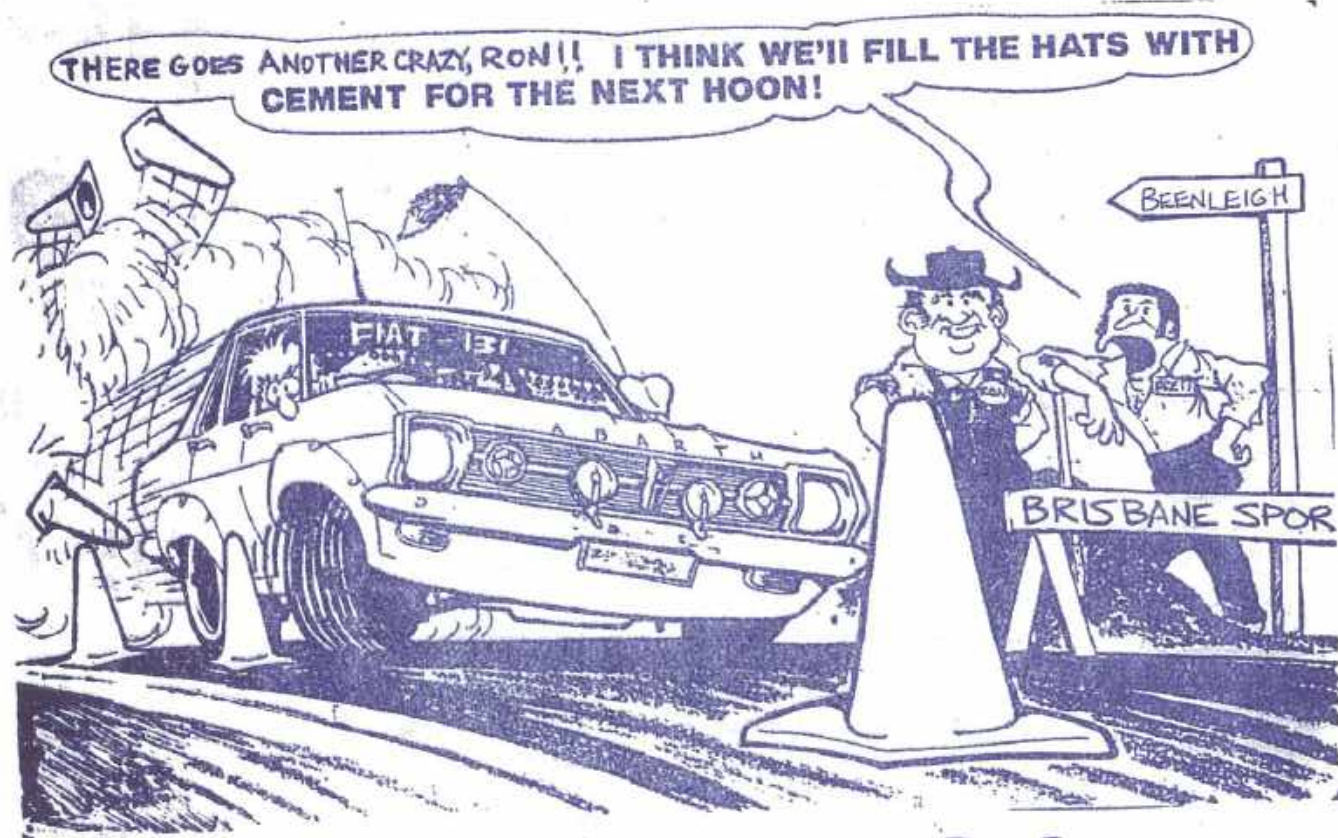
Unfortunately, there will be no reimbursement of petrol costs etc., but there is the opportunity to virtually become a competitor without having to pay the entry fee. There is no restriction as to whether this job should go to a Group G or PRC car so any interested parties are requested to contact one of the organising committee or Esme at the Car Club as soon as possible.



MOTORKHANA

SUNDAY JUNE 5

ROUND 1 OF THE BSCC CHAMPIONSHIP



START - 9.00 a.m.

at BEENLEIGH RUM DISTILLERY

ENTRY FEE - ONLY \$5.00

NO NEED TO BRING FOOD OR DRINK WITH YOU AS EVERYTHING IS AVAILABLE AT THE DISTILLERY



QUEENSLAND RALLY

1988 AUSTRALIAN RALLY CHAMPIONSHIP • ROUND 4 • 30 — 31 JULY '88

This rally - the 4th Round of the Australian Rally Championship - starts in Logan City and travels to Toowoomba and on to the Darling Downs with an overnight stop in Toowoomba for competitors. Sunday sees the rally travel back to Moss Street, Slacks Creek. Shire Roads are being used throughout the rally so access to controls should not be too difficult!

The organizers are looking for Control and other officials and anyone with or without experience who is willing to help is requested to contact the Club's Administration Officer, Esme Gibson on

(07) 391 8881 Weekdays 9.30 a.m. to 2.30 p.m. (except Wednesday)
or (07) 345 3435 Other times.

**RING
NOW!!**

As an incentive bonus, the organisers will pay \$25.00 per control, or \$150.00 per four (4) controls, payment to be made to the club which you represent. (BSCC members - do your duty! - ED.). To be eligible for this money, each control must be manned by four (4) reliable persons, at least one of whom must attend all Control Official's briefings held by the event officials.

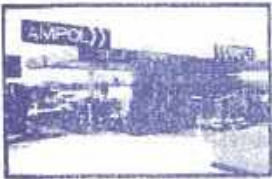
If you are interested, please make contact as soon as possible. Remember, this is a way to really be involved and to see those Rally cars up close!! (and also to get showered with dirt and rocks).

VALE: The Editorial Committee wish to express sincere condolences to our past editor Peter Johnson on the passing of one of his loved ones. Little Spike, a fox terrier of impeccable breeding has gone to that big doghouse in the sky.

Spike will be remembered for his unusual hopping gait and his ability to bark at absolutely anything and everything. (Also his rather outstanding body odour). Young (well, in human terms anyway) Spike was not a well puppy and it seemed only a matter of time before his condition got the better of him. Peter has shown strength in the face of his loss but is unsure as to whether there will ever be a suitable replacement for "his boy, Spike".

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Tom



Ian

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MOTORKHANA MADNESS CONTINUES

There are some slight changes to the dates for the forthcoming Motorkhana series which are as follows:-

ROUND 1	JUNE 5	BEENLEIGH RUM DISTILLERY
ROUND 2	JULY 10	BOONDALL COMPLEX
ROUND 3	AUGUST 28	BEENLEIGH RUM DISTILLERY
ROUND 4	SEPTEMBER 25	BEENLEIGH RUM DISTILLERY
ROUND 5	OCTOBER 9 OR 16?	BEENLEIGH?

Readers will note that the first round is now 3 weeks earlier than last advised but the remainder are reasonably well spaced, and as you were told last issue alternative venues are still being investigated.

My good ol' buddies, Ron and Brett have informed me that the basic entry fee for each competitor in a Motorkhana will be \$5.00 but as observant readers will have noticed in the extract shown hereunder, CAMS advice is that passengers are allowed. So take your Mums and Grannies to Beenleigh for the day out and give them the ride of their lives. Lets have a big turn out and bring Motorkhanas back to the premier events they used to be.

PASSENGERS IN MOTORKHANA EVENTS

CAMS IS KEEN FOR CLUBS AND CLUB MEMBERS TO REALISE THAT THEY ARE WELCOME TO CARRY PASSENGERS IN THEIR VEHICLES IN ALL BUT CHAMPIONSHIP MOTORKHANA EVENTS. THIS IS SEEN BY CAMS AS AN IMPORTANT INTRODUCTION TO CLUB MOTOR SPORT AND OUR INSURANCE COVER PROVIDES FOR IT.

Motorkhanas

Other than in the Australian Motorkhana Championship passengers may be carried in cars competing in events.

The National Council is concerned that most organising clubs are unaware that the National Motorkhana Code is mandatory for Australian Motorkhana Championship events only. For all other events the Motorkhana Code is a guide only and may be varied with the approval of the authority issuing the permit.

NEW CARS FOR 1983

It would appear that we will shortly be seeing something of a European nature blasting through our Queensland forestry. Sometheng a leetle baet Francious, is what I'm told and the man pushing the power pedal will be none other then our own Ian Reddiex. (You know, Young Jim's son). Apparently Ian has always been a bit faster in those funny old front wheel drive cars, even though they don't feel as natural as the tail-out rear wheel drive Mazdas. Anyway the vehicle is none other than a Peugeot 205GTI (No, calm down, it's not a 4WD Group B monster), but nonetheless should prove quite quick in Ian's capable hands. The car should be ready (fingers crossed) for the next QRC round. I know that every rally enthusiast looks forward to seeing a new, different car take to the roads (especially a new Group A car - EDI).



HOMOLOGATION PAPERS

For those people who are considering building a PRC car and are a little unsure as to what they are allowed to do to a certain type of vehicle, the BSCC now has the answer.

A "PRC Register" is being put together consisting of photocopies of various Homologation papers which Club members are free to peruse. At the moment there are approximately 7-8 different sets of papers available but it is hoped that this will continue to grow and that we may have a full library eventually available.

Club members are invited to bring their Homologation papers to a club night, at which time one of the super-keen Committee members will be only too pleased to photocopy your original papers and include the copies in the Register. Anyone who is currently running an unusual car or one which may not be as common as the rest of the field will be enthusiastically received. (That's you, Russell Reid!).

At the moment we have papers for: Ford Escort RS2000 Mk 1 and Mk 2, Mazda RX-2, Nissan Stanza and a full range of Gemini/Isuzu PF60's etc.

CHERRABAH LONG COURSE ENDURO

Second Round
QUEENSLAND OFF ROAD
CHAMPIONSHIP

Saturday 11th June 1988
and
Sunday 12th June 1988

Sponsored by:



JUST THE THING FOR THE LONG WEEKEND!!!!

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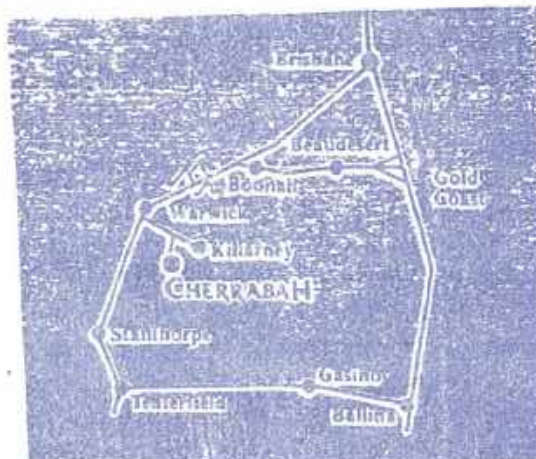
SUNDAY: 12TH JUNE - START 9.00 A.M.

STAY OVERNIGHT AND JOIN IN THE PRESENTATION ON SUNDAY
EVENING - SPECIAL RATES: DINNER, BED AND BREAKFAST.

CONTACT: ESME GIBSON 391 8881

OR

ROD BRAND 341 0754



THE 1988 BRIDGESTONE INTERNATIONAL - KEMPSEY

This event has been one of the best organized and attended off-road Championships for some years now and in 1988, plans are afoot to improve it further.

A newsletter has been received from Macleay Motor Sport Promotions Pty. Ltd., the organisers and promoters of the event and this will be available for your perusal on the Notice Board at the Clubroom.

Basically, it outlines the fact that this year's event will be bigger and better than past years and, more importantly for some, the track will not be as rough as it has in the past. Unfortunately Gerry Connelly (Director for the past 6 years) will not be in that position for the '88 event but still remains involved as a consultant to the event.

Still, it looks as though the organizing committee have put their heads down and come up with some great plans and improvements including the use of some local shire roads (up to 15-20 kms).

The event is planned for July 23 and 24 which isn't all that far away so if any BSCC members are going to make the trip, now might be a good time to start getting things into order.

As in any major motor sporting project, the organizers are looking for assistance, so anyone who is interested can contact the Event Secretary on the address shown on the letter.



B.S.C.C. CHAMPIONSHIP POINTS TABLE:

OFF ROAD CHAMPIONSHIP				NIGHT RUN CHAMPIONSHIP				LADIES CHAMPIONS' P		
1	LAURENCE SVENSON	11	11 22	= 1	TOM SMITH	11	11 11 33	J. SVENSON	11	
2	WAYNE CAMBIE	5	10 15		ALAN McCONNELL	11	11 11 33	Z. HARRISON	11	
= 3	ROBERT MOWBRAY	11	11		ZOE HARRISON	11	11 11 33	K. PAYNE	10	
	JANELLE SVENSON		11 11	= 4	RON BURNS	11	9 11 31	J. NEILSON	10	
	STEVE ABRAHAMSON		11 11		KERRY PAYNE	11	9 11 31	TR. SMITH	10	
	ROD BRAND		11 11		CAM NEYLSO	11	9 11 31	M. ROSE	9	
= 7	DOUG McWILLIAM	10	10		JULIE NEISON	11	9 11 31	K. SMITH	9	
	PAUL ATKINSON		10 10	8	GREG TERBLE	11	11 7 29	TA. SMITH	8	
= 9	ED VAN AMSTEL	9	9	= 9	GARY McLANE	11	9 7 27	K. DAVISON	7	
	JOHN BRIXEY	6	6		CHRIS McLANE	11	9 7 27	L. McGARTHY	7	
	LANCE ZIVEC		9 9	=11	MATT SIMPSON	11	5 7 23	K. JAMIESON	7	
	DAVID MORRISON		9 9		BRETT WRIGHT	5	11 7 23			
=13	DOUG McMILLAN	8	8	13	KYM SMITH	11	11 22			
	JEFF SHEPHERD		8 8	14	CHRIS LANE	5	5 7 17			
	TRACEY SMITH		8 8	= 15	DAVID JAMIESON	5	11 16			
=16	TOM STEVENSON	7	7		KATHRYN JAMIESON	5	11 16			
	CRAIG BROWN	7	7	17	TONY KELLOCK	11	11			
	TERRY ROSE		7 7	=18	ALAN CONWAY		9 9			
	MAUREEN ROSE		7 7		SEAN CONWAY		9 9			
	SHANE TURNER		7 7	=20	PETER CALVERT	5	5			
=21	ROWAN CLARKE		6 6		PHIL ARMSTRONG	5	5			
	TANYA SMITH		6 6							
=23	DENNIS DENNING	5	5	<u>RALLY CHAMPIONSHIP</u>				<u>CLUB CHAMPIONSHIP</u>		
	GRAHAM GILKES		5 5	= 1	DENNIS BROWN	11		= 1	L. SVENSON	11
	PAUL GILKES		5 5		JOHN HALL	11			T SMITH	11
	DAVID ELLSWORTH	1	4 5		ERROL BAILEY	11			A McCONNELL	11
=27	BILL SHARPE	4	4		BRIAN SWINTON	11			Z HARRISON	11
	JOHN DE VRIES	4	4	= 5	GEORGE KAHLER	10			D BROWN	11
	JAMES CORBETT		4 4		TONY BEST	10			J HALL	11
=30	M. CAMER	3	3	= 7	PETER MARCOVICH	9			E BAILEY	11
	GREG HORTON	3	3		GREG WEALE	9			B SWINTON	11
=32	RON LANGE	1	1 2	9	MARTIN DARCH	8		9	W. CAMBIE	10
	BRIAN FIELD	1	1 2	10	JOHN GOASDOUE	7		=10	R MOWBRAY	9
	ALAN NICOLL	1	1 2	=11	NEIL JORY	6			J. SVENSON	9
	GREG NIGOLL	1	1 2		HUGH WALKER	6			S. ABRAHAMSON	9
	KEN SMITH	2	2	13	IAN REDDIE	5			R BRAND	9
	TOM ORCHER	2	2	14	TERRY O'KANE	4		=14	R. BURNS	8
	DARREN HYLAND		2 2	=15	RUSSELL REID	3			K. PAYNE	8
	GRAHAM SMITH	1	1 2		CHRIS LANE	3			C. NEILSON	8
	LES MARSHALL		2 2	=17	RICHARD ANDERSON	2			J. NEILSON	8
=40	ED HOPKINS	1	1		DAVID UNDERWOOD	2		=18	G KAHLER	7
	IAN BAKER	1	1	=19	VIV GEES	1			T BEST	7
	BRIAN MIDDLETON	1	1		NOEL GEES	1		=20	D. McWILLIAM	5
	SHANE OTWAY	1	1		TONY KABEL	1			P. ATKINSON	5
	TREVOR ROBINSON	1	1		TONY KELLOCK	1			P. MARCOVICH	5
	ZANE MURRAY	1	1		KEVIN LINGARD	1			G. WEALE	5
	DON MACARTHUR		1 1		DAVID CRANE	1		24	G. TERBLE	4
	RUSSELL MACARTHUR		1 1		TREVOR FRISWELL	1		=25	E VAN AMSTEL	3
	PETER WARDROP		1 1		RON BURNS	1			J. BRIXEY	3
	BERNIE MOWEN		1 1		CRAIG SMITH	1			L. ZIVEC	3
	TOM EUSTACE		1 1		TONY GARVEY	1			D. MORRISON	3
	RUSSELL HARTNET		1 1		LAURIE GARTH	1			G. McLANE	3
	LEE WILLIAMS		1 1		JIM PILGRIM	1			C. McLANE	3
	ROBERT LINNEWEBER		1 1	<u>OFF ROAD CHAMP (CONTD)</u>					M. DARCH	3
	BRENDON LINNEWEBER		1 1	=40	GREG BARBE	1	1	=32	J. GOASDOUE	2
	DANNY RUSSELL		1 1		DARRYL SMITH	1	1		C LANE	2
	KYLIE DAVISON		1 1		BRUCE CROWE	1	1		T. KELLOCK	2
	LYN McARTHY		1 1		STEVE RENN	1	1			
	BRIAN KENNEDY		1 1							
	BRIAN BOWLEY		1 1							

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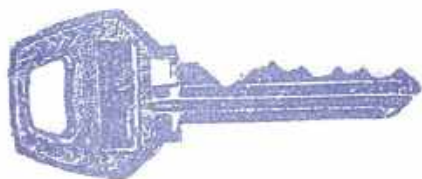
THE "COOTE" RUNS HOT

Yes, Murray Coote and co-driver Iain Stewart have done it again. Whilst not winning the recent 2nd Round of the ARC in Western Australia, they finished a fighting third behind Wayne Bell/Dave Boddy (Mazda 323 4WD) and Greg Carr/Fred Goentas (Starion Turbo) to maintain their lead on this year's Championship. The Yokohama Tyres-sponsored Mazda Familia had a trouble-free run on the "ball-bearing" surfaces of these western roads and now heads the Mitsubishi mounted pair of Carr/Goentas in the Factory Starion - (Round 3 Bega next up!).

Australian Rally Championship (after 2 Rounds)

1. M. Coote	MAZDA	32 pts.
2. G. Carr	Mitsubishi	30 pts.
3. W. Bell	MAZDA	20 pts.

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EASTER IN THE BRAEMAR FOREST

Well, what can one say about an experience like being stranded in the Braemar Forest during the Easter floods except that it is one we hope never to repeat.

The whole mess started even before we left home. We were supposed to leave on Thursday night at 6.00 p.m. (according to chief organizer Steve Abrahamson). The man did not even have the decency to be home from work until about 7.30 p.m. After much shuffling around of bags, food, equipment etc., we finally got on the road, after picking up Martin Gibson, at approximately 10.00 p.m.

We cruised through to Dalby fairly well unscathed after picking up a fridge freezer the size of a small caravan. I should add here that Steve was driving the Falcon Sedan towing the fridge freezer, I was driving the Rodeo and Noel Dickfoss and his friend, Shane, were bringing up the rear in a little Corolla.

Disaster struck for the first of many times over the weekend when we turned off the Condamine Highway down Beelbee Road. We were cruising along fairly well when all of a sudden Steve turned right (or so I thought) but in reality he had jackknifed the Falcon with the fridge freezer on the back into a ditch. I stopped to see where the turnoff was only to be greeted by a string of expletives!!! Obviously this was not the turn right I had been waiting for.

I should also add here that I have never towed or been towed. The snatchum strap was found and hooked up while I stood by and watched and waited for the whole thing to be over when a curt order was given to me to get in the Rodeo and pull the Falcon and fridge freezer out. Good God! I nearly fainted. But seeing the look on Steve's face was enough to have me scurrying back to the car and giving it my best shot. We left the snatchum strap on between the Rodeo and the Falcon and towed the Falcon the rest of the way. The little Corolla that was with us flew through the mud at an amazing rate but unfortunately it bogged not far from the hut where we had planned to stay. Notwithstanding that, it took us nearly four hours to travel about 12 kilometres.

Tom Stevenson and Craig Brown were already at the hut and had been hearing our cars for about half an hour when they finally sighted us. Tired and emotional. Steve, Martin and I got out of the cars and prepared to unhook the Falcon from the Rodeo to go and get the Corolla out but, gallant as ever, Tom said he would tax his Land Rover and go and get them to our undying

gratitude.

By this time it was about 5.00 in the morning and I decided it was time to go to bed. After a couple of hours sleep it was decided that Craig, Noel, Shane and I would do a reconnaissance of the track and general area. It was not too bad but it had started raining pretty heavily. Tom and Steve had gone in to see the Forestry man and discuss whether he would let us run the race or not. It was agreed by Forestry to wait and see how Saturday shaped up. Well Saturday was worse than Friday and it was a no go situation.

By this time we were pretty well stuck in the Forest. On Sunday, once we were satisfied no competitors were in the Forest, we made an effort to get out of the Forest. No such luck. On Monday all that was done was to dig out the two four wheel drives that seemed amazingly to get bogged every five minutes. Darkness descended and we called it a day and decided to get some sleep and try again the next day.

Tuesday dawned (it was still raining) and we decided that a do or die effort to get out was called for. We packed everything up, hooked up the snatchum strap between the Rodeo and the Land Rover and hooked up the fridge freezer on the Land Rover and took off at a great rate of knots. With the utmost trouble we got that out and had to go back for the Falcon which was put on the car trailer. We hooked up everything the same way as the fridge freezer and took off like a bat out of hell.

Some four or five hours later we finally got it out after bogging both four wheel drives numerous times and doing some pretty fancy bridge building to cover washouts. Tom drove his Buggy out going through water holes that completely covered him and the Buggy. But to give credit where credit is due the Buggy did not stop it just kept on going.

At last out of the bush after it had taken us two days to get roughly four kilometres. We were in heaven. Zooming down the highway towards Dalby telling each other how clever we were when all of a sudden we came to a screaming halt. Not ten kilometres from where we had finally got out of the damned forest there was an ocean in front us. What to do? Turn around and go back the other way.

We reached this little town called Kogan and were promptly informed that this was as far as we were going for a while. All around us was flooded. So with good grace we parked the vehicles and made ourselves known to the locals who were to become friends over the next few days that we were stuck there.

Finally on the Thursday night after Easter a truck driver informed us that, if we left in the next few hours, we would be able to make it to Toowoomba at least. We were packed and gone within a couple of hours. After almost twelve hours on the road we finally made it home.

At this point, Steve and I would like to thank Tom Stevenson, Craig Brown, Martin Gibson, Noel Dickfoss and Shane ? for all their help and support during the time we were stuck out in the Forest and in Kogan. At times frustration at being stranded tended to make us all a little edgy but like real off-roaders made light of situations and generally helped to pass the time.

Steve and I would like to say a big thank you here to Tom Stevenson. If it hadn't been for Tom's help and support, there would be no off-road race as he was the only person who volunteered his help and time to set up this race. Mention and thanks should also go to Danny Russell and his friend from Tara who came and gave a hand one day in the early stages of setting up the track.

Julie Abrahamson.

NIGHT-RUN MARCH "THE EPIC"

I must apologize to Greg Tebble and Matt Simpson for not showing the results of their night run in last month's maggy. Actually considering the way most people felt about them (as directors only, of course) immediately after the event, it was probably a wise move not to mention anything for a little while.

Now, that time is up! All is forgiven, guys. We don't hate you anymore, you can come home now.

The major reason for the animosity was the absolute record length of this event (100 k's) and the smallish mistake which threw us off track a tad, and the climb up the mountain, and the burning brakes down the mountain, and the dirt roads, and ...

No, seriously folks it wasn't all that horrendous. Nearly everybody finished and a lot of crews found the questions easily enough.

The results are shown below:-

<u>CREW</u>	<u>CAR</u>	<u>SCORE</u> (out of 7 questions)
GARY & CHRIS McLANE	Escort	7
ETHAN BANAR & TONY KELLOCK	Big Val.	7
TOM & KYM SMITH	Datto	7
RON BURNS & KERRY PAYNE	RX7	7
CAM & JULIE NIELSEN	Mini	7
ALAN McCONNELL & ZOE HARRISON	Laser	7
PETER CALVIT & PHIL ARMSTRONG	Toyota	6
BRETT WRIGHT & 'CHIRS' LANE	Gem Gem Gemini	5
D & K JAMIESON	Renault 17	DNF

After Section 11

Surprise!! Surprise!! The Group G Datsuns of Summerville and Johanson take first and second fastest times in front of the 4 wheel drives of Brown and Kahler. Barry Neuendorff was a little off the pace and finished the stage well down in the field.

<u>SECTION 12</u>								
<u>TIME</u>	<u>DRIVER</u>							
		13.	26.24	GOASDOUE	25.	29.19	VANDERSEE	
		14.	26.31	DOBBIE	26.	29.36	DONOVAN	
1.	23.49	BROWN	15.	26.42	KABEL	27.	29.50	TAYLOR
2.	23.59	SUMMERVILLE		26.42	REID	28.	31.06	GILL
3.	24.35	KAHLER	17.	26.43	FERGUSON	29.	31.32	BABBIDGE
4.	24.40	MARCOVICH	18.	27.00	GEES	30.	32.12	CONVERY
5.	25.01	I. REDDIEK	19.	27.02	NEUENDORFF	31.	32.39	BURNS
6.	25.08	ROSE	20.	27.47	CRANE	32.	33.17	JONES
7.	25.11	JOHANSON	21.	28.09	O'BRIEN	33.	34.41	ZAGAMI
8.	25.18	ANDERSON		28.09	CRISP	34.	35.58	GARTH
9.	25.47	BOGNUDA	23.	28.52	DODKINS	35.	37.20	MITCHELL
10.	25.49	KELLOCK	24.	29.03	GRIFFITH	36.	47.00	POTTS
11.	25.59	JORY						
12.	26.10	REVILLE						

<u>SECTION 13</u>								
<u>TIME</u>	<u>DRIVER</u>							
1.	14.06	SUMMERVILLE	13.	15.41	REID	25.	17.30	O'BRIEN
2.	14.11	JOHANSON	14.	15.42	CRANE	26.	17.56	CONVERY
3.	14.19	BROWN	15.	15.49	DOBBIE	27.	18.04	BABBIDGE
4.	14.30	KAHLER	16.	15.59	KABEL	28.	18.17	ANDERSON
5.	14.40	MARCOVICH	17.	16.01	DODKINS	29.	18.25	GILL
6.	14.46	I. REDDIEK	18.	16.03	KELLOCK	30.	18.37	VANDERSEE
7.	14.48	BOGNUDA	19.	16.08	NEUENDORFF		18.37	TAYLOR
8.	14.51	REVILLE	20.	16.27	GEES	32.	18.40	JONES
9.	15.04	ROSE	21.	16.31	FERGUSON	33.	19.22	GARTH
10.	15.09	JORY	22.	16.40	BURNS	34.	22.59	CRISP
11.	15.13	GOASDOUE	23.	16.57	ZAGAMI	35.	26.00	GRIFFITH
12.	15.21	MITCHELL	24.	17.17	DONOVAN			

After Section 13

Once more the 1600 of Summerville/Darch and the Super Gazelle of Johanson/Wright lead the pack with quicker times than the 4WD's. Perhaps Dennis just backed off a little to conserve the car and maintain his lead to the finish. Errol Bognuda finished the stage well and his consistency would find him in 7th place outright at the end of the event.

<u>SECTION 14</u>											
1	1.22	BROWN	11	1.42	MITCHELL		CRISP	32	2.13	GARTH	
2	1.34	JOHANSON			DOBBIE	22	1.47	CRANE	33	2.27	ANDERSON
		SUMMERVILLE			DODKINS	23	1.49	GEES	34	2.36	REID
4	1.36	ROSE	14	1.43	KABEL	24	1.50	VANDERSEE	35	3.00	GRIFFITH
5	1.37	I. REDDIEK			GILL	25	1.53	BURNS			
6	1.38	KAHLER			KELLOCK			ZAGAMI			
		FERGUSON	17	1.44	MARCOVICH	27	1.54	REVILLE			
8	1.40	JORY	18	1.45	JONES	28	1.59	CONVERY			
		GOASDOUE	19	1.46	O'BRIEN			TAYLOR			
10	1.41	BOGNUDA			NEUENDORFF	30	2.09	DONOVAN			

4 GY 200 RALLY Contd.....

SECTION 8

TIME	DRIVER	13.	10.36	GOASDOVE	27	11.20	DODKINS	
1	10.00	BROWN	15	10.37	DONOVAN	28	11.39	BURNS
		JOHANSON	16	10.39	R. REID	29	11.45	GILL
		MARCO			DUCKWORTH	30	11.45	TAYLOR
		SUMMERVILLE	18	10.40	GRIFFITH	31	11.51	STACEY
		ANDERSON	19	10.43	GEES	32	11.57	BABBIDGE
		ROSE	20	10.53	JORY	33	12.13	CONVERY
7	10.10	KAHLER	21	10.54	CRANE	34	12.18	JONES
8	10.20	MITCHELL	22	11.00	VANDERSEE	35	12.26	O'BRIEN
9	10.22	BOGNUDA	23	11.02	KABEL	36	15.53	FERGUSON
10	10.24	DOBBIE	24	11.05	REVILLE	37	17.40	KELLOCK
11	10.31	NEUENDORFF	25	ZAGAMI	38	18.48	I. REDDIEX	
12	10.33	POTTS		GARTH				

After Section 8

Again we see a lot of cars and crews cleaning the section on a minimum time of 10 minutes. The remainder of the field were not too far away however, except for a notable few who obviously had problems - Ian Reddiex/Ross Perry, whose time of 18.48 probably lost them 5 placed in the outright positions and Tony Kellock/Kev "the dog" Lingard who had problems with their electrics and lights and lost 5 or 6 placed as a result.

TIME	DRIVER	SECTION 10	26	10.45	VANDERSEE		
1	9.04	BROWN	14	9.59	I. REDDIEX		
2	9.13	ROSE	15	10.01	KABEL		
3	9.14	JOHANSON	16	10.08	NEUENDORFF		
4	9.17	KAHLER	17	10.09	MITCHELL		
5	9.22	MARCO	18	10.10	REID		
6	9.29	ANDERSON	19	10.11	CRISP		
7	9.30	POTTS	20	10.13	O'BRIEN		
8	9.37	BOGNUDA	21	10.25	DODKINS		
9	9.49	FERGUSON	22	10.27	REVILLE		
10	9.50	KELLOCK		10.27	DUCKWORTH		
11	9.55	GOASDOVE	24	10.28	GRIFFITH		
12	9.56	JORY	25	10.39	GEES		
13	9.58	DOBBIE			38	13.07	GARTH

SECTION 11

TIME	DRIVER	13.	17.47	O'BRIEN	27.	19.28	DODKINS	
			17.47	GOASDOVE				
1.	16.11	SUMMERVILLE	15.	17.50	KABEL	28.	20.07	GILL
2.	16.31	JOHANSON	16.	17.53	MITCHELL	29.	20.10	BABBIDGE
3.	16.32	BROWN	17.	17.54	REID	30.	20.13	CONVERY
	16.32	KAHLER	18.	18.04	JORY	31.	20.15	TAYLOR
5.	16.46	I. REDDIEX	19.	18.13	GEES	32.	20.17	BURNS
6.	16.48	ROSE	20.	18.15	CRISP	33.	20.37	NEUENDORFF
7.	16.52	KELLOCK	21.	18.22	REVILLE	34.	20.42	STACEY
	16.52	POTTS	22.	18.37	DUCKWORTH	35.	22.17	GARTH
9.	16.57	MARCOVICH	23.	18.39	GRIFFITH	36.	23.19	DONOVAN
10.	17.00	BOGNUDA	24.	18.55	CRANE	37.	23.40	ANDERSON
11.	17.33	FERGUSON	25.	19.23	VANDERSEE	38.	25.46	GARTH
12.	17.39	DOBBIE	26.	19.24	ZAGAMI			

The final blast around the Driver Education Centre in the middle of the night is just a formality, but still some exciting entertainment for the spectators who stayed on to the rather cold ending of a very good rally. Dennis Brown/John Hall opened their attack on the 88 Queensland Championship with a convincing win, and second place went to a brilliant performance by George Kahler/Tony Best in the new (-ish?) MAZDA 323, still in one piece but slightly dented. The final placings were as follows:

1.	DENNIS BROWN/JOHN HALL	Subaru RX-Turbo
2.	GEORGE KAHLER/TONY BEST	Mazda 323 4WD
3.	PETER MARCOVICH/GREG WEALE	Subaru RX-Turbo
4.	GREG SUMMERVILLE/MARTIN DARCH	Datsun 1600
5.	DAVID JOHANSON/ANDREW WRIGHT	Nissan Gazelle
6.	JIM ROSE/JOHN SPENCER	Datsun 1600
7.	ERROL BOGNIJA/PETER LAYTON	Galant
8.	JOHN GOASDOQE/NEIL WESCHE	Ford Escort
9.	NEIL JORY/HUGH WALKER	Mazda RX-2
10.	IAN REDDIE/ROSS PERRY	Mazda RX-2
11.	JOHN DOBBIE/PHIL DUNN	Toyota Celica
12.	BRUCE REVILLE/TERRY O'KANE	Peugeot 504
13.	RUSSELL REID/CHRIS LANE	Volvo 360GLT
14.	RICHARD ANDERSON/DAVID UNDERWOOD	Alfetta Sedan
15.	TONY KELLOCK/KEVIN LINGARD	Datsun 1600
16.	DAVID CRANE/TREVOR FRISWELL	Datsun 1600
17.	VIVIAN GEES/NOEL GEES	Falcon XA Hardtop
18.	JOHN FERGUSON/JOHN CARRIGAN	Datsun 120Y
19.	ANDREW DODKINS/WESLEY MORTENSEN	Ford Escort
20.	PHIL O'BRIEN/A. WATSON	Datsun 1600
21.	BARRY NEUENDORFF/TONY GARVEY	Mazda RX-3
22.	BRIAN CRISP/LESLEY TRUSTUM	Ford Escort
23.	TIM DONOVAN/DAVID GAIMES	
24.	TONY KABEL/BARTON TEW	Mazda RX-7
25.	GLEN ZAGAMI/DEL GARBETT	Mazda 323 GTS
26.	MARK TAYLOR/LYNETTE TAYLOR	
27.	MARK GRIFFITH/DEBBIE RENWICK	Ford Laser S
28.	J. VANDERSEE/D. SAVAGE	Ford Escort
29.	RONNIE BURNS/CRAIG SMITH	Toyota Corolla KE70
30.	KEVIN CONVERY/ADRIAN PEARCE	
31.	SHAUN GILL/DAVID OVENDEN	
32.	CHRIS BABBIDGE/JIM PILGRIM	Datsun 1600
33.	GARY MITCHELL/GEOFFREY REID	Mazda R100
34.	LAURIE GARTH/KAREN Fysh	Mazda Capella
35.	ALLEN JONES/LANCE JONES	

CLASSES

PRC

1 (up to 1300cc)	Ron Burns/Craig Smith
2 (1300 to 1600)	Glen Zagami/Del Garbett
3 (1600 to 2000)	John Goasdoqe/Neil Wesche
4 (over 2000)	Viv Gees/Noel Gees
5 (4WD)	Dennis Brown/John Hall

GROUP G

1st	Greg Summerville/Martin Darch
2nd	David Johanson/Andrew Wright
3rd	Jim Rose/John Spencer

PRODUCTION RALLY CARS - WHICH ONE FOR ME?

The purpose of this article is to list the cars which are presently being run as PRC Rally Cars in Queensland (or about to be), and to look at each vehicle objectively. Just which is the best car for each class and which one will fit within the Rallyist's budget. Obviously there are some cars which cost a lot of money and would only be available to a certain few.

On the other hand there are cars which can be run surprisingly cheaply (in virtually standard form) and which are at the moment proving to be competitive with the high horsepower Grunter Group G's and other more sophisticated machinery.

Unfortunately the market is not exactly flooded with used PRC or Group A cars at the moment and the option of building your own car from scratch is the only choice some competitors have.

When considering the type of car you wish to run, it's important to remember that, theoretically, the Queensland Rally Championship could be won by almost any driver/car combination as long as consistency and good luck are on his/her side.

Remember also, that recent CAMS rules have given certain freedoms in the brake and gearbox areas, giving the cars with small brakes room for improvements and most rear wheel drive cars the option of a closer-ratio gear set.

Let's start with the lower capacity cars and investigate the pros and cons; read on:-

CLASS 1 (up to 1300cc)

It is important to note that Rallying is being run within the class structure at the moment which is as follows:-

- Class 1 - Engine Capacity up to 1300 cc
- Class 2 - Engine Capacity from 1300 to 1600 cc
- Class 3 - Engine Capacity from 1600 to 2000 cc
- Class 4 - Engine Capacity over 2000 cc
- Class 5 - 4 Wheel Drive

Suzuki Swift GTi

PROS: This Pocket Rocket has a 16 valve fuel injected engine, is very light and very fast. Potentially the Class Winner (Homol. GPA)

CONS: Expensive (about 14 g's to buy a new car), Front Wheel drive (for some a disadvantage)

Honda Civic 1200

PROS: Don't laugh - homologated with twin carbs (a help) extremely light legendary Honda reliability. Usually can buy a cheap car to start with. (POSSIBLE Class leader)

CONS: Front wheel drive again, little tiny brakes, slightly smaller motor.

Toyota Corolla KE70

PROS: Good chassis layout, Rack and Pinion Steering (unlike earlier models). Strong, Front Engine/Rear drive, tuneable 1300 motor.

CONS: Heavier than competition, slightly outdated pushrod motor, not a lot of homologated gear, a 2nd hand car to start with will cost around \$4,000.

CITROEN 1220 GS Club

To be honest, for the French car enthusiasts only.

Datsun 1200 (Sedan/Coupe)

PROS: Cheap reliable car to start with, homologated with twin carbies, tuneable motor, light but strong, quite a few already being run. Quite possibly a contender in this class.

CONS: Rear leaf springs, no extra axle location.

Skoda

•• My favourite, but where the hell am I going to find a Skoda?!-Note, very popular and successful in Europe.

Ford Laser 1.3

PROS: Solid little car, light but strong reasonably cheap to start with. There are already Lasers being run.

CONS: Again front wheel drive (a disadvantage or not?) Single carburettor, 4-speed box.

Toyota Corolla KE55

PROS: Typical Toyota lightweight some later models had 5 link rear end like KE70, 1300 motor possibly homologated with twin downdraft carbies - Coupe available

CONS: Earlier models had leaf springs and no axle location, Coupe not really for tall drivers/navs.

Having spoken to a renowned 1300 class competitor it is apparent that the lack of power of these small capacity cars is quite obvious but acceptable in the circumstances. The cars are without doubt slower going uphill, but on the downhill runs and on the flat ground, the difference is not as great. The cars are cheaper on fuel and tyres and all round should be far less expensive to maintain.

Rallying in the 'small-car' class can be lots of fun, and points can still be accumulated towards the championship. As the year progresses these little 'Buzz-Bombs' will become faster and faster and with development time behind them, should prove quite competitive with each other and annoyingly fast compared to the rest of the field. In a word ... "FUNTASTIC".

- (Next month we'll look at the 1300-1600 class cars)

TOM SMITH

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BRISBANE SPORTING CAR CLUB LIMITED

PROPOSED CALENDAR

28th MAY PRESENTATION OF AWARDS AND B.B.Q. B.S.C.C. LONG COURSE ENDURO - Clubrooms from 3.00 p.m.

1st JUNE CLUB NIGHT - Rally Video

5th JUNE 1st Round B.S.C.C. MOTORKHANA Championship details inside.

7th JUNE Board Meeting 7.30 p.m.

8th JUNE CLUB NIGHT

11/12th JUNE CHERRABAH LONG COURSE ENDURO -

15th JUNE OFF ROAD NIGHT - CHERRABAH Post-Mortem - Off Road Videos

22nd JUNE "Drown your Sorrows after JIMNA" Night

25th JUNE "Hey Hey It's Saturday Night" Night Run - organised by Chris Lane Start 5.00 p.m. followed by free Pizza and Motorsport Videos (Counts toward Club Championship)

29th JUNE Club Night.

3rd JULY B.S.C.C. Round of the HELLA SPRINT RALLY SERIES. Director: Peter Johnson

10th JULY 2nd Round B.S.C.C. MOTORKHANA Championship - Boondall Entertainment Centre Car Park.

30th-31st JULY CALTEX CXT QUEENSLAND RALLY.

BRISBANE SPORTING CAR CLUB LONG COURSE

OFF ROAD ENDURO

15TH MAY 1988

1ST OUTRIGHT: LAURENCE SVENSON/JANELLE SVENSON CAR 144 1.27.30

CLASS 1
1ST 144 SVENSON/SVENDON
2ND 1105 CAMBIE/ATKINSON
3RD 1111 SHEPHERED/TRACY SMITH

CLASS 3
1ST 377 NICOLL/G.NICOLL
2ND 370 HARNETT/WILLIAMS
3RD 397 LINNEWEBER/LINNEWEBER

CLASS 7/8
1ST 810 MARSHALL/HYLAND
2ND 715 RENN/G.BARBE
3RD 765 D.SMITH/E.CROWE

CLASS 1
256 ZIVEC/MORRISON
234 CLARKE/TANYA SMITH
216 GILKES/GILKES

CLASS 4/5
561 ROSE/ROSE/TURNER
583 KENNEDY/BOWLEY
481 CORBETT/ELLSWORTH/CORBETT

CLASS 9
943 BRIKEY
999 G.SMITH

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