

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORHANA



MOTORHANA

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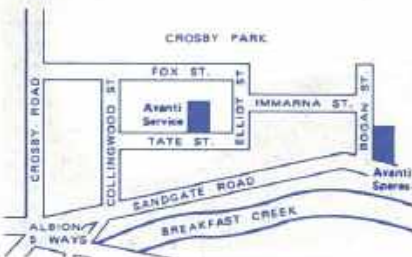
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STARLINE

Well, I must admit that time has caught up with me. I had quite a few things intended for this month's magazine (Latin for "wondrous publication") but my plans have gone astray.

Besides being the Assistant-Director for the BSCC's forthcoming Sprint Rally - The Mapleton Stages, which has proven to be fairly time consuming affair, I recently competed in my own mighty Escort in QRC-2, the Jimna Forest Classic. This involved some fairly hurried preparation and we were in fact the last car to be scrutineered on Friday night, following which we started second last car on Saturday. At this point, I'd like to thank Greg "The Bum" Tebble, Matt "Artifex" Simpson and Ron Burns for their invaluable help and support. Although we only finished two stages before the diff went "spit", it was fun and anyone who says nasty things about Jimna will be in real t-t-trouble.

One rather major disappointment during the month was the cancellation of the first round of the Club's Motorkhana Championship at Beenleigh. I can quite honestly say that I haven't seen so many enthusiastic people for quite some time. Then came the rains - bitter disappointment - apparently the paddock at the distillery was very, very wet indeed.

Let us not lose heart though, for Round 2 at Boondall which now becomes Round 1 at Boondall is scheduled for July 10 with yours truly directing. Lets see a massive turnout for this bitumen event, 'cos Motorkhanas can be and usually are heaps of fun.

In this issue you'll find a report on CHEERABAH together with results of the event, and an update on the Australian Rally Championship from the Club's roving crew, Russell Reid and Chris Lane.

Again, my apologies for the somewhat diminutive episode this month.

See you next time,

Tom Smith



The Board of the Brisbane Sporting Car Club Ltd. are making a generous one-off gesture by enclosing a FREE CLUB CAR BUMPER STICKER to help increase the Club's profile and ask members to display same on their vehicles.

Just a reminder to members that if extra stickers are required they are available from the clubrooms at a cost of \$1.00 each.

Also available: LA COSTE SPORTS SHIRTS (get in now for summer!)
Stud FasteningSet in Surf Sleeve***Embroidered pocket with BRISBANE SPORTING CAR CLUB in full**** Price: \$16.00 each in Blue with Yellow embroidery
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THE BAILEY POWERLINES RALLY

Rod Bailey of Bailey Powerlines has again agreed to sponsor a Rally this year.

The event is to be held on the weekend of the 24th - 25th September, and will be a round of the CIBIE (GP Cars Novice Rally Series.) However, drivers other than novice drivers will still be allowed to enter, and will compete for separate awards. Also there will be no restrictions on the type of cars that will be allowed to enter, with classes for Group G, Group A / PRC, and Clubman Rally cars.

In order to keep costs (and entry fees) to as low a level as possible, the event will not be a Special Stage Rally, but will be timed to the quarter-minute (subject to CAMS approval). It will be an Open Rally, but holders of Basic Licences are reminded that CAMS allows them to complete in one Open event per year.

Tony Best has again agreed to direct the Rally, but has decided not to use the Millmerran Forest this time. Tom Cumpston is to be his principal assistant. They are looking for volunteers to help run the event, but do not want anybody who may otherwise be a potential competitor.

The Club is very grateful to Rod Bailey for his offer of sponsorship. He obviously does it only because of his interest in motor sport, as the number of Club Members or rally competitors who require new power lines must be fairly limited. However, some of you may occasionally hear of somebody needing this sort of work, and if so it would be appreciated if Rod could be advised.

More details of the event should be known by the time you get your next copy of "Brisport". In the meantime, please keep the date free, and also advise non-BSCC members that the event is on.

CONGRATULATIONS to Russell Macarthur and his team of Off Roaders who put on a magnificent display at the HOT ROD SHOW - a lot of work was involved in making a pine forest and from all accounts you did the B.S.C.C. proud. Thank you, shame you didn't get a place but better luck next time.

We wish to thank Russell and Donald Macarthur, James Carbett, Greg and Alan Nicoll, Daryl Smith and Stuart Kaiser for putting their vehicles on display. Congratulations to Stuart on his 1st Outright and the Nicoll brothers came 2nd.

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CALTEX CXT QUEENSLAND RALLY

Yes it will definitely be a fight to the finish! After Round 1 of the ARC in Tasmania, Round 2 in Perth and Round 3 at Bega on the N.S.W. coast, the final event to decide the Championship for 1988 will be the Queensland Round, The Caltex CXT Queensland Rally.

Our own Murray Coote and Iain Stewart in the Yokohama Tyres/Grand Prix Mazda' Mazda 323 4WD are presently battling with Greg Carr/Fred Gocentas in the works supported Mitsubishi Starion for the title.

The Caltex-CXT Rally should prove to be a real crowd pleaser with a few of the competitive stages to be run on bitumen. Apparently, there were quite a few more tarmac stages planned, but thanks to the uncooperativeness of certain authorities, those have had to be shelved.

Still there will be heaps to see and the run out to Toowoomba should also provide some absolutely spectacular viewing on some incredible fast dirt roads. This may be where the 2WD Starion shines, for with 300 h.p. and a top speed around the 240kph mark it will surely set some quick, hard-to-beat, times.

Anyone who is looking to be impressed by some "slow" Group A/PRC oars, would be crazy not to come out for a peek. Spectators are well catered for and if you are keen, you can stop over in Toowoomba in one of the numerous motels available (remember, it's July it will be cold) and see some more competitive driving on Sunday morning. Remember the date and insert in your calender - July 30 and 31.

See you ALL there.

NEW CLUB MEMBER?

I'm sure I speak for everyone when I offer congratulations and best wishes to Greg and Lorelle Weale who have just recently been blessed with a new bouncing baby boy.

He was brought into the world on Monday 13 June, and there was some worry that had he been any later, Greg's appearance at Jimna for QRC-2 may have been in doubt.

We're now running a poll as to the new Master Weale's name - favourites being Stig, Hannu, Ari or Markku (or should that be Markko?)

FOR SALE!!!FOR SALE!!!FOR SALE!!!FOR SALE!!!FOR SALE!!!FOR SALE!!!FOR SALE!!!FOR SALE!!!

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- * NEAL CUTTING BRAKE
- * WIDE TRACK REAR END WITH 3" LONGER CHROME MOLY TRAILING ARMS WITH HEAVY DUTY COMBI STUBS
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- * PORSCH CV JOINTS
- * ALLOY FOAM FILLED 12 GALLON FUEL TANK WITH EXTRA 5 GALLON TANK FOR LONG COURSE
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THE MAPLETON STAGES

BRISBANE SPORTING CAR CLUB is
hosting ROUND 2 of the HELLA
RALLY SERIES on

SUNDAY 3rd JULY 1988

Directed by Peter Johnson.

The venue is the MAPLETON FOREST to the west of Nambour and Yandina, and being only a smallish area the total competitive distance is restricted to about 45 kilometres. However, the roads are good quality and should prove fairly quick.

These roads have been used in the past in some sections of previous Australian Rally Championship Rounds.

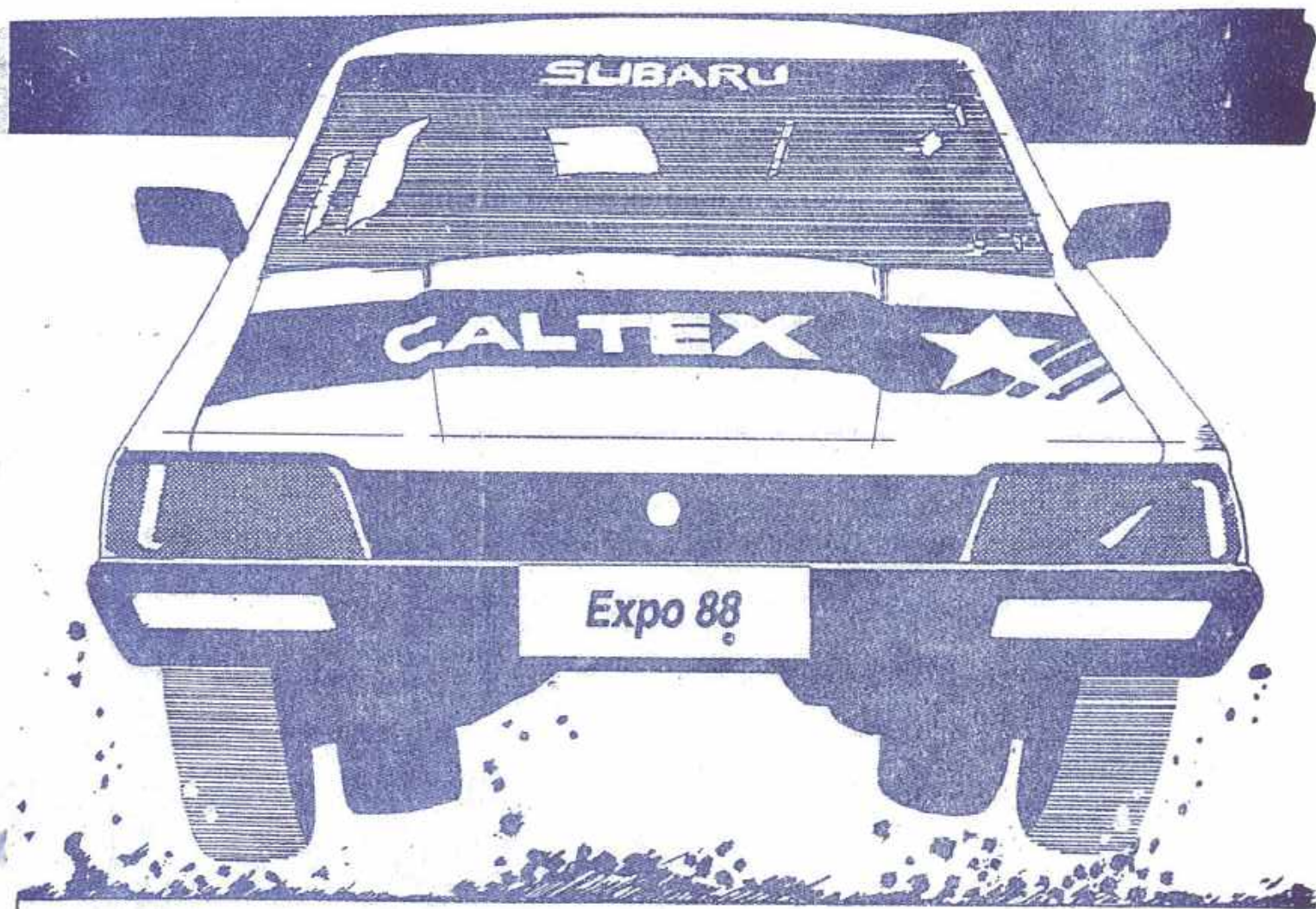
Catering will be provided at the Rally Headquarters by the members of the MAPLETON SCHOOL P & C ASSOCIATION who have promised to ensure Rally appetites are appeased.

Spectators have been thought of and there are a couple of spots where the action can be seen. If you haven't already entered, then certainly come on up to watch. It's only about an hour and a quarter drive from Brisbane and everyone can be assured of an enjoyable day.

A barbeque will commence just prior to the completion of the event and steak-burgers etc. etc. will be available whilst the Hella Products, trophies and CASH prizes are being awarded.

RALLY VIDEO

1987 KEEMA CLASSIC



Wednesday night JULY 6TH
at the Clubrooms.

A.R.C. - THE BEGA VALLEY 2EC RALLY.

The Bega Valley was a hive of activity with the sound of raw horsepower when 74 competitors motored around the shire in this year's rally on the Queen's Birthday Weekend. Entries were received from all over Australia in what is widely regarded as the fastest rally in Australia, and with good reason as the winning teams set an AVERAGE speed of 95 kph on the stages over the full route. More than 640 kilometres were covered in 3 separate divisions of driving which ran on Saturday afternoon, Saturday night and Sunday. The race attracted a who's who of rally drivers in Australia and the cream of them raced for important points in the Australian Rally Championship.

Bega's expert David Eadie headed the list of 8 Nationally Classified drivers in the total of 24 A.R.C. registered crews which once again featured a strong Queensland contingent. Led by Murray Coote and Iain Stewart in their Mazda 323 4 WD turbo, Marc Roach in his Mazda ventured south for the first time this year, George Kahler continued his championship assault in his 4WD Mazda, Russell Reid in his Volvo 360 and also Rod Cross in the pretty Suzuki GTi, all managed to finish the challenging course. In fact of the 74 entries there were a mere 19 retirements - a remarkable finish rate for a field of this size. Adrian Taylor blew an oil seal filter on the 4th stage, Alan Upton burnt out the clutch on the turbo Charade (a remarkable feat) in SS5 and Wayne Bell went out on the first night stage when one of his pistons stopped compressing. The biggest and most serious accident however was reserved for Graham Vaughan who was driving the ex-Wayne Bell Sprinter like a man possessed, a number of spectators earlier commenting that he was the driver most likely not to finish. He completely destroyed the car in a very high speed multiple roll which promptly put he and his navigator in hospital for observation and caused the stage to be cancelled when the ambulance retrieved them. I saw the car later and it is fortunate it had a massive roll cage because all the bodywork in every direction was crushed onto the cage so that it ended up looking like a rolled up ball of scrap metal! The crew were later released O.K.

The event certainly lived up to it's reputation for high speeds all weekend! The fastest stage averaged 140 kph and 10 others had averages over 100 kph and all the cars provided spectacular action. David Eadie proved once again to be unbeatable on the roads he knows so well but the real surprise of the weekend was Marc Roach. Driving with great verve in a car that could pass muster as Group N he consistently set times faster than everyone except Eadie and was able to hold off a very hard charging Greg Carr on the final day to finish an excellent second - what a pity he hadn't competed in the two earlier rounds. Certainly he will make for an interesting Caltex with Carr and Coote deadlocked in points.

The eventual margins were:

1	David Eadie		
2	Marc Road	2:45	behind
3	Greg Carr	0:06	"
4	Murray Coote	0:27	"
5	Eric Pietila	2:14	"
6	Mark Tolcher	0:30	"
10	George Kahler	7:24	"
19	Rod Cross	21:26	"
20	Russell Reid	0:22	"



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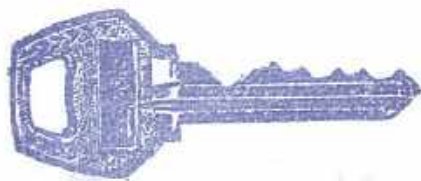
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The lads at G P CARS are old hands at motorsport competition so call in or phone on 356 9544 and use their experience to your advantage. Shop where your needs are understood. As a bonus, when you purchase, mention your BSCC membership and usually they can offer a concession on the price!



Murray Coote



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CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5
R.Forestier 9	G.Alexander 18	R.Reid 13	G.Carr 27	M.Coote 19
R.Turnbull 9	T.Flood 9	D.Sherry 9	D.Officer 12	W.Bell 9
R.Cross 6	A.Taylor 6	G.Maguire 9	J.Long 7	D.Eadie 9
	P.Anderson 6	Barton 6	Challis 6	P.Glennie 6
	N.Letty 4	R.Evans 6	J.Waterhouse 4	M.Roach 6
	A.Bunn 4	Dines 4	J.Middleton 2	P.Barber 6
	M.Welsh 3		A.Morris 1	R.Herridge 4
				G.Kahler 3
				J.Macara 3
				M.Tolcher 3
				E.Pietila 3
				S.Ashton 2
				B.Robertson 1
				I.Hill 1

INTERSTATE CHALLENGE SHIELD

Queensland	62
N.S.W.	55
Victoria	44
A.C.T.	42
W.A.	11
S.A.	10

MANUFACTURERS CHAMPIONSHIP

MAZDA	60	FORD	16
MITSUBISHI	42	TOYOTA	9
SUBARU	28	HONDA	3

DRIVERS

M.COOTE	42
G.CARR	42
W.BELL	20
D.EADIE	20
P.BARBER	16
M.ROACH	15
D.OFFICER	14
R.HERRIDGE	10
M.TOLCHER	10
J.MACARA	8
E.PIETILA	8
G.ALEXANDER	6
G.KAHLER	5
A.TAYLOR	3
T.FLOOD	3
I.HILL	3
N.LETTY	2
D.SHERRY	2
S.ASHTON	1
BARTON	1

NAVIGATORS

I.STEWART	42
F.GOCENTAS	42
D.BODDY	20
C.SHEARER	20
S.BROWN	16
M.PRICE	15
K.OFFICER	14
S.VANDERBYL	10
D.TOLCHER	10
R.VAN DER STRATTON	8
M.REBBECHI	8
D.STEWART	6
T.BEST	5
D.AMBROSE	3
M.MORRIS	3
P.BONSER	3
S.YOUNG	2
R.MATABONI	2
R.NIXON	1
HARWOOD	1

Notes: Coming into the final round, the CALTEX CXT QUEENSLAND RALLY, Greg Carr and Murray Coote have won their respective classes, and Mazda have won the Manufacturers Championship. Queensland drivers continue to do well in all the classes being placed with 2 firsts, a third, a fourth and an eighth.

WESTERN SUBURBS WANDERINGS

Twas the afternoon of Wednesday 18 May 88 as I checked the route of that night's Navigational Night Run with the Series Checker Suzy Scullin (sorry about the late notice, Suzy) for the third time in as many days.

Of course we breezed through it and all of the questions and answers were as obvious to me as an egg in cholesterol conference. But it was not to be!!! Yes, this was one of the legendary Tom and Kym Smith night runs. Unless you looked properly, mistakes were easily made and a couple of crews got lost initially only to find their way back on course.

We had a turnout of seven crews in all, ranging from the keen ones who arrived at 8:00 pm to the stragglers who showed up at 9:15. (It's good to see a reasonable entry in our night runs again this year).

Anyway there was none of the trickery of our last run and I sent everybody off, happy in the knowledge that they would all come flocking back to me. When the crews started to arrive back at the Clubroom, I was greeted with a small amount of the usual abuse which I fended off like a champion.

The only real problem areas being the question about the glowing 'orbs' on the river in front of Expo (I'm sorry about that - I'm quite tall and could see over the Freeway railings all the way across). by the way, the correct answer was three - I could still only see Cubes, Pyramids and Balls. (No Rectangular prisms - although I can understand why Gary and Chris thought one was there).

The other query was our positioning of questions - The Night Run Guidelines state, quote "The answers to questions must not be at private homes" unquote. When we set this suburban night run, we put a couple of questions on Fencelines and those questions were such that the answers were available with a minimum of fuss i.e. no shining of lights into windows etc. - I'm sorry if anyone found those parts too much of a hassle.

Anyway everybody finished and my hunch was right--far too easy!!- We had 4 winners and each of those scored maximum points - at least the night run championship will be close this year!! Please see the results below:-

Ron Burns/Kerry Payne	MAZDA RX-7	10
Allan McConnell/Zoe Harrison	FORD LASER	10
Cam and Julie Neilsen	COROLLA KE20	10
David and Kathy Jameson	RENAULT 17	10
Gary and Chris McLane	ESCORT 2.0	9
Greg Tebble and Matt Simpson	FIAT 131	9
Brett Wright and Chris Lane	FIAT 124 SPORTS	8

OFF ROAD VIDEO

"Chequed flag or Crash!" - this classic off road race in Asia has to be seen to be beleived!!! (xxxx will help)



Wednesday night July 27, 8.30pm
BRAEMAR - GATTON - CHERLASHAN



ROUND TWO QUEENSLAND OFF ROAD CHAMPIONSHIP

BRISBANE SPORTING CAR CLUB LIMITED - CHERRABAH LONG COURSE ENDURO - 11-12 JUNE 1988 - PROVISIONAL RESULTS.

CAR NO.	ENTRANT/DRIVER/NAVIGATOR	PRO-LOGUE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	TOTAL ELAPSED TIME	CLASS	POSITION	OUTRIGHT
117	C. LOY/CEDRIC LOY/GEOFF LOY	2.38	36.06	35.53	29.44	32.27	DNF	Timing belt	7	13	
118	A. EGGINS/ANTHONY EGGINS/GREG BARBE	2.43	30.46	31.48	56.28	41.10	35.48	3.16.00	4	8	
137	P. COLLINS/PATRICK COLLINS/DERRICK KENNEDY	2.22	29.34	31.54	30.15	32.14	35.37	2.39.34	1	1	
144	J. SVENSON/LAURENCE SVENSON/JANELLE SVENSON	2.10	26.28	28.42	25.18	26.03	25.43	2.12.14	3	4	
147	D. McWILLIAM/DOUG McWILLIAM/DARYL COLE	DNF	27.37	30.59	27.31	28.45	29.31	2.24.23	2	3	
191	J. GORDON/JOHN GORDON/MICHAEL GORDON	2.32	30.33	4.22.29	DNF	27.42	27.01	2.18.03	5	10	
1105	W. CAMBIE/WAYNE CAMBIE/DENNIS DENNING	3.24	26.03	31.34	25.43	36.07	34.48	2.53.41	6	12	
1111	J. SHEPHERD/JEFF SHEPHERD/JEFF DEAN	2.38	28.47	42.31	31.28	35.20	39.26	3.14.27	2	6	
1144	P. MULHOLLAND/PAUL MULHOLLAND/TRACEY SMITH	2.39	DNF	36.36	49.54	30.27	32.42	2.32.55	1	2	
1147	D. COLLINS/DESLEY COLLINS/ROBERTA BARBE	2.42	33.11	31.18	29.26	27.25	28.07	2.15.21	3	15	
216	G. GILKES/GRAHAM GILKES/PAUL GILKES	2.18	29.02	26.16	26.41	48.27	33.59	3.47.38	2	6	
227	W. SHARPE/BILL SHARPE/JOHN DEVRIES	2.29	26.52	DNF	58.04	DNF	Motor		1	2	
234	R. CLARKE/ROWAN CLARKE/TANYA SMITH	DNF	30.39	56.29	26.35	30.11	35.04		2	11	
242	M. DOLAN/MARK DOLAN/JOHN SMITH	2.22	27.18	27.07	26.35	30.11	35.04	2.32.14	1	5	
256	L. ZIVEC/LANCE ZIVEC/DAVID MORRISON	2.42	33.54	1.04.54	DNF	DNF	Motor		2	1	
2271	A. FEHLHABER/ANTHONY FEHLHABER/MICHAEL FEHLHABER	2.48	DNF	Clutch		DNF	Hit tree		2	1	
317	B. MOWEN/BERNIE MOWEN/TOM EUSTACE	2.44	43.31	2.27.31	1.27.51	36.51	DNF	Gear selector	2	11	
339	S. OTWAY/SHANE OTWAY/TREVOR ROBINSON	2.32	29.10	30.05	28.48	47.39	DNF	Fuel	1	5	
340	S. HILTON/STEPHEN HILTON/TERRY HILTON	2.38	30.24	30.30	31.11	41.39	54.46	3.10.27	2	11	
370	R. HARTNETT/RUSSELL HARTNETT/JUDY CREIGHTON	2.54	30.56	32.49	30.17	30.11	35.04	2.32.14	1	5	
377	G. NICOLL/GREG NICOLL/ALAN NICOLL	2.42	28.25	29.13	29.21	30.11	35.04	2.32.14	1	5	
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481	J. CORBETT/JAMES CORBETT/DAVID ELLSWORTH	2.35	DNF			34.37	1.47.19	4.13.52	1	17	
561	T. ROSE/TERRY ROSE/SHANE TURNER/MAUREEN ROSE	2.42	29.53	34.14	47.49	31.31	1.34.11	3.50.35	3	16	
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810	L. MARSHALL/LES MARSHALL/DARRAN HYLAND	2.45	33.25	34.42	50.10	44.52	34.08	2.49.21	1	9	
860	B. MASSEY/BARRY MASSEY/LYNDON WALSHAW/TONY PENNISI	2.23	28.40	30.41	31.00	DNF	Hit tree		1	9	
943	J. BRIXEY/JOHN BRIXEY	2.33	DNF	Hit tree		DNF	C.V.		1	9	
990	K. WHITE/KEV WHITE	2.25	33.23	43.26	33.54	DNF	C.V.		1	9	
999	G. SMITH/GRAHAM SMITH	2.25	33.23	43.26	33.54	DNF	C.V.		1	9	

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CHERRABAH LONG COURSE ENDURO - THE WAY I SAW IT!

by Derrick Kennedy

I know I speak for everyone when I say that Queensland Off Road racing has reached a new high because of this event. We all thought that Braemar was a great event, and before I go any further I would like to thank Steve and Julie Abrahamson for their great effort in getting that event on and making it a wonderful success.

It was four weeks later when our team loaded the cars on the trailers and set off for what we thought was just another race and turned out to be one of the best weekends we have had for a very long time.

We had some insight into what the track would be like after the previous weekend's downpour and knew that it was going to be tough but "that's off road racing" as Director Rod Brand kept telling me all weekend.

Now somebody had the bright idea that the Prologue should start at 10 am Saturday and allowing for a three hour trip and an hour to set up, you guess it, 6 o'clock we set off from our Chandler hide-away. We arrived at Cherrabah to see all the old faces and cars again. Laurie Svenson opted for a two wheeled trailer as they are better than one and made it in heaps of time (worst luck for us). Who were all the guys walking around in cowboy hats? Could it be? Yes! the Warialda boys looking as if they had just stepped off a horse by the way they were walking (just kidding guys, great to see you again).

The Prologue was over a 2.5 km course with only one car on the track at a time. I was fortunate to be navigating for my old friend Pat Collins in car 137. Even in the Prologue there were 3 creek crossings which made for hard work but with the exception of a couple of spin-outs by Cedric Loy and Tony Eiggins everybody came through without any trouble. Laurie and Janelle Svenson got the fastest time followed by Bill Sharpe and John DeVries second. Pat Collins and I were third with Lance Zivec and David Morrison (in body only) fourth and John Brixey rounding out the top 5. Other good times were set by Terry Rose and Shane Turner in the Holden Ute also Les Marshall and Darran Hyland in the ex-rental Suzuki. It was good to see Kev White back in his single seater doing well, also the all girl crew of Desley Collins and Roberta Barbe.

After the Prologue we set off on reconnaissance. Now for our first look at the track, Sh...t they weren't joking, it was a bit wet and tight in sections and it became obvious to all of us to finish we could not make any mistakes.

The afternoon was spent checking cars and packing up for the night. Everybody booked into the resort and headed for a shower. The rooms were pretty flash, hey? beds with sheets, heater and a wireless to listen to Slim Dusty!! Then, up to the bar for a few too many.

The Cherrabah people really turned it on for us, everybody enjoyed a great meal with all the trimmings, followed by a Square Dance in the bar. Not being a big Square Dancing fan myself and feeling out of place without my silk shirt and cowboy hat, I resolved myself to a few quiet drinks, although later on in the night the mood overcame me and I indulged in some "Heel and Toe" and "Split the Banana" with Gail Zivec, Sab and Berta.

Nearly everybody was in bed early with the exception of Rod Brand, Greg Barbe, Dave Westwood and Rod Hutton who were seen till the early hours of the morning enjoying themselves.

Sunday morning. Sleep in till 7.30 (oh joy!) quick coffee, scrape the ice off the car and down to the track. Everybody was frantically warming up engines and gearboxes and making final adjustments to their cars. Greg and Alan Nicoll were up all night getting their car out of the Hot Rod Show and driving down to Cherrabah (now that's keen guys).

Final briefing at 8.30 and we were told the track had been changed to go around the bad mud spots, a 'thank you' goes to Ted for helping out. Then it was into our cars and let's Rock 'n Roll.

Laurie blasted out at 9.00 on the dot and 30 seconds later Bill Sharpe left and then it was our turn. Sitting on the line watching Rod Hutton count us down thoughts rushed through my head. "What did I do to deserve this bounty - who invented liquid soap and why does God exist, did I go to the toilet, did somebody remember to tighten the wheel nuts???? 3..2..1..GO!!! Sh...t through the first corner and into the creek, God I'm all wet and my suit has just frozen over. I can't see a thing. Through the next creek, I have a flying sensation, probably because the ground is not there anymore! Paddy screams "Rag" lucky I remembered them in my Coles bag, through a narrow gateway, I hope we fit, then out onto a big straight and time to get my head together and start thinking straight. This did not last very long as we entered into a tight section. We got through OK but when Paddy has 109 inches of car that is, the going was a bit slow. Lance Zivec who had obviously lost his dress in the Yellow Submarine was a bit faster and was able to get near us so we let him pass and followed him. Then came the mud. Talk about slippery, we danced with Lance for about 2 kms (corny) up the mountain we went about 10 kms of tight hilly country with heaps of rocks and trees just waiting for us. We blasted our way back down the mountain on the other side and then out into some open country and back around to the start/finish. One down, four to go.

There were a few DNFs on the first lap Terry Rose/Shane Turner from Warialda found it very tough in the Hairdrier powered ute and kept getting bogged and called it a day (bad luck Terry see you in the bar). Paul Mulholland/Tracey Smith were out with mechanical problems and were rescheduled to helping out tow cars. Kev White lost a rear wheel going down a steep hill and was very lucky to avoid the trees, which was a shame but somebody (I think it was a certain Tara farmer) dropped out some refreshments to him and he was right for the rest of the day.

Lap 2 saw us get stuck but quick action by the tow cars saw us on our way very quickly. It was everybody's feeling that the men at the mud hole did the best job ever. Ian Bond, Steve Barbe, Dave Westwood, Steve Renn and all the others THANK YOU for without your dedication to our sport we would not have been able to continue racing. Shame about Dave's light and Ian's tailgate I hope something is sorted out. Lap 2 also saw Rowan Clarke and Tanya Smith out.

After the second lap we had an hours break to put our cars back together. There were still 27 cars left in the race which had to be a record.

Lap 3 saw the end of John and Michael Gordon after they bogged their V8 Buggy in a very hard to get at place and they couldn't be recovered until the end of the event. Anthony and Michael Fehlhaber were also put out on this lap.

It was hard to work out where everybody was coming at this stage, so everybody kept going at their own pace and we would see at the end of the day.

Lap 4 was taking it's toll. Lance Zivec/David Morrison were out with a broken rocker. Shane Gtway/Trevor Robinson collected a tree. James Corbett/David Ellsworth did a motor, but when you get it fixed it might be an idea to invest in some mud tyres - hey guys? Graham Smith blew a C.V. as well in his single seater. John Brixey, with whom we had been having a great time changing positions, got bogged.

Also it was good to see Desley Collins/Roberta Barbe still running and doing very well. It is my feeling that the car is now very-reliable and quick thanks to a great pit crew and Desley is a very switched on driver and soon will be causing havoc among the big boys, not to mention all the other women in Australian off road circles.

Last lap! We had a problem the back motor mount had broken from all the pounding and was making a terrible noise out back and finally ripped the leads off. After 2 minutes on the side of the track we were able to get going. One more time through the mud, by this time Pat was really smoking, the old 138 was valve bouncing (work that one out). My biggest mistake was betting Pat 10 beers if he got it home. Finish line in sight and I had lost the bet, oh well, it was worth it. Five years of racing, first finish. Good stuff.

But that was just the beginning, a report came through that our other two cars were still going. Desley and Roberta had a big-finish as well and the new boy Tony Eggins in the car which he bought for a steal from Dave Westwood (never mind Dave). Tony's navigator was a veteran to the car, Greg Barbe had raced in it when his brother Stephen owned it.

I'll tell you something, I want to know where Les Marshall and Darran Hyland hid their spare race suits to wear after the race, talk about clean, but when you have a windscreen and doors, what could you expect! What happened to Barry Massey and Anthony Pennisi on the last lap's first corner in the staff car Jeep, I don't know which was louder the motor or Lynn's voice abusing Barry. Guts story of the day goes to Paul Swenson after destroying his front end finished the race in reverse, what a top effort.

After the race somebody was asked to take our guest of honour Dick Johnson for a run. Laurie Svenson kindly agreed but you guessed it, after finishing and winning the race he takes Dick out for a run and the back axle breaks off. Unbelievable, Laurie buy a casket ticket. Dick didn't mind too much saying to Laurie "Put me in any car and I will break it" While we are on about Laurie, why was his pit crew armed with soft toys, a whip and chair, very strange.

Well time to pack up after washing the mud down with a few XXXX's, everybody packed the cars and yes, you guessed it, back to the resort to clean up and off to the bar. Everybody was in fine form talking about what could have been. Then it was in for dinner with Greg and Christine Nicoll. Back out to the bar for the presentation. The moment was right, a hush came over the crowd, Rod Brand took his position, you could have heard a pin drop. Rod thanked everybody and then introduced Dick Johnson to present the awards. After a few words and a joke we were away.

Laurie and Janelle Svenson took outright and Class 1. Bill Sharpe/John DeVries second and first in Class 2. Wayne Cambie/Dennis Denning third, good on you Wayne! Fourth was Doug McWilliam/Daryl Cole, fifth Peter and Kay Souter in a Class 2 funny (why did Kay keep covering her face?) Sixth

Ninth John Brixey in the single seater, Tenth Jeff Shepherd/Jeff Dean, Kev White says "thank you Jeff". Eleventh went to the ever reliable Greg and Alan Nicoll who managed to keep the car on all four wheels this time. 12th were Desley Collins/Roberta Barbe. Dick was not sure of Roberta's last name but she kindly set him straight with a big smile and said "Its Barbe with a B darling". Tony Eggins/Greg Barbe came in at 13th which was mentioned by the Director as a good result as it was his first race. Barry Massey/Lyndon Walshaw/Anthony Pennisi got 14th - how the hell he ever got the Jeep around that track I will never know. John Saint/Mark Dolan came in 15th. Paul Swenson reversed his way into 16th and bringing up the rear was Brian Kennedy (good last name) and Brian Bowley in the VW Karmann Ghia. Great effort everyone. The only people I have left out are Bernie Mowen and Tom Eustace who apparently did a clutch somewhere.

Now that the formal part of the night was over time to get Dick to sign our Certificates and start partying. It started off pretty slow until somebody took over being D.J. and things really got out of control. I was trying to buy Pat his 10 beers, Terry Rose and Tony Eggins compared pink shirts, Leanne and Teresa Rose danced with any bloke in sight, Teresa even danced with a Touring Car Driver! Young Howard Rose found trouble in staying awake. Lance and Gail couldn't stop smiling because they had got rid of Junior. Let me tell you about Barry and Lyn Massey - they had the time of their lives, hey Barry? By 2 a.m. the bar takings had topped \$3000 which is another record for 100 Off Roaders. We finished up in the Den playing Trivial Pursuit with Sab, Rod and Mick Collins. Dave Westwood was doing well with one of the employees until he fell asleep on her and Rod Hutton wasn't seen till morning.

Next day I faced bacon and eggs which wasn't much fun and then it was pack up time and back to Brissie. Clean the cars and put them away and home to bed.

As you can see from my brief description the weekend was a big success.

Thanks firstly should go to Rod Brand the Director, the way in which he handled every situation was an inspiration to us all, he worked so hard and was still able to keep a smile on his face. To his assistant Dave Westwood for the use of his car to pull cars out and his fine work to set up the track. Good one Dave. To Sab Schinkat for her work organising entries and doing the time chart. Sab did not hear one complaint about time. Thanks a million. Ian Bond for all his work not only towing us out but for the weeks before helping set up. Ian Macdonald for checking the cars and for sitting out on the track with 'Tugboat'. Also to Steve Ramm for being a check point. To Sab, Lyn Massey, Jill Johnson, Maureen, Leanne and Teresa Rose for helping out in the timing tent. Rod Hutton for starting us. Steve Barbe for towing out and Steve and Greg Barbe and Rod Hutton for your work leading up to the race.

To all the staff at Cherrabah, Martin, Trevor and Ted Davidson- Thank You, To Dick, Jill, Kelly and Steve Johnson for coming up and being a part of our weekend.

And finally to Ross Palmer for the use of your great resort and we hope to come back real soon. Also a special thanks to Pat Collins for letting me ride in his car - it is never expected but always appreciated.

Thank you for taking the time to read this. I hope you enjoyed reading it as much as I did writing it.

Yours in Madness
Derrick Kennedy

A "note" of thanks to Derrick for his notable performance as D.J. (Ed)

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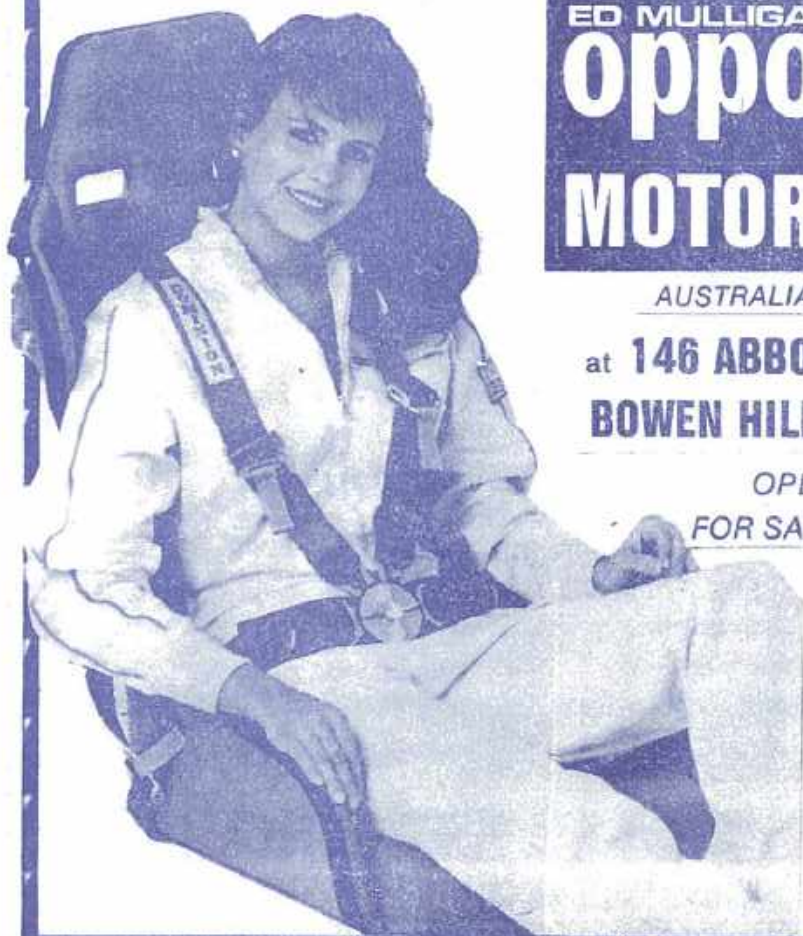
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