

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF
ROAD



OFF
ROAD

MOTOR
KHANA



MOTOR
KHANA

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STARLINE

Hello Readers of fine literature and welcome to the maggy-poo for the month of August. Yes, hasn't it been cold and anyone who wears shorts and t-shirts in Canberra in this weather just has to be one sandwich short of the picnic. I must confess though - I was one of the loonies who exposed myself to the elements on the Esanda Rally assault by the Russell Reid Rally Team (one of BSCC's favourite sons).

And it was all worthwhile for after a hard fought battle to achieve 3rd in class, Russell and Chris have achieved their aim and won the Australian Championship for Class 3 cars. Congratulations!! (Please note - young Ian Reddiex won the class in the Rally - Good One!) Also in the news is Queensland's favourite Rally exponent, Murray Coote and his gnome-like companion Iain Stewart who have finally brought home the Australian Rally Championship after quite a few years of trying. Well done!!

Thirdly and not forgotten is another BSCC Boy, Rod Cross. 'Crossie' and his navigator, Darren McDowall (Spike) took an equal win in the Australian Rally Championship for Class 1 cars in their super-reliable Suzuki Swift GTI after taking out their class in the Esanda Rally of Australia - Excellent! It seems that the Queenslanders 'took the money and ran'.

Enough of the jovialities - the past month has seen a major disappointment, as most readers would be aware, in the absolutely unbelievable cancellation of the Caltex-CXT Queensland Rally. This event would have decided the outcome of the ARC along with 'plopping' Queensland smack bang into the heart of the top Australian Rallies.

I guess a lot of people just aren't aware of the amount of work that the organisers put into their planning of the event right up to the reluctant decision to cancel the Rally.

I am told that the Director, Dennis Brown actually started his work on this project some twelve months ago! That's a lot of time and effort to throw away.

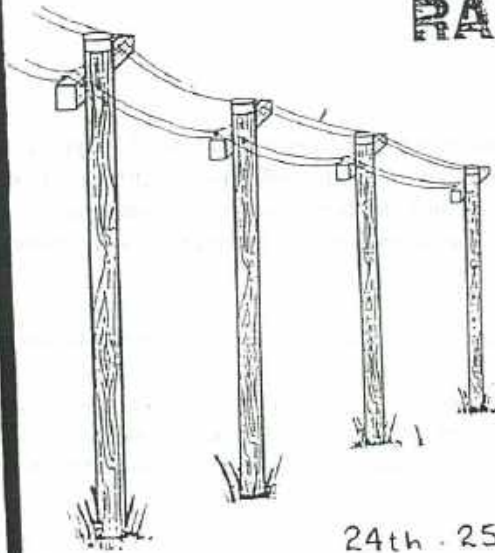
On behalf of the Brisbane Sporting Car Club, I would like to thank all of those people who were involved in the preparation and lead-up to the Rally:- Dennis Brown, Sherry Smith, Laurie Garth, Midge Garth, Peter Marcovich, Esme Gibson (ever-reliable) and whoever else made their own time available to assist towards this most disappointing result.

I hope that all of you Rally folks out there (in fact anyone concerned about the success of motor sport in this State) took the advice offered and wrote to the Minister expressing their disappointment at the rather 'shoddy' way the whole affair was handled. I wrote a letter, and my mum did too! How about you??

Let's hope and pray (actually I'm an atheist, but I can't help it - it's just the way God made me) that something like this NEVER happens again.

TOM SMITH

BAILEY POWERLINES RALLY



24th - 25th SEPTEMBER 1988

ROUND 4

CIBIE/GP CARS NOVICE RALLY SERIES

Supplementary Regulations for this event have now been printed and should by now have been sent to most potential competitors. If you are interested in competing and have not yet received regulations please contact Esme at the Club or Tom Smith on 3531116 a/h.

The Rally is being held on the weekend of the 24th - 25th September, approximately a month away, and entries close on Wednesday 15th September.

Once again a relatively unusual venue has been selected, the Passchendaele and Amiens forests near Stanthorpe. The last time these forests were used for a Rally was by the MG Club in February 1980. However Stanthorpe is only 2½ hours approximate driving time from Brisbane, roughly the same as Imbil or Toolara.

The Rally will be relatively short, only 110 km of competitive distance, so it should not finish too late on the Saturday night, and by late September even the temperatures at Stanthorpe are bearable.

Entry fees have been kept as low as possible (\$65 for most competitors, \$60 for BSCC members) in an effort to encourage the low budget competitors. Holders of Basic Licences should remember that they are allowed to compete in one Open event per year. Being placed midway between the Ipswich and MG Club State Championship Rallies, this event should also appeal to the more serious competitors as a chance to test their cars. All types of cars are welcome : Group G, Group A, and Clubman Rally Cars.

This event will be the fourth round of the 1988 Cibie/GP Cars Novice Rally Championship, and has mainly been designed for the Novice drivers, but drivers other than Novices are still welcome to compete, and a separate class will be provided for them.

ESANDA FINANCE RALLY of AUSTRALIA 12/13/14 AUGUST 1988

For the first time in nearly a year an Australian Rally was able to boast of international entrants in the starting list. As well as attracting two of New Zealand's top crews the Esanda Rally this year introduced other innovations to reinforce the event as Australia's most progressive Rally.

The move from Gosford to Canberra attracted 45 entries that included all the top points contenders in each class for the final Championship Round. New for the Aussie crews this year and apparently the reason the Kiwi's came was the opportunity to fully pace note the route. This certainly helped even the competition between Murray Coote and Greg Carr because of Carr's enviable record of Castrol International wins. In fact, the event was very much like the Castrols of old with famous stages like the Mineshaft, Mt. Stromlo and Vanity's Crossing to remind one of the glory days of the B.D.As at full noise.

All competitors faced a grueling 33 stages over some very twisty and hilly rough roads for the two days of competition. The Saturday morning start at Pinnacle was however atypical in that it featured very fast and smooth open roads with ball-bearing gravel and it is perhaps significant to note that this was the only stage that Murray did not lead the rally. It was David Eadie who had the honours by 1 second but it only took till the next two bitumen stages to give way to Murray. Not that it was easy for Murray as Greg Carr was equal first after the 3rd stage but as soon as they hit the the forests Iain Stewart said the pace notes helped them pull time on Greg Carr any time they wanted, and they wanted to because they set fastest time on the next 6 stages in a row! At the end of the first division they held a lead of 1:01 over Peter Clark with Carr 5 minutes behind after stopping in one of the deep creek crossings and giving his engine a few gulps of water.

Meanwhile back amongst the mortals, things weren't starting quite as well for Russell Reid who had made the fatal mistake of starting the rally with some untested settings on his fuel injection black box. We rapidly found the engine spluttering to a halt at every corner on the bitumen sections so at the first service after 3 stages, we reset everything back to standard i.e. 70 bhp at the wheels! This may have cured the engine problem so now second gear decided to start jumping out at inconvenient times. We were able to suffer this until on special stage 14 that night we hit one rut too many and broke a lower control arm. This dropped the front right onto the tyre but we were able to crawl out of the stage and were met by our crew who performed magnificently in pulling it apart, repairing the rose joints and arm, and replacing it, still keeping us within our 30 minutes late time by 10 minutes. Well done Greg Tebble, Matt Simpson, Kevin Lingard and Tom Smith in sub-zero temperatures (this was night in the Canberra forests after all!)

Sunday saw us start on the 14 stages to the end but without much confidence as our gearbox problems now had us only being able to change up but not down, without 2nd and 5th - rather irritating in the tight terrain, in fact on one stage we had to start in 3rd gear because that was all we could select. I do recall one memorable occasion when we did select 2nd gear and we stayed in gear for quite a few kilometers, this stage happened to be our second run down the Mineshaft and rather than lose 2nd by changing down we hit the extreme caution gutter at the top of the shaft and launched ourselves airborne about half way down, just somehow managing to sort out the keep left hump at the bottom. The spectators at this point were holding up score cards 1 - 10 as well as Wanker etc. for drivers who wimped out - we scored 11, the highest all day.

And so it was, with us glad to get to the finish for our sponsors Motorola Rentals, Castrol and Toya and Murray and Iain winning without pressure to take the Championship.

Queensland cleared up the major A.R.C. awards winning outright 3 out of 5 classes and the Interstate Challenge Shield -all firsts!

Class 1: Rod Cross/Darren McDowall 1st
 Class 3: Ian Reddiex/Ross Perry 1st
 Class 3: Russell Reid/Chris Lane 3rd
 Class 5: Murray Coote/Iain Stewart 1st
 Class 5: George Kahler/Tony Best 5th

		Margin
1st	Coote/Stewart	
2nd	Eadie/Shearer	1:23
3rd	Clark/Boddy	0:06
4th	Carr/Gocentas	0:51
5th	Ordynski/Nelson	1:57
6th	Officer/Officer	3:47
7th	Kahler/Best	2:13
12th	Reddiex/Parry	9:06
20th	Cross/McDowall	10:48
23rd	Reid/Lane	8:38
DNF	Carruthers/Proffitt	Bearing Problem

+++++
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AUSTRALIAN RALLY CHAMPIONSHIP POINT SCORES - (provisional) AFTER 4 ROUNDS

CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5
R. Cross 15	G. Alexander 18	R. Reid 13	G. Carr 36	M. Coote 28
R. Turnbull 15	A. Taylor 15	I. Reddiex 9	D. Officer 18	D. Eadie 15
R. Forestier 9	P. Anderson 12	D. Sherry 9	J. Waterhouse 8	W. Bell 9
C. Hindes 4	T. Flood 9	G. Maguire 9	J. Lang 7	P. Barber 7
W. Taylor 3	M. Welsh 6	R. Evans 6	Challis 6	P. Glennie 6
	J. Hadfield 4	Barton 6	J. Middleton 5	M. Roach 6
	N. Letty 4	N. Bolitho 6	N. Fritter 2	G. Kahler 5
	A. Bunn 4	Dines 4	A. Morris 1	R. Herridge 4
			K. Brooke 1	P. Clark 4
				E. Ordynski 3
				J. Macra 3
				M. Tolcher 3
				E. Pietila 3
				S. Ashton 2
				B. Robinson 1
				I. Hill 1

STATE CHALLENGE SHIELD

QUEENSLAND	86
N.S.W.	71
A.C.T.	66
Victoria	49
S.A.	18
W.A.	14

MANUFACTURERS CHAMPIONSHIP

Mazda	80
Mitsubishi	52
Subaru	36
Ford	16
Toyota	9
Honda	6
Holden	1

DRIVERS

M. Coote	62
G. Carr	52
D. Eadie	35
W. Bell	20
D. Officer	20
P. Barber	16
M. Roach	15
P. Clark	12
R. Herridge	10
M. Tolcher	10
G. Kahler	9
J. Macara	8
E. Ordynski	8
E. Pietila	8
G. Alexander	6
A. Taylor	6
T. Flood	3
I. Hill	3
N. Letty	2
D. Sherry	2
H. Waterhouse	2
J. Middleton	1
S. Ashton	1
Barton	1

NAVIGATORS

I. Stewart	62
F. Gocentas	52
C. Shearer	35
D. Boddy	32
K. Officer	20
S. Brown	16
M. Price	15
S. Vanderbyl	10
D. Tolcher	10
T. Best	9
R. Van Der Stratton	8
M. Rebbechi	8
D. Stewart	6
D. Ambrose	6
M. Morris	3
P. Bonser	3
S. Young	2
R. Mataboni	2
N. Whitty	2
D. Payne	1
Harwood	1

Notes: All points earned by Greg Carr/Fred Gocentas are provisional pending a Steward's hearing to determine his vehicle's eligibility.

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"CHANGING WITH THE TIMES"

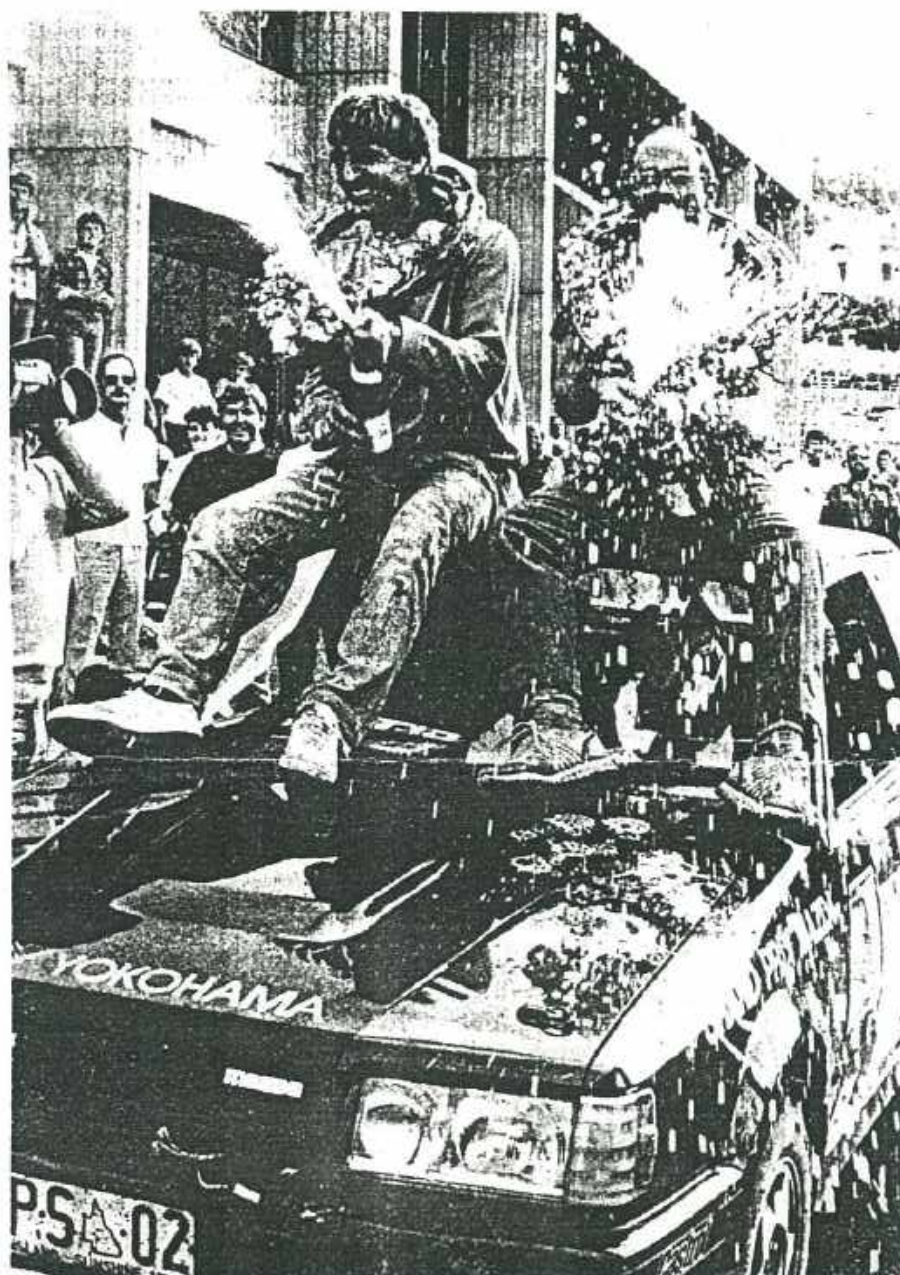
An entry list from a 'GRAND PRIX MAZDA' Rally of 1984 was recently shown to me and it brought to light the fact that many of the top Drivers from nearly 5 years ago are still dedicated to the sport, and as a result are still running in the top eschelon of Rallying.

It was interesting though to note the changes in machinery from then to now and I thought would be interesting for you rally-nostalgia-maniacs out there to have a look at.

Also very interesting is the starting order/driver grading of some competitors who are now 'slightly' improved from whence they started way back in 84.

Take a look and I'm sure you will be amazed and amused.
(I was very excited 'cos I was in there too!)

TOM SMITH



*This Australian
Championship winning
Driver was competing in
a Turbocharged Datsun
200B Monster 4 years
ago!!*

GRADE 1:

1. R. Hendrickson	R. Hendrickson	L. Hendrickson
2. M. Price	M. Roach	M. Price
3. P. Marcovich	P. Marcovich	C. Taylor
4. W. Tegg	D. Brown	W. Tegg
5. I. Stewart	M. Coote	I. Stewart
6. Christian Auto-sports Car Club/ G. Kahler	G. Kahler	T.D.H.
7. R. Reid	R. Reid	L. Garth
8. G. Batts	G. Batts	J. Hall

Way back then.

NOW!! (What changes)

Datsun 1600	_____	
Datsun P510	_____	Mazda 323 4wd
Ford	_____	Subaru RX-Turbo
Nissan Stanza	_____	Subaru RX-Turbo
Datsun 200B	_____	Mazda 323 4wd
Escort	_____	Mazda 323 4wd
Mazda RX2	_____	Volvo 360GLT
Gemini	_____	Isuzu PF60 ZZ

GRADE 2:

9. I. Boettcher	G. Mansford	D. Payne
10. P. Henningsen	B. Mann	I. Young
11. H. Jory	N. Jory	H. Walker
12. T. Garbett	T. Garbett	P. Garbett

Mazda RX7	_____	Circuit Racer
Datsun 180B	_____	
Mazda	_____	MazdaRX2 (still?)
Datsun P510	_____	

GRADE 3A

13. K. Taylor	K. Taylor	D. Ambrose
14. P. Graham	P. Graham	T. Best
15. Mazda Centre Springwood	H. Kabel	T. Kabel
16. L. Gatton	L. Gatton	K. Morrison
17. P. Lockhart	P. Lockhart	N. Bruce
18. A. McGraa	A. McGraa	R. Cullen

Mazda RX3	
Datsun	
Mazda 323	
Datsun 1600	
Isuzu	
Datsun 1600	

GRADE 3B

19. R. Bailey	R. Bailey	E. Bailey
20. D. Fisher	D. Fisher	G. Offer
21. G. Lilley	G. Lilley	L. Tindal
22. Mazda Centre Springwood/ S. Kabel	S. Kabel	T. Tipper
23. R. Faldt	R. Faldt	T. Smith
24. W. Parker	W. Parker	C. Michel

Mitsubishi	
Mazda R100	
Mazda RX3	
Mazda RX4	
Escort	_____ There I am!!!!
Nissan Stanza	

GRADE 4

25. P. Ball	P. Ball	M. Ball
26. J. Shirley	J. Shirley	N. Shinn
27. S. Bailey	J. Spencer	P. Healy
28. G. Gray	T. Gray	A. Verrall
29. P. Johnson	P. Johnson	L. Streitberg
30. M. Scott & N. Farmer	M. Scott	N. Farmer
31. I. Reddiex	I. Reddiex	R. Perry
32. D. Milner	D. Milner	W. Hickey
33. R. Dunn	R. Dunn	D. Gibson
34. J. O'Brien	J. O'Brien	M. Robertson
35. A. Hill	A. Hill	T. Hill
36. S. McCabe	G. McCabe	J. McCabe

Datsun 1600	
Mazda Sedan	
Datsun 1800	
Datsun 1600	_____ Tony Gray was a nov???
Datsun 1600	_____ Our fav. ex-Editor
Datsun 2000	
Mazda	_____ Peugeot 205GTI
Cortina	
Datsun P510	
Datsun P510	
Mazda RX3	
Citroen	

37. Northern Districts Sporting Car Club/
P. Scharf

P. Scharf	D. Hill
-----------	---------

Corolla

38. Qld. Light Car Club/H. Simpson

M. Simpson	R. Reddiex
------------	------------

Escort _____ BSCC's resident plumber

39. M. Griffith

M. Griffith	D. Renwick
-------------	------------

Datsun 1600 _____ Ford Laser Sports

40. B. Cook

B. Cook	T. Blake
---------	----------

Mazda RX3 _____ Mazda RX2 (now PRC)

41. M. Bailey

M. Bailey	H. Veritt
-----------	-----------

Mazda _____ Isuzu PF60

42. B. Morrison

B. Morrison	T. Lewis
-------------	----------

Escort _____ Terry was a navy????

43. P. Minnow

P. Minnow	G. Krause
-----------	-----------

Datsun 1600 _____ G. Krause now a driver (PRC Colt)

44. Northern Districts Sporting Car Club/
D. Feron

D. Feron	T. Gusterson
----------	--------------

Datsun 1600 _____ Dave used to be a nov

45. R. Burns

R. Burns	C. Smith
----------	----------

Mazda RX2 _____ Toyota Corolla KETO

46. W. Keeley

W. Keeley	P. Funke
-----------	----------

Datsun 1600

47. B. Dummett

B. Dummett	L. Gower
------------	----------

Datsun

48. P. Coleman

P. Coleman	I. Hamwood
------------	------------

Datsun 1900 _____ Phil also was a nov??

49. Qld. Light Car Club/K. Barr

K. Barr	K. Paulsen
---------	------------

Escort

50. H. Potts

H. Potts	L. Nortimer
----------	-------------

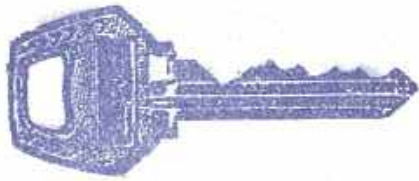
Lancer _____ Harvey's come a fair

51. J. Pilgrim

J. Pilgrim	H. Burger
------------	-----------

Fiat 124 _____ Ever faithful Jim !!

John Barnes & Co (Qld)



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RESULTS

CAR NO.	ENTRANT/DRIVER	HEAT 1	HEAT 2	HEAT 3	HEAT 4	TOTAL	POSITION	CLASS	O/R
118	A.EGGINS/ANTHONY EGGINS	DNF							
124	J.ADNES/JIM ADNESS	3.21	3.15	3.13	3.07	12.56	2		2nd
137	P.COLLINS/MICHAEL COLLINS	3.23	3.19	3.13	DNF 1st				
137A	P.COLLINS/MITCHELL COLLINS	3.42	3.27	4.37	DNF gear				
144	J.SVENSON/LAURENCE SVENSON	3.19	3.16	3.08	3.06	12.49	1		1st
1105	W.CAMBIE/WAYNE CAMBIE	DNF	3.24	3.21	3.22				
1144	P.MULHOLLAND/PAUL MULHOLLAND	3.51	3.43	3.36	3.36	14.46	3		12th
1144A	P.MULHOLLAND/KEITH MULHOLLAND	3.51	DNF	3.49	3.37				
216	G.GILKES/GRAHAM GILKES	3.37	3.36	3.54	DNF				
239	R.LANGE/RON LANGE	3.27	3.32	3.14	3.23	13.36	2		4th
256	L.ZIVEC/LANCE ZIVEC	3.29	3.20	3.23	3.14	13.26	1		3rd
2210	D.MACARTHUR/DONALD MACARTHUR	3.40	DNF	3.43	DNF				
2210A	D.MACARTHUR/RUSSELL MACARTHUR	3.57	3.44	3.40	DNF				
2271	A.FEHLHABER/ANTHONY FEHLHABER	3.33	3.28	3.14	3.35	13.50	3		5th
2271A	A.FEHLHABER/MICHAEL FEHLHABER	3.47	3.32	DNF					
340	S.HILTON/STEPHEN HILTON	3.39	3.28	DNF					
365	J.WILLIS LYNCH/JONATHON WILLIS-LYNCH	4.21	4.26	4.00	4.08	16.55	2		15th
376	G.DIEHM/GEOFF DIEHM	DNF							
377	A & G NICOLL/ALAN NICOLL	3.41	3.34	3.36	DNF				
377A	A & G NICOLL/GREG NICOLL	3.45	3.41	3.33	4.28	15.27	1		14th
444	N.TAYLOR/NEV TAYLOR	3.33	3.32	3.33	3.28	14.06	1		9th
444A	N.TAYLOR/GEORGE CROUCHER	3.41	3.27	3.39	3.20	14.07	2		10th
708	K.SMITH/KEN SMITH	3.43	DNF						
765	D.SMITH/DARRYL SMITH	4.12	4.11	4.23	4.10	16.56	1		16th
809	N.MARSHALL/NEVILLE MARSHALL	3.53	4.00	DNF					
943	J.BRIXEY/JOHN BRIXEY	3.32	3.30	3.32	3.22	13.56	2		7th
943A	J.BRIXEY/DAVE BLACKMORE	3.32	3.27	3.30	3.23	13.52	1		6th
990	K.WHITE/KEV WHITE	3.41	3.30	3.30	3.23	14.04	3		8th
999	G.SMITH/GRAHAM SMITH	3.41	3.35	3.38	3.36	14.30	4		11th
999A	G.SMITH/PETER SMITH	*4.26	3.46	3.33	3.32	15.17	5		13th

*includes 1 min penalty for short-cutting

FIRST OUTRIGHT: CAR 144 LAURENCE SVENSON 12 mins 49 sec.

Most Improved Driver on the Day: CAR 1144 PAUL MULHOLLAND.

Congratulations to Laurence Svenson on winning the inaugural "BIG CART TRACK SHORT COURSE" as I am sure there will be more events at this venue.

I wish to thank Tracey and Ainsley Mackay, Ann Blackburn, Martin Gibson and Esme Gibson for looking after timing and scoring. Viv Gibson, Tom Stevenson, Julie Abrahamson and Steve Abrahamson and Jim Sams, Rod Brand and Dave Westwood and the people who helped set-up the track on Saturday. I also thank Custom Off Road Components for the scrutineering venue and the Big Cart Track for allowing us to use their property.

Rod Sams

Clerk of Course.



A BIG THANK YOU TO ROD SAMS FOR DIRECTING THE BIG CART TRACK SHORT COURSE ON THE 14TH AUGUST - IT INVOLVED A LOT OF TIME ORGANISING THE TRACK, TRACK LICENCE, ETC. ETC. A GOOD DAY WAS HAD BY COMPETITORS AND SPECTATORS. THANK YOU ROD.

THE MAPLETON STAGES
(Round 2, Hella Rally Series)

Editor Smith has decided to throw objectivity out the window and has asked me to write a bit on the Mapleton Stages, an event which I happened to direct!

I had already volunteered to direct an event when the Hella Series was reborn for 1988 so it made sense that the event would become a round of the series.

We were going to be the last round but with the various date changes, due mainly to bad weather, we became round 2. One of my aims for my rally was to try and use some shire roads, or at least top quality roads that wouldn't destroy some of the fairly rudimentary rally cars that compete at the lower end of the sport. It is also my basic philosophy that rally roads should be as smooth as possible.

Of we went in a Westerly direction and we found a suitable distance of fast-into-medium road that seemed ideal. Ideal it was alright as D. Brown had already discovered in his surveying for the Caltex! DAMN, DAMN, DAMN.

Following a suggestion from Tony Best of the West we headed for Mapleton and found enough road for about 43 km's of competitive rallying. It was all forestry road except for 2 km's (right smack in the middle) of shire road. Fortunately the Maroochy Shire Council, in their infinite wisdom, gave us permission to use the bit of road so it was all go.

A total of 36 entries were received: a little disappointing considering the \$40 entry fee and cheap running costs. I thought everyone was screaming for cheap rallies!?! Any way there were enough desperates entered to make an event even without round one winner Marc Roach who was in Europe teaching Stig a few facts on how to handle 4WD's I believe.

The very rapid David Johanson in the horny (sorry but there's no other word more suitable) Nissan Gazelle was car 1 with Greg Summerville in a new Datsun seeded at position two. Greg has sold his 1600 and has done a deal with Craig Reid to run the ex-Roach 1600 for the remainder of the series. At scrutineering on the Thursday before the event the car had no engine or box, no seats, dash, fuel tank, floor in the boot and Paul Mason was busy rewiring the whole thing!!

Ex-New South Welshman Greg Poole was seeded at three due to his rapid performance in the 4GY and Viv Gees and the mighty Falcon were to start at four.

We, the organising team, arrived on the Saturday (it was a Sunday event) and set up all the sections in what was nothing more than a bit of a drizzle.

I was woken up by the downpour sometime during Saturday night and it continued while we drove out to the venue in the morning. A crew were despatched to check out the only bit of doubtful road and reported back that it was 'no go'.

This threw everything into chaos but I knew we could get an event using all the well formed roads. After much re-routing we combined two sections into one and got a fast 12km piece of road. Section one we used as originally planned.

Johanson turned out to be a non-starter due to a failed clutch so it was left to Summerville/Darch to attack the roads first. Well they must have attacked pretty hard because they ran out of fuel in the first section!! One can only imagine the frustration felt by this crew after finishing the vehicle at 2.00am on the rally morning and then for such a thing to happen. It's all part of the rich tapestry of life I suppose. The pace was set by Poole with an 8.00 run, 11 seconds ahead of the Dummett Datsun who was just ahead of Errol Bognuda on 8.13 and Harvey Potts on 8.14. Wayne Lemon got about 2 km's and crashed and Darrin Clark had a minor roll in his Datsun. While crews were contesting this section we were busy organising section two and Jim Pilgrim was doing his utmost to calm the seething masses of spectators with his rhetoric.

We got them underway and this time it was Bognuda who set the pace with a time of 9.13 for the 12 km's, just 2 sec's ahead of Poole who was a further 2 sec's ahead of Jim Rose/Peter Garbett who's run ended here with a dead gearbox.

Dummett and Henk Kabel nudged the bank at the spectator point and the Pott's Celica broke an axle which put him out of the event.

After a service, crews lined up to run over the section again with Poole leading from Bognuda on totals with Dummett third.

THE MAPLETON STAGES (Cont.)

The minimum time of 9 mins was achieved by both Bognuda and Dummett on the third section with Poole third fastest on 9.13 and Gary Marshall/Ian Goldsworthy on 9.30 in their Datsun 1600.

This made Poole and Bognuda dead equal using the ¼ minute system but on countback for the purpose of awards Poole became the winner. We ended up with 33 km's comp. distance which was better than postponing or cancelling and I think everyone enjoyed what they did. I reckon it was a great bit of road.

I'd like to thank these people, in no particular order, who contributed in some way to the event; Tom Smith, Esme Gibson, Brett Wright, Kym Smith, Gary McLean, Christine McLean, Christine Fuller, Mathew Simpson, Greg Tebble, Susy Scullin, Micheal Bailey, Pete Smith, Kerry Payne, John Goasdoue and Friend, Jim Pilgrim and family, Tony Kellock and Friends, Ron Van Opstal, Chris Thompson and Friends, Brett Archer and Friend, Brian Everett and navigator, Ron Burns, Craig Smith, Del Garbett, Peter Garbett, Paul Mason, Greg Summerville and a special thanks to Don and Sandy Milner who did scrutineering on the Gold Coast as well as in Brisbane and at the venue on the day in the wet! It was Bohn's first scrutineering effort and it was good to see a thorough job done. I'd also like to thank Peter Leeson from the forestry dept!, Mike Lindsay from Maroochy Shire and Peter Boyd from the Mapleton P&C Assoc. Also Ray and Nuggett's farms we went passed!

And if I've forgotten you thanks to you too.

Pete Johnson

RESULTS

1 Greg Poole/Mathew Ruggles	DATSUN 1600	1.30	A
Errol Bognuda/D. Bognuda	MITSUBISHI GALANT	1.30	B
3 Bruce Dummett/Ian Mogg	DATSUN 1600	2.15	A
4 Gary Marshall/Ian Goldsworthy	DATSUN 1600	3.15	A
5 Brian Fackrell/Greg Donald	FORD CORTINA	4.00	C
6 David Bates/Brett Newman	DATSUN 1600	4.15	C
Jim Guest/Gordon Bishop	HOLDEN TORANA	4.15	D
8 Barry Cook/Dave Ambrose	MAZDA RX2	4.30	A
John Vandersee/David Savage	DATSUN 1600	4.30	C
Matt Pinn/Darren Barlow	DATSUN 1600	4.30	D
11 Glen Bell/Kate Crandell	FORD ESCORT	4.45	D
12 Andrew Dodkins/Wesley Mortenson	FORD ESCORT	5.30	B
Spencer Yarrow/Derek Yarrow	HOLDEN TORANA	5.30	C
14 John Careless/Andrew Crawford	DATSUN 1600	5.45	C
Henk Kabel/Darren McDowell	MAZDA RX7	5.45	B
Shane Smithies/Connie Smithies	CITROEN GS	5.45	C
17 Phillip Hutchison/Neil McNeil	DATSUN 1600	6.30	D
18 Paul Thatcher/Peter Jones	FIAT	7.00	C
Tim Wilson/David Cummins	DATSUN 1600	7.00	D
20 Ian Bilston/Gary Bailey	DATSUN 1600	8.00	D
21 Gary Hewson/David Muir	MITSUBISHI LANCER	8.45	C
22 Trevor Wilson/Ben Jones	MAZDA 1300	9.00	D

In the original results the Yarrow's time was added up wrongly. These results are correct



OFF ROAD CHAMPIONSHIP

1	LAURENCE SVENSON	11	11	22
2	WAYNE CAMBIE	5	10	15
= 3	ROBERT MOWBRAY	11		11
	JANELLE SVENSON		11	11
	STEVE ABRAHAMSON		11	11
	ROD BRAND		11	11
= 7	DOUG McWILLIAM	10		10
	PAUL ATKINSON		10	10
= 9	ED van AMSTEL	9		9
	JOHN BRIXEY	6	3	9
	LANCE ZIVEC		9	9
	DAVID MORRISON		9	9
=13	DOUG McMILLAN	8		8
	JEFF SHEPHERD		8	8
	TRACEY SMITH		8	8
=16	TOM STEVENSON	7		7
	CRAIG BROWN	7		7
	TERRY ROSE		7	7
	MAUREEN ROSE		7	7
	SHANE TURNER		7	7
=21	ROWAN CLARKE	6		6
	TANYA SMITH		6	6
=23	DENNIS DENNING	5		5
	GRAHAM GILKES		5	5
	PAUL GILKES		5	5
	DAVID ELLSWORTH	1	4	5
=27	BILL SHARPE	4		4
	JOHN de VRIES	4		4
	JAMES CORBETT		4	4
=30	MARK GAMER	3		3
	GREG HORTON	3		3
=32	RON LANGE	1	1	2
	BRIAN FIELD	1	1	2
	ALAN NICOLL	1	1	2
	GREG NICOLL	1	1	2
	KEN SMITH	2		2
	TOM ORCHER	2		2
	DARREN HYLAND		2	2
	GRAHAM SMITH	1	1	2
	LES MARSHALL		2	2
=40	ED HOPKINS	1		1
	IAN BAKER	1		1
	BRIAN MIDDLETON	1		1
	SHANE OTWAY	1		1
	TREVOR ROBINSON	1		1
	ZANE MURRAY	1		1
	GRAHAM SMITH	1		1
	DON MacARTHUR		1	1
	RUSSELL MacARTHUR		1	1
	PETER WARDROP		1	1
	BERNIE MOWEN		1	1
	TOM EUSTACE		1	1
	RUSSELL HARTNETT		1	1
	LEE WILLIAMS		1	1
	ROBERT LINNEWEBER		1	1
	BRENDAN LINNEWEBER		1	1
	DANNY RUSSELL		1	1
	KYLIE DAVISON		1	1
	LYN MacARTHUR		1	1
	BRIAN KENNEDY		1	1
	BRIAN BOWLEY		1	1

NIGHT RUN CHAMPIONSHIP

= 1	TOM SMITH	11	11	11	33
	ALAN McCONNELL	11	11	11	33
	ZOE HARRISON	11	11	11	33
= 4	RON BURNS	11	9	11	31
	KERRY PAYNE	11	9	11	31
	CAM NIELSON	11	9	11	31
	JULIE NIELSON	11	9	11	31
8	GREG TEBBLE	11	11	7	29
= 9	GARY McLANE	11	9	7	27
	CHRIS McLANE	11	9	7	27
=11	MATT SIMPSON	11	5	7	23
	BRETT WRIGHT	5	11	7	23
13	KYM SMITH	11		11	22
14	CHRIS LANE	5	5	7	17
=15	DAVID JAMIESON	5	11		16
	KATHRYN JAMIESON	5	11		16
17	TONY KELLOCK	11			11
=18	ALAN CONWAY		9		9
	SEAN CONWAY		9		9
=20	PETER CALVERT	5			5
	PHIL ARMSTRONG	5			5

RALLY CHAMPIONSHIP

= 1	DENNIS BROWN	11		
	JOHN HALL	11		
	ERROL BAILEY	11		
	BRIAN SWINTON	11		
= 5	GEORGE KAHLER	10		
	TONY BEST	10		
= 7	PETER MARCOVICH	9		
	GREG WEALE	9		
9	MARTIN DARCH	8		
10	JOHN GOASDOUE	7		
=11	NEIL JORY	6		
	HUGH WALKER	6		
13	IAN REDDIEX	5		
14	TERRY O'KANE	4		
=15	RUSSELL REID	3		
	CHRIS LANE	3		
=17	RICHARD ANDERSON	2		
	DAVID UNDERWOOD	2		
=19	VIVIAN GEES	1		
	NOEL GEES	1		
	TONY KAREL	1		
	TONY KELLOCK	1		
	KEVIN LINGARD	1		
	DAVID CRANE	1		
	TREVOR FRISWELL	1		
	RONNIE BURNS	1		
	CRAIG SMITH	1		
	TONY GARVEY	1		
	LAURIE GARTH	1		
	JIM PILGRIM	1		

CLUB CHAMPNSHP

= 1	L SVENSON	22
	T SMITH	22
= 3	A McCONNELL	11
	Z HARRSN	11
	D BROWN	11
	J HALL	11
	E BAILEY	11
	B SWINTON	11
	G POOLE	11
	P JOHNSON	11
	R SAMS	11
12	W CAMBIE	10
=13	R BRAND	9
	R MOWBRAY	9
	J SVENSON	9
	S ABRHAMSON	9
=17	J NIELSON	8
	R BURNS	8
	K PAYNE	8
	C NIELSON	8
=21	G KAHLER	7
	T BEST	7
	L ZIVEC	7
=24	D AMBROSE	6
	J ADNESS	6
=26	D McWILLIAM	5
	P ATKINSON	5
	P MARCOVICH	5
	G WEALE	5
=30	G TEBBLE	4
	J BRIXEY	4
	H KABEL	4
	D McDOWALL	4
	S SMITHIES	4
	C SMITHIES	4
=36	Ed van AMSTEL	3
	DAVID MORRISON	3
	GARY McLANE	3

OFF ROAD CHAMP (CONT)

=40	GREG BARBE	1	1
	DARRYL SMITH	1	1
	BRUCE CROWE	1	1
	STEVE RENN	1	1

SPEED EVENT CHAMPIONSHIP

= 1	GREG POOLE	11	11
	PETER JOHNSON	11	11
	TOM SMITH	11	11
	LAURENCE SVENSON	11	11
	ROD SAMS	11	11
= 6	DAVE AMBROSE	10	10
	JIM ADNESS	10	10
= 8	HENK KABEL	9	9
	DARREN McDOWALL	9	9
	SHANE SMITHIES	9	9
	CONNIE SMITHIES	9	9
	LANCE ZIVEC	9	9
13	RON LANGE	8	8
14	ANTHONY FEHLHABER	7	7
15	DAVE BLACKMORE	6	6
16	JOHN BRIXEY	5	5
17	KEV WHITE	4	4
18	NEV TAYLOR	3	3
19	GEORGE CROUCHER	2	2

LADIES CHAMPIONSHIP

= 1	CONNIE SMITHIES	11
	JANELLE SVENSON	11
	ZOE HARRISON	11
= 4	TRACEY SMITH	10
	KERRY PAYNE	10
	JULIE NIELSON	10
7	MAUREEN ROSE	9
= 8	TANYA SMITH	8
	KYM SMITH	8
=10	KYLIE DAVISON	7
	KATHRYN JAMIESON	7

CLUB CHAMP (Cont)

= 36	CHRIS McLANE	3
	MARTIN DARCH	3
= 41	JOHN GOASDOUE	2
	CHRIS LANE	2
	TONY KELLOCK	2
	RON LANGE	2

RESULTS OF NAVIGATIONAL NIGHT RUN SATURDAY 20TH AUGUST 1988
ORGANIZED BY CAMERON AND JULIE NEILSEN.

1.	KERRY PAYNE/CHRIS LANE	11 POINTS	(not included in point score for B.S.C.C championships)
= 2	PETER D SMITH/JODY SMITH	10	
	ROBIN BERARDO/I.BERARDO	10	
4	GRAHAM SMITH/EADIE SMITH	8	
=5	TRACY SMITH/ANTHONY FEHLHABER	7	
	PAUL PYYVAARA/PAUL GRAY	7	

THE NIGHT RUN STARTED AT THE CLUBROOMS AND TRAVELLED OVER ROADS IN THE MOGGILL AREA. THE RUN WAS REASONABLY STRAIGHT FORWARD BUT THE QUESTIONS WERE DESIGNED TO END UP WITH A DISTINCT WINNER - AS THEY DID, ALTHOUGH SOME PEOPLE TOOK THEIR TIME.

THE ONLY DISCREPANCY WAS REGARDING THE "JUNGLE JIM'S PLANT NURSERY", BUT CAM AND JULIES STOOD FIRM ON THEIR DECISIONS.

EVERYBODY ENJOYED THEMSELVES, BUT A CERTAIN CREW ARRIVED BACK LATER THAN EXPECTED. UNFORTUNATELY NO-ONE WAS WAITING THERE FOR THEM. THEY ARE STILL CONSIDERED FINISHERS HOWEVER!!

=====

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THE SEAGULLS RALLY 1988

With a title like that it was pretty obvious just who the major sponsor of this event was. Director Roger Collins and his team from Gold Coast Tweed Motorsporting Club had pulled off something of a coup by getting that big moneymaker, the Seagulls Football Club of Tweed Heads to part with some of their hard earned (?) cash to sponsor this inaugural Seagulls Rally.

For a change to the normal run of the mill rallies everyone in Qld is used to, the organizers decided to use some roads in northern NSW with a base at the showground in Kyogle. There is some lovely mountainous scenery in that region and the rally consisted of a total length of 345 kilometres with 161 kilometres of competitive roads.

Unfortunately due to the closeness of the event's date to that of the ill-fated Caltex-CXT Queensland Rally (At that stage everyone thought the Rally was still on -ED), the entries were a little disappointing with only 31 received, of whom 6 were doomed not to start.

Saturday 16 July was fine though and a line of cars (some new and unfamiliar to us Banana benders) decked the field of Seagulls Football ground No. 2. The looming battle between Murray Coote and the quick New South Welshman Martin Quinn did not eventuate, leaving the local boys, particularly Rob Bell as favourites. Our own John Goasdoue was there and, being an ex-gold Coast boy, was hoping to do well. Stewie Ried and Bruce Bummett were not far away, and as we found out they were to pretty well dominate the event. (About time Stewart had some Good Luck!!).

This Rally was a little unusual in that a number of cars who are uneligibile to run in Qld events due to their wheelarch extensions (i.e. flares) were present and encouraged to compete?? (Who Knows??-ED).

There were still about 6 cars entered under PRC regulation although there were no class prizes, just a massive cash award for first PRC. Most classes were represented however, with 1 class 4, 2 class 3's, 1 Class 2 and 2 Class 1's.

The first special stage was to be run over a rather-iffy road next to the river (adjacent to someone's Oyster license) and was obviously spectator oriented. Unfortunately there was a rather boggy stretch which was to delay a few cars, young John Goasdoue being one of the casualties.

This first section was not indicative of the rest of the rally though as massive horsepower and gluggy slush riverbanks get you nowhere. However, once the grunTERS found solid ground, they started to pull away to proved impossible to catch.

STAGE 1

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1	2.35	COLLINS	13	2.52	PINN
2	2.36	DUMMETT	14	2.53	FERGUSON
3	2.37	CONVERY	15	2.56	WALLER
4	2.38	KRAUSE	16	2.58	WILSON
5	2.42	REID	17	3.00	T. KABEL
6	2.43	BURNS		3.00	SKINNER
7	2.47	R. BELL	19	3.03	PEARCE
	2.47	G. BELL	21	3.07	HEWSON
9	2.48	MITCHELL	21	3.13	LEWIS
10	2.49	COLEMAN	22	3.15	CROSS
	2.49	HALPIN	23	3.16	CLARK
	2.49	TAYLOR	24	17.33	GOASDOUE
			25	41.41	STANMORE

STAGE 2

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1	1.59	REID	12	2.19	T. KABEL
2	2.02	DUMMETT	13	2.20	COLEMAN
3	2.04	R. BELL		2.20	CROSS
4	2.08	MITCHELL	15	2.21	CONVERY
5	2.09	FERGUSON	16	2.23	STANMORE
6	2.11	COLLINS	18	2.24	LEWIS
7	2.12	TAYLOR		2.24	KRAUSE
8	2.14	HALPIN	20	2.26	WILSON
9	2.17	PINN		2.26	SKINNER
10	2.18	GOASDOUE	22	2.30	PEARCE
	2.18	G. BELL	23	2.32	BURNS
			24	2.33	CLARK
			25	2.51	WALLER
					HEWSON

STAGE 3

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1	12.39	COLLINS	14	13.52	TAYLOR
2	12.44	GOASDOUE	15	13.57	LEWIS
3	12.46	REID		13.57	G. BELL
4	12.52	DUMMETT	17	14.05	PEARCE
	12.52	MITCHELL	18	14.14	CROSS
6	13.06	FERGUSON		14.14	WILSON
7	13.08	R. BELL	20	14.30	STANMORE
8	13.16	HALPIN	21	14.46	KRAUSE
9	13.33	PINN	22	14.47	WALLER
10	13.37	CONVERY	23	14.56	HEWSON
11	13.43	T. KABEL	24	15.18	COLEMAN
12	13.44	BURNS	25	15.24	CLARK
13	13.49	SKINNER			

STAGE 4

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1	4.58	COLEMAN	15	5.33	SKINNER
	4.58	FERGUSON	16	5.35	BURNSIE
3	5.01	REID	17	5.36	CROSS
4	5.02	COLLINS	18	5.42	WILSON
5	5.05	GOASDOUE		5.42	G. BELL
6	5.07	DUMMETT	20	5.43	PEARCE
7	5.08	MITCHELL	21	5.46	KRAUSE
8	5.17	R. BELL		5.46	STANMORE
9	5.22	CONVERY	23	6.02	CLARK
10	5.23	HALPIN		6.02	WALLER
	5.23	T. KABEL	25	6.13	HEWSON
12	5.27	LEWIS			
13	5.29	TAYLOR			
	5.29	PINN			



YES, FOLKS THIS IS THE BOG ON THE FIRST STAGE NEAR SEAGULLS. WHAT A MULCH!!!!!!!!!!!!

DIVISION 1 SUB-TOTAL

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1	22.27	COLLINS	14	24.48	SKINNER
2	22.28	REID	15	25.00	LEWIS
3	22.37	DUMMETT	16	25.17	PEARCE
4	22.56	MITCHELL	17	25.18	WILSON
5	23.06	FERGUSSON	18	25.25	COLEMAN
6	23.16	R. BELL		25.25	CROSS
7	23.42	HALPIN	20	25.34	KRAUSE
8	23.57	CONVERY	21	26.18	WALLER
9	24.11	PINN	22	27.07	HEWSON
10	24.22	TAYLOR	23	27.14	CLARK
11	24.25	T. KABEL	24	37.40	GOASDOUE
12	24.32	BURNSIE	25	64.20	STANMORE
13	24.44	G. BELL			

SPECIAL STAGE 5

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1	24.53	REID	12	28.38	CROSS
2	25.28	GOASDOUE	13	28.41	TAYLOR
3	25.33	DUMMETT		28.41	PEARCE
4	25.53	MITCHELL	15	29.36	BURNS
5	25.55	COLLINS	16	29.49	KRAUSE
6	26.34	R. BELL	17	30.19	G. BELL
7	27.09	HALPIN	18	30.42	HEWSON
8	27.37	CONVERY	19	31.29	PINN
9	27.59	T. KABEL	20	32.16	WALLER
10	28.03	SKINNER	21	33.07	CLARK
11	28.11	LEWIS	22	33.18	STANMORE

SPECIAL STAGE 6

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1	25.33	REID	11	30.07	SKINNER
2	25.58	DUMMETT	12	30.14	KRAUSE
3	26.20	COLLINS	13	30.52	CLARK
4	27.05	CONVERY	14	31.03	STANMORE
5	27.13	HALPIN	15	31.40	WALLER
6	27.40	T. KABEL	16	31.56	G. BELL
7	28.47	CROSS	17	32.28	HEWSON
8	29.37	TAYLOR	18	33.23	R. BELL
	29.37	PINN	19	37.38	MITCHELL
10	29.46	BURNS	20	71.58	PEARCE



GOASDOUE/ WESCHE ROCKET PAST 'SEAGULLS'

SPECIAL STAGE 7

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1	9.47	REID	11	10.59	HALPIN
2	9.57	DUMMETT	12	11.11	BURNS
3	10.05	MITCHELL	13	11.32	KRAUSE
4	10.09	R. BELL	14	11.48	STANMORE
5	10.23	T. KABEL	15	12.04	CLARK
6	10.24	CONVERY	16	12.05	HEWSON
7	10.33	COLLINS	17	12.36	WALLER
8	10.41	CROSS	18	13.19	G. BELL
9	10.48	PINN	19	15.33	SKINNER
10	10.52	TAYLOR			

SPECIAL STAGE 8

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1	4.57	REID	11	5.40	PINN
2	5.01	MITCHELL	12	5.48	BURNSIE
3	5.06	COLLINS	13	5.51	KRAUSE
4	5.08	HALPIN	14	5.53	CLARK
5	5.13	DUMMETT	15	5.54	G. BELL
6	5.15	T. KABEL	16	5.57	WALLER
7	5.23	R. BELL	17	6.03	HEWSON
8	5.28	CONVERY	18	8.03	STANMORE
9	5.29	CROSS	19	42.59	TAYLOR
10	5.39	SKINNER			

SPECIAL STAGE 9

<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>	<u>POSN</u>	<u>TIME</u>	<u>DRIVER</u>
1	25.09	REID	10	30.01	TAYLOR
2	25.22	MITCHELL	11	30.30	KRAUSE
3	26.32	DUMMETT	12	31.00	HEWSON
4	27.14	CONVERY	13	32.09	STANMORE
5	27.21	R. BELL	14	32.18	CLARK
6	27.28	PINN	15	34.34	SKINNER
7	27.53	T. KABEL	16	41.26	HALPIN
8	28.14	CROSS	17	56.03	G. BELL
9	29.09	BURNSIE	18	61.57	WALLER

RESULTS

<u>OUTRIGHT PLACING</u>	<u>TIME</u>	<u>DRIVER/NAV.</u>	<u>CAR</u>	<u>CLASS AGENDA</u>
1	112.49	Stewart Reid/Ian Hamwood	Datsun 1600	1st O/R 1st G2
2	115.50	Bruce Dummett/Ian Mogg	Datsun 1600	2nd O/R
3	121.45	Kevin Convery/John Murphy	Galant	3rd O/R 1st G4
4	123.35	Tony Kabel/Kelvin O'Shea	Mazda RX-7	1st PRC
5	126.06	Rob and Jan Bell	Escort	1st G1
6	127.14	Rod Cross/Darren McDowall	Suzuki Swift GTi	
7	130.02	Ron Burns/Greg Tebble	Toyota Corolla KETO	1st G3
8	130.55	Gary Mitchell/Geoff Reid	Mazda R100	
9	130.58	Matt Pinn/Darren Barlow	Datsun 1600	1st G5
10	134.45	Geoff Krause/Steve Ross	Colt	
11	135.37	Bob Halpin/Mike Patricks	Datsun 1600	
12	138.44	Rex Skinner/John Handebo	Datsun 1600	2nd G5
13	140.25	Gary Hawson/David Muir	Lancer	3rd G5
14	141.28	Darren Clark/Vic Stiller	Datsun 1600	
15	162.15	Glenn Bell/Neville Hawkins	Escort	
16	166.32	Mark and Lynette Taylor	Capella	
17	170.44	Paul Waller/Howard Singleton	Escort	
18	184.41	John Stanmore/Phillip Ford	Datsun 1600	

TELEPHONE NUMBERS

HOME WORK

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PROPOSED CALENDAR

SEPTEMBER 6TH BOARD MEETING 7.30 P.M. B.S.C.C. CLUBROOMS
SEPTEMBER 7TH RALLY NIGHT
SEPTEMBER 14TH CLUB NIGHT OFF ROAD VIDEOS - start 8 pm
SEPTEMBER 21ST KERRY'S KLEVER KNIGHT RUN... 8 P.M. BSCC CLUBROOMS
SEPTEMBER 24/25 BAILEY POWERLINES RALLY - SEE ARTICLE IN MAG.
SEPTEMBER 25TH MOTORKHANA NORTHSIDER'S HERE'S YOUR CHANCE!!!!!!
SEPTEMBER 28TH CLUB NIGHT

FORTHCOMING DATES:

22/23RD OCTOBER BICENTENNIAL JEEP 300 - TARA AORC/QORC
27TH NOVEMBER SHORT COURSE MUNDOOLUN
3/4 DECEMBER KEEMA CLASSIC - GALLANGOWAN.



• Exciting rally action — spectators and businesses have missed out.

State off track over rally ban

I WRITE to express my disbelief at the lack of foresight and rigid thinking displayed by our Premier Mike Ahern and Police Minister Bill Gunn in refusing local four-hour road closures in the Toowoomba area for the Caltex CXT Queensland Rally — a round of the Australian Rally Championship.

In doing so they have deprived local businesses, tourist operators and charities of tens of thousands of badly needed dollars which would have been spent by the many hundreds of people coming to the area for the event.

It must be stressed that the director of the rally had the permission and wholehearted support of the local authorities

and landholders affected by the road closures. They could see the great benefits of a national event coming to their area.

It must also be stressed that the rally was not seeking closures of major public thoroughfares — only minor local access roads were affected.

As a somewhat bleak contrast the powers in Canberra have seen the value for their area and the Australian Rally Championship round will now be held in the ACT.

One would hope that good sense will prevail and the situation will be rectified so that interstate tourists can come to our beautiful state for a similar event in 1989.

— MARTIN DARCH, Graceville.

WEDNESDAY 14th SEPTEMBER
8.00 p.m.

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