

# BRISPORT



## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA



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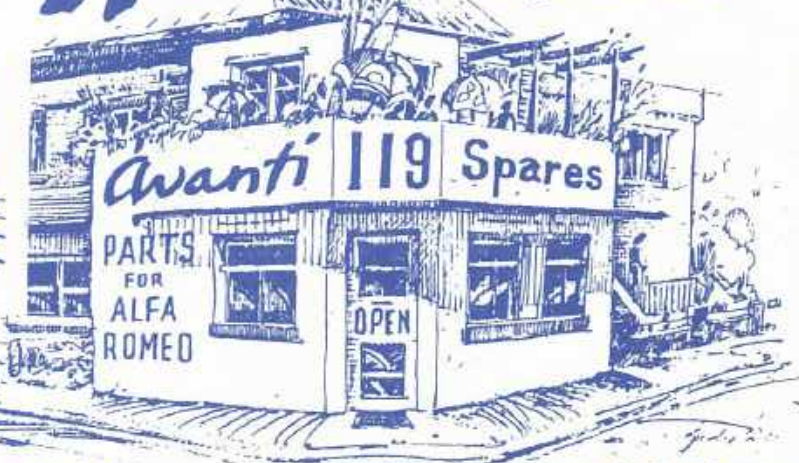
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# STARTLINE

Click, Buzz, Whirr - this item is being typed out from a dictaphone tape, hence the various strange noises and (crackle, crackle) minor bits of interference.

Ha, fooled all you gullible readers again didn't I? Some of you probably thought for a minute or so that I was into the high-tech communications area - using a dictaphone, no change!! This little writing machine puts pen to paper and, to use a famous quote, "lets the bullshit flow".

Diverting for just a moment from the confessions of my writing style(?), I'd like to take the time to point out to my legions of followers out there that I've been ripped off, and a little bit of litigation is the only answer to the blood boiling in my veins (or arteries, dependant on the direction of flow).

I know that besides Brisport, a lot of you peoples also read a certain national publication called "Auto Action". You do don't you - c'mon 'fess up. Well for those of you who have one handy, grab it. Got it? Okay, now open to page two and look what Mr Smarty-pants editor Bruce Newton calls his column - "Startline".

The cheeky bugger has stolen my glory and I feel a lot better now that I've gotten my feelings off my chest. I did actually call my column "Startline" some months before Mr Newton took on his current position. Whilst I am blowing my own horn, I hope that everyone noticed the new cover of the magazine which was printed prior to the issue of last month's publication. At the top of the page is our 1988 Rally Champ Tony Best (in the west) who scored numerous points by navigating bravely for George Kahler in last year's QRC. (The Mazda is now in new colours for those who don't know). In the Off-Road area, we had another victory to Laurie Svenson who had another great year in the off-road weapon. (Laurie also won the Club Championship).

In the Motorkhana section, we had a tie for the winners, my good friend and past editor Pete 'Naka' Johnson in his little Honda and me in my Escort had a great battle in each round of the series. Thus we have the photos of both cars in this spot. By the way, thanks to Ron Van Opstal, who supplied the photos of the Mazda, Escort and Honda.

The past month has been a little lacklustre and unfortunately, I don't have a lot to report on for you at the end of this fine month of April, apart from my birthday. (Happy Birthday to me, etc, etc.)

I have however just returned from Tasmania where I was fortunate enough to help service for Russell Reid/Chris Lane and the well-travelled Volvo. Due to an unfortunate brea kage they didn't score the points they were looking for and a fuller report on Rally Tasmania lies within.

At this point I would like to express my thanks to Pat Collins for a very well written report in last month's magazine on the Grandchester Off-Road event. If I could get one or two submissions like that every month, it would make my job a whole lot easier.

That's about all I have to say at the moment except that I have very bad news for David Johansson and Andrew Wright. They have lost the title of most awesome drool-inspiring rally car which they have held for two years with their Gazelle.

Adrian Taylor's new Sierra V6 4WD which first appeared at Tassie has just about won my heart.



## THAT FATEFUL NIGHT (RUN)

Another night run in the Club's extensive night run series was held on Wednesday, 19 April and directed by yours truly.

Unfortunately, only 4 crews again showed up to test themselves and their highly-tuned performance machinery. Although the takings from this event weren't even enough to cover the cost of the permit, the run seemed to be received fairly well by the competitors.

Admittedly, in my enthusiasm to set an interesting route I made a couple of basic errors in the instructions (like including a couple of no through roads), but most crews seemed to work out the necessary moves to make and I was pleased to not be harried or abused at night's end.

We were getting a little concerned at the non-appearance of Ian and Glenn as the night wore on and the need for coffee increased, but just as we were about to lock the doors and throw away the keys, the guys arrived with a fistful of answers.

All crews did pretty well in finding my not-very-cryptic answers but no-one scored a perfect 10. Even so, we had a winner and subsequent place-getters. Congratulations to Greg Horton and Dean Tighe for taking off the winners laurels. Actually, Dean only became an official club member moments before leaving on the run, as he definitely wanted to score points in the championship.

I would point out that the winning team did receive a beaut Fred Flintstone stamp for coming first. (I'm just an artist at heart.)

Thanks to all competing teams and as usual I apologise for any frustration or anguish that I may have caused.

See you all at the next night run. Remember, it's the 17th of May the third Wednesday of the month.

Tom Smith

### RESULTS

1st	9/10	Dean Tighe and Greg Horton	PAJERO
2nd	8/10	Ian Bremner and Glen Weston	CORONA
3rd	7½/10	Paul Pyvaara and Paul Gray	Datsun 1600
4th	3/10	Robin Berardo and Kerry Payne	Gemini



THIS ATTRACTIVE FRED FLINTSTONE  
STAMP WAS THE LOVELY PRIZE GIVEN  
TO THE LUCKY WINNERS!  
YOU COULD ALSO BE A WINNER IF  
YOU HAVE A BASH AT THE NEXT  
NIGHT RUN!!!

124 000000 711

BRISBANE SPORTING CAR CLUB PRESIDENT'S REPORT 1988

It is with pleasure that I present my second President's Report.

Overall I believe that the past year has been a very successful one for the Club. We have had new Directors emerge for both Off-road and Rally Events, these combined with our directors that faithfully return each year, have again shown that we run the most professional events in Queensland.

Venues are still a major problem for us to find and I can only repeat a plea for every member to be on the lookout for land, that would be suitable for the club to conduct events.

I would like to extend my sincere thanks to those Board Members that are standing down this year and I hope that they may find time to return to the Board in the near future.

Again this year Esme Gibson our Administration Officer has worked tirelessly for the club, well beyond the hours that she is paid for, and for this we thank her.

In closing I would like to welcome the incoming Board and ask all members to make an effort to support the club by assisting in the running of the Club's Events.

Peter Marcovich.

1989.

PATRON: The Right Honourable Alderman Sallyanne Atkinson

HONORARY MEMBERS:

Mr. Geoff Adcock	Mr. Vaughn Becker	Mr. Michael Brown
Sgt. Dennis Cross	Mr. Chris Gable	Mr. Patrick Hetherman
Mr. Chris Nixon	Miss Cathy Skippington	Miss Cathy Skippington
Mr. Alex Smith		

LIFE MEMBERS:

Life Membership was bestowed on Mr. Neville Johnson and Mr. Jim Reddiex



LIFE MEMBERSHIP

At the Annual General Meeting held last month Jim Reddiex was awarded his Life Membership. During his 15 years with the Club, Jim was President in both 1983 and 1984, whilst being Vice President in 1982. Jim has been an active Committee member for many years and has directed the Queensland round of the Australian Rally Championship - the Keema Classics - in 1986 and 1987. Prior to this he was assistant director on many occasions to name one the Hardie National Rally. In 1985 Jim introduced rallying to Gallangowan and this has been a most popular event over the years. His long and active participation in the Club activities make him worthy of Life Membership.

Congratulations Jim

We are also pleased to announce that our Honorary Auditor Neville Johnson who has been looking after the Balance Sheet etc. since 1972 has been awarded his Life Membership. Nev was a founder member of the Brisbane Sporting Car Club and since stepping down from the hurly burly of Club activity has supported the Club - he is a most worthy recipient of Life Membership.

Congratulations Nev.

+++++

1988 SPORTSMAN of the YEAR AWARD

At the recent B.S.C.C. Presentation Night, held immediately after the A.G.M. the Sportsman of the Year for 1988 was awarded.

The President, Peter Marcovich was pleased to present this award to

CAMERON NEILSEN

in appreciation of his efforts throughout the year in helping motorsport in whatever way he could - being a Control Official on practically every event we held in 1988 including the Bi-centennial Jeep 300, (after which only the whites of his and Julie's eyes could be seen). Directing Night Runs and Motorkhanas and generally being a sportsman in the true sense of the word.

Congratulations Cameron.

At the same ceremony Shane Smithies was presented with the NOVICE DRIVER for 1988 - we now look forward to watching your progress in 1989 Shane! Well done.

NEWS FLASH NEWS FLASH NEWS FLASH NEWS FLASH NEWS FLASH

Radio Station FM101 will carry full reports of every Australian Rally Championship round this year courtesy of Russell Reid Rallying and Castrol, Motorola Rentals, and Toma Electronics. These reports will feature hour by hour updates and daily summaries of how the Queensland competitors are progressing. They will also do feature interviews with Chris Lane on the weekend before and after every event. Stay tuned to FM101 for your only full rally coverage.

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## AUSTRALIAN OFF ROAD CHAMPIONSHIP - ROUND 5

There has been a lot of talk about the National, where it is being held, who is running it and who is allowed to enter. Pay no attention to any of it because nothing official has been released till NOW.

- FACT I The National is to be run on 28th/29th OCTOBER 1989
- FACT II It will be run on the northern side of Inglewood Forest
- FACT III The Event Director is Derrick Kennedy with Peter Marcovich and Ian Bond as Assistant Directors,
- FACT IV The National will be open to ALL clubs in Australia

I haven't secured a Sponsor yet, but now I have the site sorted out hopefully the sponsor will follow,

The event will be 250 - 300 kilometres long and will be run on parts of the old Kinden track and you know what that means - big straights. My aim is to get a very high finishing rate so hopefully the track will be smooth and attract a large field,

Also I am looking for the event to have a good break between laps to allow a clean run for everybody,

The pits will be located 2 km from the centre of Inglewood and camping is available,

If you would like to help us run the event in any way please contact me on 345 4555 w h or Esme on 391 881 because the more people we have the easier it will be to run,

Derrick Kennedy

---

## ROUND 2 QUEENSLAND OFF ROAD CHAMPIONSHIP

The second round of the Q.O.R.C. will be held on the 24th/25th June 1989 at Braemar Forest. Thanks to Pat Collins for offering his services to direct the event.

Having raced there before I can say that this is an event not to be missed. With the exception of a tree that moved out into the middle of the track waiting for an unexpected buggy to show up in the dust of a car that wouldn't pull the skin off a rice pudding in front of it..... But I won't say any more about that!

Also I have heard a rumour that Terry Rose is coming to embarrass some more buggies to better his fourth outright in the ute. And Lance Zivec might have finished off the baby's room and have time to work on his car but we will wait and see

D.K.

THE FOLLOWING EXCERPT IS INCLUDED TO SHOW SOME PEOPLE THE BENEFITS OF TAKING OUT PERSONAL ACCIDENT INSURANCE. NEXT TIME YOU COMPETE. THINK ABOUT IT VERY SERIOUSLY!!!!  
confederation of australian motor sport



Over the Christmas period the administration has been able to negotiate for a substantially improved Personal Accident Insurance scheme for any member who is in the unfortunate situation of being injured at an event which he is either automatically covered for, or if it is a club event (closed event) and has paid the voluntary requisite fee prior to the event.

From 1 January 1989 benefits are as follows:

Death or Total Permanent Disability	\$20,000
Temporary Total Disability	\$300/week (maximum of 104 weeks)
Ambulance cover	\$500 maximum
Hospital cover	\$200/week (must have been in hospital for 3 or more days)
Emergency Home Help	Up to \$200 per week payable for 52 weeks
Student Tutorial Expenses	Up to \$200 per week payable for 52 weeks.

Please note:

The down side is that the extra units of insurance no longer apply. The above is the only cover we offer.

In the case where entries close on the day (i.e. Motorkhana) the CAMS Steward at the event may accept payment of PAI, but strictly prior to the event starting.

Any monies collected in this way must be remunerated to the State Office as soon as possible (say by 9.30 Monday) after the event, together with full personal details of the subscriber.

---

WANTED (with a difference!!!)

MALCOLM DUNNETT a new member, who is building his own buggy, is looking for experience and is looking for a ride as a navigator - willing to help with costs of any event he takes part in. You can contact Malcolm on 268 4922 w or 356 8104 home

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BSCC.

20th March 1989

Dear Bid Ed,

Just a few words about the Off Road scene. Having attended two events in the last fortnight sort of whets the appetite. Watching the Sierra procession on the box, and some pretty hairy exercises on two wheels makes one think of getting ones overalls on again.

Only joking. Last weekend's mud bath should have led to a good number of improved complections, from the buggy brigade.

I have it on good authority that the track was quite rough. Didn't look too bad from the sidelines, but then you never get the 'feel' of a track until you actually drive it.

What was a great surprise to me was the number of class 7 & 8 cars in the event. Getting back to the good old days? I am afraid I can identify with them a lot easier. At least I can fit in most 4WD's.

Our unsung heroes - the organisers - the people who take the times - set up the track- dig the dunnies have excelled themselves again. I must admit that that the creature comforts have improved over the last few years. I didn't like the wheelie bins with seats much at all.

There were quite a few broken and bent beasts to be seen. A poor little Suzuki who looked like he had received a punch in the nose, and several buggies minus wheels etc. Cedric availed himself of the welding facilities found somewhere in the area as he had a steering problem, although from looking at him at the end of the event, maybe he would have been better off with a piece of rope on each front wheel.

All in all, the event was entertaining for us spectators, even though Hughie couldn't make up his mind whether to drown us or not.

For those who have received their Wynn's Safari Video, autographs can be obtained for a small fee from the undersigned. The only control which received much coverage was ours between Eromanga and Quilpie. The bearded one in the once white shorts and the fellow in the big hat would be pleased to supplement their income with royalties.

We have just sent off our preferences for this year's event, seeing as nobody seems to want a slightly crazy crew with unlimited <sup>four</sup> ~~four~~ wheel drive experience. All we need is the vehicle and the money. We can supply everything else.

See you next event,

Regards,





BRISBANE SPORTING CAR CLUB LIMITED - GREG CHALK MEMORIAL ENDURO - 19th MARCH 1989 1st Round Q.O.R.C. RESULTS

Vehicle Number	*Entrant/Driver/Navigator	PRO-LOGUE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	TOTAL ELAPSED TIME	CLASS	POSITION
117	*CEDRIC LOY/GEOFFREY LOY	4.17	21.43	20.42	22.56	24.20	23.14	23.04	2.15.59	2	7th
144	LAURENCE SVENSON/*JANELLE SVENSON	4.01	19.19	19.17	19.58	19.56	DNF	Broken Axle			
147	*DOUG McWILLIAM/DARYL COLE	4.44	23.35	24.34	21.55	21.23	20.55	19.56	2.12.18	1	5th
191	*JOHN GORDON/MICHAEL GORDON	5.20	23.24	DNF							
1105	*ROSS WATSON/MAURA WATSON	4.19	21.35	20.44	21.35	21.49	DNF	Torsion Bar			
1134	*ROWAN CLARKE/TANYA SMITH	4.16	22.09	27.10	27.28	21.04	DNF	Steering			
1197	*DESLEY COLLINS/ROBERTA BARBE	5.33	24.25	24.39	23.39	23.51	24.30	23.37	2.24.41	3	14th
210	*TOM STEVENSON/CRAIG BROWN	4.17	20.32	20.48	38.45	20.49	DNF				
216	*GRAHAM GILKES/PAUL GILKES/BILL HAMMOND	4.49	23.38	23.10	23.29	23.24	23.53	23.41	2.21.15	4	13th
233	*PAUL MULHOLLAND/TRACEY SMITH	4.38	22.10	22.49	23.15	23.08	22.57	22.16	2.16.35	2	10th
242	*MARK DOLAN/DEAN TIGHE	4.15	21.13	31.39	22.14	21.00	21.03	20.57	2.18.06	3	11th
271	*BERNIE MOWEN/MARK TWINE	4.52	22.35	22.46	21.43	21.16	21.10	20.37	2.10.07	1	2nd
297	*BILL SHARPE/JOHN DEVRIES	DNF									
2271	*ANTHONY FEHLHABER/DAVID ROBERTSON	4.36	21.33	72.15	22.12	DNF					
301	*ROBERT MOWBRAY/JEANETTE MOWBRAY	3.59	19.46	20.29	20.26	19.28	20.01	19.29	1.59.39	1	1st
307	*STEPHEN HILTON/TERRY HILTON	4.19	21.51	24.36	22.14	21.05	20.41	20.13	2.10.40	2	3rd
376	*GEOFF DIEHM/ALLEN MILLER	4.56	25.43	27.11	24.07	23.34	22.48	22.52	2.26.15	4	15th
377	*GREG NICOLL/*ALLEN NICOLL	4.36	#25.09	23.07	22.32	22.10	21.55	21.20	2.16.13	3	8th
481	*JAMES CORBETT/STEVE MARSH	4.35	33.05	DNF							
504	*RODNEY SCHIPP/RICHARD HOPE	5.00	24.43	26.05	24.55	25.13	24.42	24.32	2.30.10	1	16th
537	*PATRICK COLLINS/MITCHELL COLLINS	5.13	DNF								
666	MOSS LANE/*PETER BUNKER	DNF	28.44	27.41	27.17	26.56	26.03	26.26	2.43.07	1	18th
708	*KEN SMITH/COLLEEN SMITH	4.39	22.38	22.51	22.27	22.26	22.12	21.57	2.14.31	1	6th
711	*CHRIS PENNINGTON/RON VANDERHAAR	5.02	DNF								
808	*IAN WILKINSON/MICHAEL SCHACHE	5.11	26.04	26.06	27.06	26.33	26.31	28.17	2.40.37	2	17th
809	*NEV MARSHALL/MAURICE MESSINA	4.55	DNF								
810	*LES MARSHALL/GREG OZANNE	5.24	24.06	23.47	23.07	23.09	22.50	23.09	2.20.08	1	12th
943	*JOHN BRIXEY	4.23	21.51	24.14	21.43	21.34	20.52	20.32	2.10.46	1	4th
999	*GRAHAM SMITH	4.25	21.56	23.42	23.39	22.07	21.18	23.43	2.16.25	2	9th

433 and 933 DNF

# Time allowed for helping Car 481

CONGRATULATIONS TO BOB AND JEANETTE MOWBRAY FOR WINNING THE GREG CHALK MEMORIAL ENDURO, AND TO ALL WHO FINISHED.

I would like to thank everybody who took part for making this a good event, my Assistant Directors Graham Hill and Martin Gibson, the scorers Cathy, Cathy, Leanne, Carol and Esme, the people on recovery and Laurence Svenson whose help was invaluable. Also, I wish to thank the property owners for allowing us to use their properties and also a big thank you to the ladies for catering a second time. Also thank you to Cheryl my wife for being Secretary and Don Williamson for scrutineering.

John Hammond- Event Director

Published at 12 noon 21st March 1989 any protests must be made in accordance with NCR



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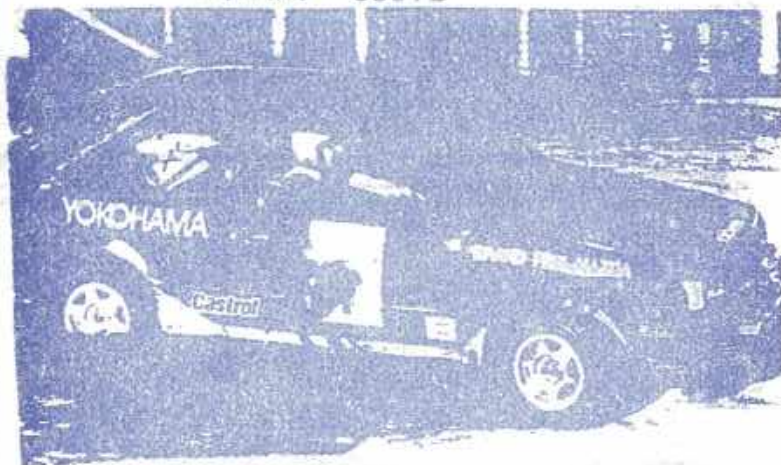


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As we sprinted for the plane, I saw the two propellers and was immediately reminded of the joke about the Fokker Friendship. A short 40 minute flight later and we were back on solid ground. While we were in the air, they gave us drinks, food, coffee, cake, peanuts and the latest edition of Time Magazine which I eagerly consumed.

At night driving from Devonport airport to Launceston was just like driving through Queensland roads. Incredible isn't it, it seemed that Tasmania was just like Australia!!

We arrived and booked in at Ye Olde Tudor Motor Inn/Restaurant/Pub and then shot off to the legendary Silverdome to find Russ and Chrissel. The Silverdome is a large push-bike velodrome of International proportions where the rally would be based during its time in Launceston.

Anyway to cut a long story short, Greg, Leanda and I went up there for a squiz and were greeted by possibly the rudest woman in the world. She demanded \$2.00 from each of us just so that we could see the Volvo and other Rally cars that we were about to spend 3 days with (despite the fact that pre-event literature publicised the \$1.00 entry fee. She got right up our goats, she rubbed us up the wrong way, we were insulted, need I go on? Anyway again, to cut an even longer story even shorter, the Volvo was placed in the centre of the floor area and was presented beautifully. There seemed to be quite a good response from members of the public who seemed quite keen on viewing some world-class rally cars, including one Lancia Integrale, one Sierra 4WD and a gaggle of Oz's Mazda 323s (Coote's brand new car as well).

Back to the motel for some well earned sleep. The rally proper was to start next day.

FRIDAY: The rally start was not altogether a publicity magnet although it seemed fairly well organised and attended. The Tasmania out-of-bounds areas left us a little confused though. Those who were there will understand. A 1.6 km blast around the bitumen car park/access roads of the Silverdome were to start the event. Greg Carr took the Tassie Minister for Police for a practice blast which didn't help him on his timed run, no, no, of course not.

The day's special stages augered well for the Swedish car and by Parc Ferme that night the crew were in 21st place overall, after starting 26. The mighty little Volvo's reliability held up too, with no problems on the first day. The other Queenslanders were also doing very well, Cootie and Stewie lying second, George Kahler/Tony Best in 7th, Ian Reddix/Ross Parry in the top 20 and Crossy/Spike not far behind in the Keema Suzuki.

After returning to the motel Russell and Glen hot-footed it to the Pizza shop close by and brought back some food. One Hawaiian--type flavour and one "with the snot". At least that's what the maker thought Russell said! The pizza was coated with a liberal serving of what to the untrained eye looked a lot like the "Green Slime" we used to get as kids.

After peeling off the top coating, we did in fact find some pizza wich was quickly demolished.

Dateblock: SATURDAY. - An early start was the requirement and after a lovely night's sleep (even though I shared a room with Chris "Snorsalot" Lane), we hopped to clean the rally car and service barge and fit the fantastic 2-way radios supplied by Motorola Rentals. Honestly, without these devices the rally would certianly not be as smooth for us as it could be.

Unfortunately one of the radios decided to blow a diode, or unfrequency itself or something like that. Urgent decision required - Matt and Glen set off for Devonport to find the technician who would fix it. While they were there, I



TASMANIA OR BUST - by Tom Smith

Once again I was lucky enough to be asked to join the Russell Reid Rally Team as they ventured south to compete in the first round of the 1989 Australian Rally Championship - Rally Tasmania.

The little Volvo was in ready-to-go condition despite its last outing being the gruelling epic that was Rally Australia late last year.

With support from their small collection of sponsors, namely CASTROL, MOTOROLA RENTALS, TOMA Hi-Fis and FM 101 (Logan City), the team was hoping to again cement a solid class placing onto which they could add more points in an effort to defend their title. Remember of course that Russell and Chris are the 1988 Australian Rally Champions in Class 3 (up to 2000cc). This time the service crew and chase team would not be just a raggedy band of helpers, for Chris had gone to a lot of time and trouble to assemble an ensemble of team uniforms. The red shorts were for day wear and the red track pants for those cold times at night in the middle of the Tasmanian nowhere. Perhaps the piece d' resistance were the you-beaut trendy TOMA T-shirts designed and printed especially for the team.

On Wednesday 5th April the trusty band of merry men (and women) assembled to hop into our Bob Budget rent-a-Commodore and fly (?) to Melbourne. There was; me, Matt "I'm a plumber, and I'll drive" Simpson, Gregory "Why won't my knee work" Tebble, Leanda "You drive too fast" Turvey and Glen "Get out of the way, Russell" Sommerville.

Between the five of us we had enough man-(or woman) power to handle the Service Barge, the chase car and Leanda provided the glamour in her red crocheted bikini (made by Chris during his lunchbreaks). We scored a fine VN Commodore wagon from Budget for the trip down to Melbourne and all four drivers were suitably impressed with the vehicle's performance and economy. We reached Melbourne Airport on the northern outskirts of the city in barely 16 hours, which for the uninitiated, means that we travelled at 100 kph all the way (hint, hint, nudge, nudge).

The only mildly exciting time on the trip was when Mattie was "accosted" by a friendly small-town cop on the way through Narrabri. Having slowed and carefully driven through the "middle of the town", we hit the highway and accelerated to cruising speed. After a couple of minutes, someone noticed a flashing blue light some 200-300 metres behind which obviously wasn't interested in us. After another minute or so, the headlights flashed and we pulled over, obviously oblivious. Then we saw....a Police Toyota Land Cruiser which could no more have caught up to us than it could have broken the Land Speed Record.

Mr. Plod was very gracious and explained to Matt that "Here in NSW the speed limit is 100, not 115". Egad, to think that we had actually taken a nearly-new V6 powered car to the incredibly dangerous speed of 115 k's (that's 70 mph) was disgusting. Whilst Matthew listened keenly, we all snickered and started our psychic messages to the cop ...."Book him, Book him". I don't think we got through because Constable country let him off with a stiff one.....warning that is.

So, back to Melbourne. We enjoyed a small McDonalds lunch and bummed around a local shopping centre until it was time to catch our plane to Devonport, except that only 4 out of 5 tickets were for that flight. HA!! Time to hit the standby counter where Greg and I bit our nails until 3 minutes before departure time. Eventually, the attendant said "Congratulations, Miss Turvey, you've got yourself a seat". The poor fool was blind to the fact that before him stood two muscle-bound prime beef examples of Australian manhood. Besides, it should have been MS Turvey.



might add, "Lucky" Matt Simpson scored a parking ticket (That made up for the missed speeding ticket!).

They eventually returned with a working radio which we proceeded to install. At last we had three-car communication.

After a blast around the Silverdome parking lot again, we set off towards Burnie with the trailer in tow. As we weren't going to return to Launceston, we had to take it with us. With most other crews towing their tandem trailers too, it made the service areas a little crowded.

After a day's rallying we found ourselves in a Shopping Centre car park for meal break. Gregory and I shot off to find food and what do you think we got? - semi-pizza. Eventually the chase car and the Volvo showed up and this time some maintenance was required. One nut was missing from the exhaust flange which honestly took 15 minutes to tighten properly and Greg found a football sized rock wedged between the alloy guard and the transaxle. Little did we know that this would cause the car's premature retirement the next day.

Saturday finished okay and the cars were again Parc-Ferme-d in the local Ford dealer (or should that be Fjord - Swedish joke ha-ski, ha-ski).

Another well-needed night's sleep and another early start on Sunday. Russell and Chris were doing quite well, lying thrid in Class on the Event's final day. It was looking pretty good at this stage.

The morning went fairly quickly and, after a couple of short Service Breaks, Greg and I waited, tyres at the ready, and the final Service before heading back to Burnie for the finish.

About the time the chase car arrived, we got a somewhat sombre message over the radio. The car had stopped about 800 metres past the last spectator point and the boys thought they were now leading the NO wheel drive class.

It didn't sound good but we shot off at medium to high speed and having parked, walked into the section. The road block official thought we were joggers, (must have been the RRR red shorts). We found the crew, safely off the road but certainly with no chance of going anywhere. That was the end of that! With only 2 k's of this stage to go, and one more 12 kilometre competitive the rally was over for us. Very disappointing indeed, to be so close and yet so far.

Because of the very tight schedule in respect of the Ferry back to the Mainland, Matt hopped in the chase car and drove it down the 800 metres into the stage to tow the Volvo out. The bunting was down and there was no one in sight when he came through.

On the return trip though, Mr. Official was back in place and read the riot act to the towers and towees. Oh well, slap,slap on the wrist. Let us through or the Ferry'll be missed.

Of course we did make it and the boys stayed behind for the "Presentation Dinner" which left a little to be desired.

Matt and I escorted the van and rally car back to the Mainland on the Abel Tasman and spent the night over a few drinks reminiscing with the Cross team and service crew, as well as the Reddix mob. Melbourne the next morning was a maze as we made our way through the city and met the others who had flown back on Monday morning.

Another Budget Commodore this time a VL sedan was waiting for us, but proved a little smaller and slower than our mount on the way down. We returned to Brissie in a fairly slow 17½ hours but got a couple of hours sleep on the way. After all that, the bad news is that the gearbox and diff in the Volvo are broken and as a result the team will miss Round 2- the Alpine. Oh well, that's Rallying

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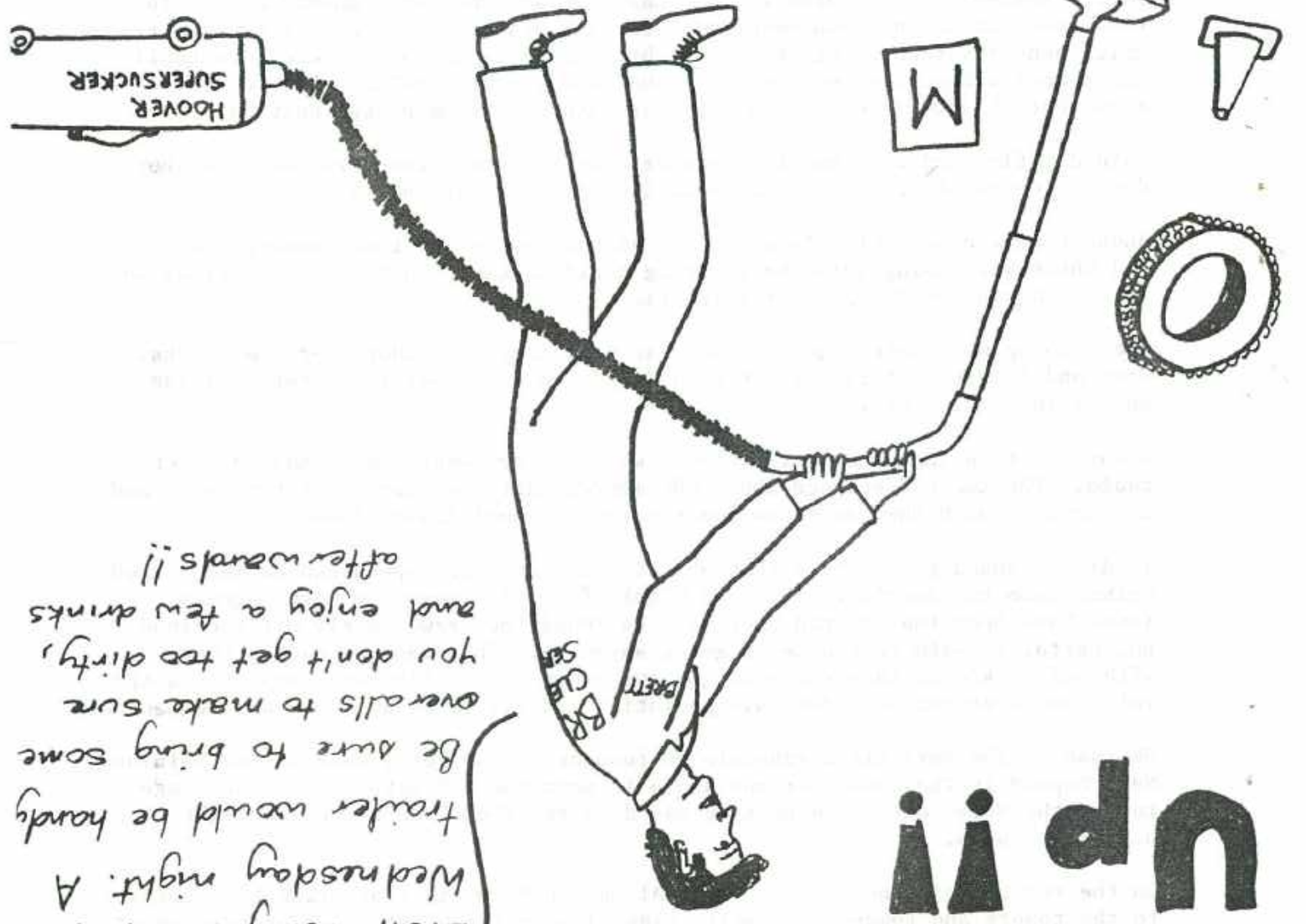
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 17TH NIGHT RUN - STARTS FROM CLUBROOMS 8.00 P.M.  
 20TH MOTOR SHOW RALLY - New entries can be accepted - if you require Supplementary Regulations - please phone Esme at the Clubrooms
- JUNE 6th BOARD MEETING - 7.30 p.m. CLUBROOMS  
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