

# BRISPORT



## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



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MOTORKHANA



MOTORKHANA

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# STARLINE

Hey guys, what's a good word to describe the last month of motorsport - How about FIERY? It just goes to show what the correct safety equipment can achieve when you see people like Andrew Miedecke and Gerhard Berger laughing off accidents which to the average spectator (me) look positively devastating.

I was out at Lakeside last month for the Qld round of the Australian Touring Car Championship and saw the result of one of the biggest, most expensive multi-car accidents in Australian racing history. When you read the stories about how Miedecke's car was an absolute write-off after the accident, believe them!! The Kenwood/Yokohama Sierra was an unrecognisable charred mess after the crash and there was virtually nothing salvageable from the wreck.

Whilst watching the San Marino G.P. on the Telly at home, I was shocked when Berger drove off the track and crashed, but when the flames started, the old heart started pounding.

It really is frightening to think that someone like him could be trapped in his cockpit and slowly burning to death. Luckily, the fire marshalls were bloody quick and that probably saved young Gerhard.

On a brighter note, the Queenslanders again made their presence felt at the recent Alpine Rally, the second round of the Australian Rally Championship held on 29/30 April.

The men fighting to retain their title, Murray Coote and Iain Stewart finished a brilliant second behind the almost unbeatable Greg Carr/Mick Harker in the Lancia Delta Integrale.

George Kahler/Tony Best in their 'Duckhams'-sponsored Mazda 323 finished a great 5th after putting back the standard computer box, just 5 seconds in front of adopted Queensland Peter Glennie in his Glennie-sponsored Subaru. Townsvillian, Geoff Keys also finished in a great eighth place in his Mazda 4WD. Ian Reddiex/Ross Perry again won the Class 3 section by a flying mile, and Rod Cross/Darren McDowall finished a fine second in class in the tiddler class.

Non-finishers included Dave Johannson/Andrew Wright in the Duckhams-assisted Nissan Gazelle, who had terminal brake problems, and young John Goasdoue/Neil Wesche in the almost bog-standard Escort. The guys were running second in class (just behind Ian/Ross in the Pug) when they had an off which saw them use up all their late time.

On another fine note, it seems that yours truly has become a Rally Director. At our recent Rally sub-committee meeting we discussed the continued running of our club-level event, The Bailey Powerlines Rally and my name came out for the job. The scheduled date is September 23 so keep your diaries free on that weekend. We'll want Competitors by the squillion and Control Officials and helpers too.

Read on, I hope you enjoy this month's edition of Ta-dah Ta-dah, BRISPORT.

*Tom Smith*

THE MOTOR SHOW RALLY

NEW DATE  
17-18<sup>th</sup>  
JUNE.

Well, if nominated for the bad luck award of the past couple of months, this event would win it hands down.

Poor Richard Anderson and his organizing crew had finally rescheduled this rally to run on Saturday 20 May 89, but the continuing wet weather has put a damper (sorry about the pun - Ed.) on all efforts to find suitable roads. Hence, another postponement.

After having a cracker of an event planned and ready to run on the original date, it was only the sudden downpour of non-stop rain that called proceedings to a halt that very afternoon. It was a very disappointed bunch of people who trekked up to the H.Q. on the old Bruce Highway, hoping that things weren't as bad as they looked.

It was also a very disappointed and rain-sodden Richard who had to tell those prospective rallyists that they should return home.

At least a couple of drinks at the Car Club and a couple of ports at Richard's place helped to put things in perspective. To all those competitors out there who are fanging for a run in their first rally, DON'T WORRY - THE MOTOR SHOW RALLY WILL BE ON.

As soon as another date is set, and some drier roads are found a decent, suitable event will be put together and you will be informed.

In the meantime, keep tweaking your vehicles - just treat this as an extension of time before you have to have your car ready, so that allows extra time to install shockies, sump guards, multiple carburettors etc.

Keep your eyes and ears open.

\*\* Also keep the date of 23 September available, as the B.S.C.C.'s Bailey Power lines Rally will be run then and that event will follow the same guidelines as the Motorshow Rally (i.e. Road Car Class, good roads, relatively short competitive distance - SEE YOU THERE!!).

BSCC - AMERICAN STYLE

For those readers who are familiar with our previous Magazine Editor, you can rest assured that he is alive and well and enjoying his travelling holiday in the good ol' US of A. A few of his friends here in Brissie have received Post Cards and letters, and by all accounts he is having an absolute ball. To get himself around, Pete has invested a thousand bucks (US) in a 1977 Black Cadillac Seville, obviously V8 powered and with all the trimmings.

All the stories we hear are true in fact, and cars in the states can be bought considerably cheaper than here in Oz. While petrol over there is currently less than \$2.00 a gallon (I think), having a gas guzzler like that wouldn't be too bad.

Pete should be returning home later this year after more travelling across the countryside and a quick trip to Europe. He is hoping to see a couple of rallies while he is over there and should bring back some interesting stories.

TOM SMITH

### THE 1989 ARC CONTENDERS

Just for a spot of interesting reading, I thought some of you rally-heads out there may be interested in seeing just which crews and vehicles are competing in our National Championship from here within the Sunshine State. Briefly, we have Murray Coote and Iain Stewart as hot prospects in the outright Championship (aiming to retain last year's title), there's Ian Reddiex and Ross Perry who are dominating Class 3 for cars 1601cc to 2000cc; and a sprightly pair in Rod "Crossy" Cross and Darren "Spike" McDowall who are presently leading the Class 1 Championship for vehicles up to 1300cc.

Of course we have other regular Queensland competitors in most classes so let's have a look at the people and their mounts.

Murray Coote finally won the ARC in 1988 in his Mazda Familia 4WD after a great many years competing as a privateer against the big guns. Murray was right in amongst them when the Ford and Datsun Factory Teams were dominant in Oz Rallying, and was often first "Normal" driver home. After Murray's title win last year, the Mazda factory has finally recognized this man's talents and come through with a brand new car to contest the '89 season as well as financial assistance. His regular navigator for the last couple of years has been Iain "Garden Gnome" Stewart. Like Murray, Stewie is a dedicated and generous guy who is always willing to tune a carb in the middle of the night, and is always helping out on local Club events when he's not off cavorting around the countryside. Iain's ability as Australia's top navigator has also been recognized by the Mazda crew's chief rivals, Greg Carr and his Lancia outfit.

Greg has "forced" Stewie into the navigators seat of this country's only ex-works Lancia Integrale and together they are to compete in the Asian-Pacific Rally Championship against the likes of Ross Dunkerton in a new Mitsubishi Gallant VR-4 and last year's winner, Japanese hero Kenjiro Shinozuka.

Another Brisbane-based team contesting the Class 5 (4 wheel drive) section of the Australian Rally Championship is the Duckhams Oils-sponsored Mazda 323 4WD of George Kahler and his navigator from Warwick, Tony Best. Between these two men, they have nearly 50 years of Rallying experience and this, coupled with the normally reliable Mazda and lubrication of the wallet by Duckhams has seen them finish very well against the nation's top teams.

Geoff Keys from Townsville in the north of the state is perhaps more well known for his recent exploits in the unique Audi Quattro 4WD Gp.A Rally car purchased direct from the Factory in Germany. The Audi super-car is certainly beautiful, but very expensive to maintain and run. The answer - pick up a rally-prepped Mazda 323 and run that instead. That's exactly what Geoff did, and in the first two rounds in Tasmania and the recent Alpine Rally, the team finished well within the top ten both times.

Moving down the Class list, we note with interest that no Queensland crews are currently competing in the Class 4 category for 2 wheel drive cars over 2000cc although Dale Payne, a long time BSCC member now resident in Sydney (and a Queenslander at heart) is a regular navigator for NSW driver Jim Middleton in the powerful V8 Commodore. Steve Bradford, another BSCC member currently working in Hobart, also debuted his Mitsubishi Starion in Rally Tasmania and despite problems made it to the finish.

Class 3 is a different matter however, and at the moment Ian Reddiex and Ross Perry (both Brisbane boys) are leading their section of the Championship after two fine Class wins from two starts. Also noteworthy is the fact that Ian and Ross have finished the rounds in Tasmania and the Alpine in fine outright positions. The Peugeot 205GTi is the only car of its kind currently running in the ARC and with backing from Maxim Motors here in Brisbane and JRA the duo are looking good for a title win.

Another Brisbane pair who made good last year with the Class 3 Title is that of Russell Reid and Chris Lane. Russell and Chris have a very professional approach to their sport and are presently running a Volvo 360GLT which has all of the right ingredients to be a very competitive vehicle. Last year the team (affectionately known as Russell Reid Rallying) scored points in three rounds of the ARC which was sufficient to take the Championship, as well as finishing first in Class in the inaugural Rally Australia.

Unfortunately, the Swedish machine suffered terminal gearbox and diff problems within sight of the finish of Rally Tasmania, and as a result missed Round 2 at the Alpine. Still the boys have their sights set high and are confident of good placings in the final rounds as well as a return visit to Rally Australia in Perth later this year.

Two more teams who are yet to show their potential in the ARC are those of David Johanson/Andrew Wright in the powerful Nissan Gazelle, and John Goasdoue and his partner in crime Neal Wesche in the incredibly standard Escort 2.0 litre. Both of these crews contested the Alpine Rally in April and although both cars were beset with problems, the Queenslanders showed their speed and backed up the Reddiex Peugeot to be amongst the fastest in the Class while running.

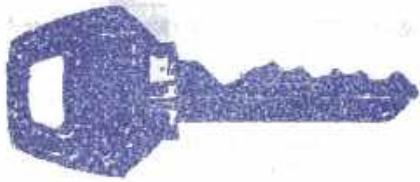
Class 2 is another where the Banana Benders are yet to show their talent but in the Esanda Rally held in Canberra last year, Ipswich crew Peter Carruthers and Gary Proffit showed up a few of the opposition drivers in their 1600cc Lancer.

"The Tiddler Class" is what it's affectionately known as, but don't be fooled. The popular vehicle in this Class 1 Australia-wide is the renowned Suzuki Swift GTi and it's with a red example of this little buzz bomb that Rod Cross and Darren McDowall won the title last year. With backing from their employer, the Keema Group, Rod has updated the "Zuke" to factory specifications and after 2 rounds is again leading the Class. Another good bet for a back-to-back Class victory.

I can assure all of you that when the "ARC Circus" comes to Brisbane for the Queensland Round on 5/6 August, all of these crews will be running hard and with perhaps just a tad of local knowledge, we might just see a whitewash. It will be great!!

TOM SMITH

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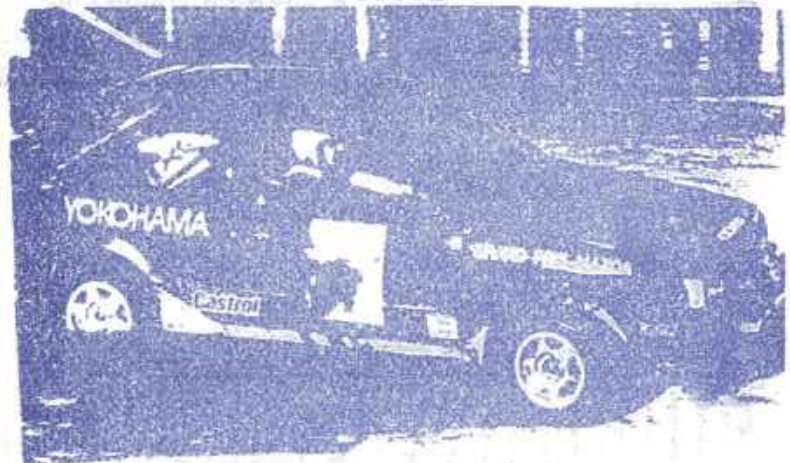
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1989 AUSTRALIAN RALLY CHAMPIONSHIP

CLASS POINTSCORE TALLY - AFTER ROUND 2

CLASS 1 0 - 1300 cc 2WD

SURNAME	FIRSTNAME	VEHICLE	RD1	RD2	RD3	RD4	RD5	RD6	TOTAL
CROSS	RODNEY	SUZUKI SWIFT GTI	4	6					10
TURNBULL	ROD	SUZUKI SWIFT GTI		9					9
WALKDEN	LES	SUZUKI SWIFT GTI	9						9
MYERS	CHRIS	SUZUKI SWIFT GTI	6						6

CLASS 2 1301 - 1600 cc 2WD

ALEXANDER	GRAHAM	TOYOTA COROLLA	9						9
EDGERTON	BRENDON	MITSUBISHI LANCER		9					9

CLASS 3 1600 - 2000 cc 2WD

REDDIEX	IAN	PEUGEOT 205 GTI	9	9					18
EVANS	ROBERT	DATSUN H510 SSS	6						6
DILLON	BRUCE	FORD ESCORT RS2000		6					6
CLARKE	MAL	HOLDEN GEMIN		4					4
UPTON	ALAN	DAIHATSU CHARADE T 4							4
LEWIS	MARTYN	FORD ESCORT RS2000	3						3

CLASS 4 2000cc and over

WATERHOUSE	JON	MAZDA RX7	9	9					18
FRITTER	NORM	HOLDEN COMMODORE		6					6
MIDDLETON	JIM	HOLDEN COMMODORE	6						6
PETERSEN	LEE	MAZDA RX7	4						4
KENDRICK	GARY	HOLDEN COMMODORE		4					4
MORRIS	ANDREW	MAZDA RX2	3						3
BRADFORD	STEVE	MITSUBISHI STARION 2							2

CLASS 5 ALL CAPACITIES 4WD

CARR	GREG	LANCIA INTEGRALE	9	9					18
COOTE	MURRAY	MAZDA 322 4WD	4	6					10
BELL	WAYNE	MAZDA 323 4WD	6						6
ORDYNSKI	ED	MITSUBISHI GALANT		4					4
GLENNIE	PETER	SUBARU	2	2					4
TOLCHER	MARK	SUBARU	3						3
BARBER	PAT	FORD LASER TX3		3					3
KEYS	GEOFF	MAZDA 323 4WD	1	1					2

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CAMS AUSTRALIAN RALLY CHAMPIONSHIP 1989

POINTSORE FOR DRIVERS AS AT 4 MAY 1989

SURNAME	FIRST NAME	VEHICLE	RD1	RD2
CARR	GREG	LANCIA INTEGRALE	20	20 = 40
COOTE	MURRAY	MAZDA 323 4WD	12	15 = 27
BELL	WAYNE	MAZDA 323 4WD	15	= 15
GLENNIE	PETER	SUBARU RX TURBO	8	6 = 14
ORDYNSKI	ED	MITSUBISHI GALANT		12 = 12
WATERHOUSE	JON	MAZDA RX7	6	4 = 10
BARBER	PAT	FORD LASER TX3 4WD		10 = 10
TOLCHER	MARK	SUBARU TX TURBO	10	= 10
KAHLER	GEORGE	MAZDA 323 4WD		8 = 8
KEYS	GEOFF	MAZDA 323 4WD	3	3 = 6
MIDDLETON	JIM	HOLDEN COMMODORE	4	= 4
TAYLOR	ADRIAN	FORD SIERRA 4X4	2	= 2
NIXON	DEAN	SUBARU RX TURBO		2 = 2
ALEXANDER	GRAHAM	TOYOTA COROLLA	1	= 1
ROBERTSON	BRUCE	MAZDA 323 4WD		1 = 1

POINTSORE FOR NAVIGATORS AS AT 4 MAY 1989

HARKER	MICHAEL	20	20 = 40
STEWART	IAIN	12	15 = 27
BODDY	DAVID	15	= 15
CLARK	PETER	8	6 = 14
WILSON	LYN		12 = 12
WHITTY	RUSS	6	4 = 10
MAUDE	JIM		10 = 10
TOLCHER	DAVID	10	= 10
BEST	TONY		8 = 8
THURLEY	BILL	3	3 = 6
PAYNE	DALE	4	= 4
AMBROSE	DAVID	2	= 2
NIXON	TREVOR		2 = 2
WOODBURY	JOHN	1	= 1
ENDERS	IAN		1 = 1

INTERSTATE CHALLENGE SHIELD  
1989 AUSTRALIAN RALLY CHAMPIONSHIP

DRIVER	RD1	RD2
NEW SOUTH WALES		
GREG CARR	20	20
WAYNE BELL	15	DNF
DAVID EADIE	DNF	DNF
JON WATERHOUSE	NE	4
ROUND TOTAL	35	24 = 59
VICTORIA		
ERIC PIETILA	DNF	DNF
GRAHAM ALEXANDER	1	DNF
BRUCE ROBERTSON	OOP	NE
GEOFF PORTMAN	DNE	DNF
ROUND TOTAL	1	- = 1
QUEENSLAND		
MURRAY COOTE	12	15
GEORGE KAHLER	DNF	8
PETER GLENNIE	8	6
ROUND TOTAL	20	29 = 49
SOUTH AUSTRALIA		
MARK TOLCHER	10	DNF
ED ORDYNSKI	DNE	12
ROUND TOTAL	10	12 = 22
WEST AUSTRALIA		
ADRIAN TAYLOR	2	DNF
ROUND TOTAL	2	- = 2
TASMANIA		
GRAHAM WALKEM	OOP	DNE
PETER NUNN	DNF	DNE
LEE PETERSON	OOP	DNF
LES WALKDEN	NE	DNF
SUMMARY:		
NSW	59	
QLD	49	
SA	22	
WA	2	
VIC	1	
TAS	0	

MANUFACTURERS CHAMPIONSHIP

	RD1	RD2
LANCIA	20	20 = 40
MAZDA	15	15 = 30
SUBARU	10	6 = 16
FORD	2	10 = 12
MITSUBISHI	-	12 = 12
HOLDEN	4	- = 4
TOYOTA	1	- = 1

"LIGHTING UP THE BAGS"

BSCC Club Motorkhana Round 2

Sunday 14 May

At last, the Car Club has finally been able to run an event that hasn't suffered from either lack of interest or inclement weather.

In fact, quite the opposite in both respects. Director Robin Berardo had a six-test day mapped for us and he did a mighty job in running it to schedule. Although we didn't actually get started until about 10.30 a.m., the entire field blitzed through two runs at each pattern and we were done by 2.30 in the afternoon.

Quite surprising was the turnout of 15 entries including some members of Holden Sporting Car Club who regularly show themselves and their fast cars at our BSCC Motorkhanas (quite depressing, really). At this point I must remind you that this event, although scheduled for the grassy banks of the river at Beenleigh Rum Distillery, ended up being held at the infamous Truck City Servo at Rocklea.

Thanks again to the recent rain, the field at B.R.D. was awash and naturally any motorkhana would have done incredible damage to the grounds. I think this is about the fourth or fifth time that BSCC have had to postpone a Motorkhana due to the rain at Beenleigh - maybe it's some kind of record.

I was lucky enough to have a very nice friend in Gary McLane who offered to let me drive his Mk 1 Escort. My own Escort is currently undergoing a long overdue engine rebuild, and being basically the same car I thought it was a great opportunity.

When I say basically, I mean quite apart from the Quick ratio steering rack, the factory LSD and the two extra-large bags of horsepower that Gazza's car has got, and mine hasn't.

What an eye-opener! (If anyone out there wants to buy me some Xmas webbers, go right ahead).

Possibly the star performance of the day, however goes to one Phil Stephan who used to punt a very quick Datto 1600 rally car some years ago. Phil is presently running around in a lovely new Suzuki Vitara 4WD and it was in this fantastic vehicle that he showed us how it is done, and won the event. Running in 2wd and with a handbrake that works really well, he proceeded to show us that a little 4WD really can handle.

Only half a second behind was Alan McConnell in his Datto 1600 (ex-rally car). Third was my sponsor for the day, Mr McLane in his Escort and fourth, yours truly. Fifth and sixth placings were a battle between Paul s Pyyvaara and Gray, with Paul finally finishing just a Vol' in front of Paul. Seventh was a sterling performance from Allen Clunes in Mrs Clunes Laser 1.5 (Clunesy's sold his grunt V6 Capri and is settling for the small cars). Last but by no means least was our own Ian Bremner in the mighty Corona. Apart from one test where the throttle stuck open at full noise, Ian did well and should have finished further up the list.

Well, it was a great day and the sun shone fiercely for the majority of it. There were people just about fighting to go for rides in the competing cars and I reckon we probably could have charged them.

Thanks to Robin for his hard work! Thanks also to the management of Truck City and a special thank you to Allan McConnell for his efforts in getting the Motorkhana out of the wet at Beenleigh and on to the dry at Truck City. On to the next round, shall we?

P.S. There was also one spectating Truck driver who could not get enough rides in anything that was having a run, and was totally unphased by it all. Maybe, it was the humungous amount of beer that he had drunk beforehand.

TOM SMITH

RESULTS: BSCC MOTORKHANA 14TH MAY 1989

DRIVER	TEE GARAGE	PLUM CRAZY	CRAZY SQUARE	MANOEVR- RING	DOUBLE LOOP	CORRIDOR	TOTAL	PLAC BSCC
ALLAN McCONNELL	35.62	28.97	21.76	32.49	31.84	33.23	183.91	2
KEN GRAHAM	38.18	31.38	21.54	41.43				
GARY McLANE	41.72	29.19	21.07	32.12	31.19	33.32	188.61	3
PAULIANE GRAHAM	48.72	32.98	25.77	50.35				
TOM SMITH	47.09	28.44	21.01	30.62	32.63	34.12	193.91	4
STEPHEN SHEEHAN	38.93	34.93	22.90	39.07	37.95			
IAN BREMNER	54.34	33.13	23.85	34.46	34.28	41.10	221.16	8
PAUL GRAY	38.82	35.13	22.26	37.85	31.04	33.62	198.72	5
KEITH BUTCHER	37.55	29.50	20.93	30.88	36.73			
PAUL PYYVAARA	41.77	32.83	22.84	35.33	32.26	34.52	199.55	6
PHILLIP STEPHAN	36.57	30.86	21.71	32.40	30.25	31.62	183.41	1
NEIL RYAN	42.74	30.28	23.28	39.18	32.97	53.15	221.6	
MAL RYAN	35.06	28.09	19.71	30.85	27.93	48.50	187.14	
KAREN RYAN	45.72	33.39	26.80	40.28	35.35	40.89	222.43	
ALLEN CLUNES	47.28	29.49	23.51	43.91	30.92	35.74	210.85	7

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AUSTRALIAN OFF ROAD CHAMPIONSHIP - ROUND 5

QUEENSLAND OFF ROAD CHAMPIONSHIP - ROUND 3

WELL THINGS ARE REALLY ROLLING NOW. WE HAVE THE TRACK SORTED OUT AND WILL BE GOING THERE ON THE FIRST WEEKEND IN JUNE. WE ARE STILL LOOKING FOR MORE HELPERS. SO DON'T BE SHY NOW. DON'T FORGET ABOUT OUR OFF ROAD NIGHT ON MONDAY 26TH JUNE, AFTER BRAEMAR. IT IS A VERY IMPORTANT NIGHT IF YOU WANT TO HAVE YOUR SAY ON THE FUTURE OF OFF ROADING.

CONGRATULATIONS TO LAURENCE SVENSON ON HIS FOURTH OUTRIGHT AT GRIFFITH. LAURENCE WORKS VERY HARD ON HIS CAR AND HE DESERVES A WIN AT A NATIONAL - HOPEFULLY IN QUEENSLAND (HEY LAURIE?) HE WILL BE HEADING OFF TO SEALAKE ON THE QUEEN'S BIRTHDAY WEEKEND, SO ON BEHALF OF EVERYONE, GIVE THEM HELL.

DERRICK KENNEDY

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1989 CAMS AUSTRALIAN OFF ROAD CHAMPIONSHIP

PROGRESSIVE POINTSCORE AS AT 1.5.89

CLASS 1			CLASS 2			CLASS 3		
MARTIN	CRAIG	30	BROWN	LES	25	WATMAN	BRUCE	20
GLOVER	PETER	24	LORD	STUART	19	RICHARDS	PETER	15
WELLS	DARREN	20	LEACH	DAVID	15	MYERS	MICK	12
SVENSON	LAURENCE	17	BOYES	NEVILLE	10	GILL	GEOFFERY	10
BROWN	ANDREW	14	BENNETT	RICHARD	8	MOWBRAY	BOB	8
BROOKER	MICHAEL	8	DOORNE	TERRY	6	HILTON	STEPHEN	6
ALBINS	CHARLES	5	IRONS	IAN	4	DAVIS	GARY	4
OWERS	KEITH	3	PHELPS	GEOFFERY	3	DECLIFFORD	STEVEN	3
PELL	RUSSELL	2	HARRIS	IVAN	2	PENNING	BRAD	2
LENNON	PETER	1	HILL	JUSTIN	1	AUSTIN	HUGHIE	1
CLASS 4			CLASS 5			CLASS 6		
HARRIS	CLEM	20	BARNES	JEFF	20	WHISKER	KEITH	20
SCHMIDT	RON	15	LOUIS	JAN	15	FRY	MARTIN	15
BAKER	CRAIG	12	KNOTT	STEPHEN	12	-----		
MCDUGALL	STEPHEN	10	MURRAY	RICHARD	10	OUTRIGHT	CONTD....	CLASS
ROWSTON	KENNETH	8	SMITH	GRAHAM	8	FORSSMAN	RON	2 5
NEWTON	MICHAEL	6	GIBSON	WAYNE	6	HARRIS	IVAN	2 2
WEBSTER	LEONARD	4	CLOHESY	BERNIE	4	LENNON	PETER	1 1
			HINE	PETER	3	COTTON	IAN	1 8
			FORSSMAN	RON	2	SCHIPP	RODNEY	1 5
			SCHIPP	RODNEY	1	AUSTIN	HUGHIE	1 2
						HILL	JUSTIN	1 2
						WELLS	ROYCE	0 8
						FINNEY	BARRY	0 8
						MATTIUSI	LUCKY	0 8
CLASS 7			CLASS 8					
SIVIOUR	LES	20	HEDLEY	IAN	15			
BAXTER	GRAHAME	8	GILL	HAROLD	12			
SMITH	KENNETH	2	PARKER	FRED	10			
			ZARFATI	FABIO	6			
			HADLOW	PETER	4			
			BALLARD	RICHARD	3			
			COTTON	IAN	1			

PROGRESSIVE POINTSCORE IN OUTRIGHT ORDER:

		Class				Class	
MARTIN	CRAIG	30	1	McDOUGALL	STEPHEN	10	4
BROWN	LES	25	2	PARKER	FRED	10	8
GLOVER	PETER	24	1	BROOKES	MICHAEL	8	1
BARNES	JEFF	20	5	BAXTER	GRAHAME	8	7
HARRIS	CLEM	20	4	BENNETT	RICHARD	8	2
SIVIOUR	LES	20	7	SMITH	GRAHAM	8	5
WATMAN	BRUCE	20	3	ROWSTON	KENNETH	8	4
WELLS	DARREN	20	1	MOWBRAY	BOB	8	3
WHISKER	KEITH	20	6	HILTON	STEPHEN	6	3
LORD	STUART	19	2	ZARFATI	FABIO	6	8
SVENSON	LAURENCE	17	1	NEWTON	MICHAEL	6	4
SCHMIDT	RON	15	4	GIBSON	WAYNE	6	5
LEACH	DAVID	15	2	DOORNE	TERRY	6	2
HEDLEY	IAN	15	8	ALBINS	CHARLES	5	1
FRY	MARTIN	15	6	WEBSTER	LEONARD	4	4
RICHARDS	PETER	15	3	DAVIS	GARY	4	3
LOUIS	JAN	15	5	IRONS	IAN	4	2
BROWN	ANDREW	14	1	HADLOW	PETER	4	8
KNOTT	STEPHEN	12	5	CLOHESY	BERNIE	4	5
MYERS	MICK	12	3	HINE	PETER	3	5
GILL	HAROLD	12	8	PHELPS	GEOFFERY	3	2
BAKER	CRAIG	12	4	OWERS	KEITH	3	1
GILL	GEOFFERY	10	3	BALLARD	RICHARD	3	8
MURRAY	RICHARD	10	5	DECLIFFORD	STEVEN	3	3
BOYES	NEVILLE	10	2	PENNING	BRAD	2	3
				PELL	RUSSELL	2	1
				SMITH	KENNETH	2	7

We hope to keep these scores updated with the help of CAMS information.

1988 AUSTRALIAN RALLY CHAMPIONSHIP  
UNDER 2 LITRE CHAMPION

The Alpine International Rally upheld its reputation as a car breaker when only 31 cars out of 54 of the most immaculate rally cars in Australia managed to finish the course, which ran over most of the available southern alpine region of Lake Hume, Victoria.

For drivers used to the previous Australian Rally Championship events the usual stages hold little terror; this time it was different, as each crew had to battle early on with blinding dust at night that made finding the road a matter of guesswork.

Russell Reid Rallying's trials started even before the rally got under way when, because of extensive gearbox and differential damage in the opening round in Tasmania, they were unable to enter their own car and therefore had to hire a car from Sydney in order to fulfill their obligations to their sponsors. Coincidentally this car was also a Volvo 360 GLT. Russell was unavailable to drive the car so Sydney driver Craig Hunt stepped in for the weekend. As usual they were supported by CASTROL, MOTOROLA RENTALS, TOMA ELECTRONICS, 101FM, and PRECISION ENGINEERING.

The start on Friday in Melbourne was wet and miserable, a massive advantage to the 4WD machinery at the front of the field, but this did not prevent an exciting and competitive rally. A steady first day's run saw the Team strategically placed to take advantage of any mistake or puncture by the other Class contenders. This was not to be as the car suffered brake seizure problems on the Saturday stages and coupled with a steering fault saw the Volvo unable to keep up to the pace of the other competitors. The Team also gained the dubious distinction of being "the most spectacular retirement" when the rear of the car erupted into flames on one of the night stages. It was only due to the bravery of the crew that the fire was brought under control and the car was saved. However, damage was so extensive as to dash any hope of continuing in the event.

Disappointingly, the Team has absolutely zero funds to enable them to compete in Western Australia in round 3 of the Championship though they are doing their utmost to raise funds to do the remaining rounds.

\*\*\* The Light Car Club of Australia provided an excellent set of results, all computer scored, which showed just about every detail that one could ask for.

From 54 starters, the rally brought 21 cars and crews to the finish and shown below are details of the Queensland competitors who made it, their finishing place and the time gaps between themselves and the team in front.

In addition is the 'cumulative' gap to Car 1, the Lancia Delta Integrale of Greg Carr and Mick Harker.

<u>POSN.</u>	<u>CREW</u>	<u>CAR</u>	<u>SCORE</u>	<u>GAP</u>	<u>CUM. GAP</u>
2nd	M.Coote/ I.Stewart	Mazda323	5h43m09s	3m46s	3m46s
5th	G.Kahler/T.Best	Mazda323	6h08m45s	0m24s	25m36s
8th	G.Keys/ B.Thurley	Mazda323	6h14m11s	3m56s	31m02s
13th	I.Reddiex/ R.Perry	Peugeot 205GTi	6h25m02s	1m23s	41m53s
21st	R.Cross/ D.McDowall	Suz. Swift	7h18m45s	24m02s	1h35m36s



THE GREAT BIG CLEAN-UP OF 7TH MAY

Some of you may have seen my cartoon of Brett involved in the Great Big Clean Up from last month's magazine.

The day was scheduled for Sunday 7th May with the aim of getting rid of some of the absolute junk which has been stored under the clubrooms since Jim Reddiex was a boy! (and that's quite a while - no offense meant, Jim). Any way the end result of that full page ad was the services on that wettish Sunday morning of 4, yes that's 4 people. Of course out of a total club membership of 350 odd, I suppose that's about all we can hope for. Quite honestly that's not a very good showing.

If people want to be part of a club that serves its members well, then a little bit of co-operation is required. THANKS VERY MUCH to Brett Wright, Ian Bremner, <sup>and Kerry Payne</sup> Glen Weston <sub>^</sub> for donating their time and energy to sort out at least some of the rubbish.

Maybe next time we have something like this that's not a competitive event, but can still be classified as a Club Event, we'll have a better turnout.

I took a trailer load and most of a car load to the dump a few days later, but there was just as much left over. Just goes to show how much rubbish one can hoard when one really tries!!!

TOM SMITH

\*\*\*\*\*

AUSTRALIAN RALLY CHAMPIONSHIP - ROUND 5

QUEENSLAND RALLY CHAMPIONSHIP - ROUND 3

4TH- 5TH- 6TH AUGUST 1989.

THE ORGANISING COMMITTEE ARE LOOKING TO ALL B.S.C.C. MEMBERS FOR THEIR SUPPORT IN HELPING TO RUN THIS PRESTIGIOUS EVENT. WE NEED CONTROL OFFICIALS: FRIDAY 4TH, SATURDAY 5TH AND SUNDAY 6TH AUGUST. IF YOU CAN HELP PLEASE CONTACT ESME GIBSON 391 881 OR 345 3435 A/H

## A NEFARIOUS NAVIGATIONAL NIGHT RUN FOR NOVICES, NOMADS AND NIT-PICKERS

Wednesday the 17th of May was the third Wednesday of the month and consequently the time to hold another one of the BSCC's notorious night runs.

The "lucky" gentleman who won the right to direct this wet night's event was our own Glenn Watson - oops sorry! That should be GLEN WESTON. Glen hadn't set a night run before but had competed quite a few times and was confident of setting a different run through some streets in the areas of Oxley and Graceville - places which are usually overlooked as a suitable route. (Good to see someone trying somewhere different - Ed).

Unfortunately, the Club's photocopier decided to spit the dummy at about 8.00 p.m. just as Glen was about to run off the necessary sets of instructions. An emergency trip into the Q.U.T. library in town solved the problem and while Glen was away preparing instructions for the eager crews, people kept arriving and we ended up with a total of 8 entrants all frothing at the mouth, ready to go.

Most cars got underway by about 9 o'clock and with a scheduled running time of around 1 hour 40, they should have returned by a reasonable hour.

Steve and Brendan were the first ones back as they got very lost before they hit the first question. However, some brainwork (and guesswork) back at the clubrooms by all and sundry saw the guys end up with at least some points on the board.

Next up we had a phone call from Kev and Ian who decided that the only way to find out where they should have gone was to ask the Director. A couple of subtle hints from Glen and they were on their way again.

Eventually, the finishers started straggling in and Glen was subjected to his first ever dose of Director-abuse. (Don't worry, it happens every time). Although some of the navvies were adamant (no, not the Adam Ant) that it was completely impossible and totally up the proverbial spout, other crews came in saying "Well that wasn't bad, here's our answers!"

In my books, if only one crew finishes the test and manages to answer all the questions (despite a couple of small errors), then the night run is O.K. and all it takes is a little bit more think-power.

Thanks to Glen for setting this month's event and let's hope this doesn't put him off forever.

See all you competing crews back next month for the next night run in the series. The date will be 21 June - the 3rd Wednesday of the month.

DON'T FORGET YOUR THIRD PARTY EXTENSIONS  
GET THEM NOW - YOU KNOW THE DATE!!

### Tom Smith

	<u>Results</u>	<u>Out of 11</u>
1st	Dean Tighe and Greg Horton	PAJERO 10 $\frac{1}{2}$
2nd	Greg Tebble and Leanda Turvey	TORANA 10
= 3rd	Ian Bremner and Ken Lingard	CORONA 9
= 3rd	Paul and Shaun Gray	DATSUN 1600 9
5th	Gary and Chris McLane	HONDA CIVIC 4
= 6th	Steve Kelly and Brendan	NISSAN EXA 2 $\frac{1}{2}$
= 6th	Alison Tebble and Brett Wright	FORD ESCORT 2 $\frac{1}{2}$
8th	Robin Berardo and Claudia	GEMINI 1

CLUB OFFICIALS

TELEPHONE NUMBERS  
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ASSISTANT TREASURER.....	JOHN QUINN	892 5182	
CLUB CAPTAIN.....	BRETT WRIGHT	397 0531	397 0544
BOARD MEMBERS: (Meet 1st TUESDAY each month 7.30 p.m.)			
RICHARD ANDERSON	IAN BREMNER		
CRAIG BROWN	JOHN HAMMOND		
DERRICK KENNEDY	MOSS LANE		
ROD SAMS	TOM STEVENSON		
GLEN WESTON	HUGH WALKER		
ADMINISTRATION OFFICER.....	ESME GIBSON	345 3435	391 8881
CAMS DELEGATE.....	PETER MARCOVICH	395 1722	208 3944
AUDITOR.....			
EDITOR.....	TOM SMITH	353 1116	834 2714
REGISTRAR.....	PETER L. SMITH	379 2066	379 6182
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MOTORKHANA OFFICER/S.....	RON VAN OPSTAL IAN BREMNER	844 3322 343 8351	
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PROPOSED CALENDAR

MAY 31ST CLUB NIGHT  
JUNE 6TH BOARD MEETING  
JUNE 7TH CLUB NIGHT  
JUNE 14TH CLUB NIGHT  
JUNE 17TH MOTOR SHOW RALLY  
JUNE 21ST NIGHT RUN -  
JUNE 24/25 BRAEMAR LONG COURSE OFF ROAD ENDURO - Q.O.R.C. ROUND 2  
JUNE 26TH OFF ROAD NIGHT  
JUNE 28TH CLUB NIGHT

-----  
DATES FOR YOUR DIARY: 4-5-6 AUGUST - RALLY QUEENSLAND  
23 SEPTEMBER - NOVICE RALLY  
28-29 OCTOBER - AUSTRALIAN OFF ROAD CHAMPIONSHIP -INGLEWOOD

\*\*\*\*\*WATCH THIS SPACE FOR DETAILS OF AN AUDIO VISUAL DISPLAY  
ON RALLY AUSTRALIA - LOOKING AT AN EVENING EARLY JULY  
MORE DETAILS NEXT MAGAZINE\*\*\*\*\*

BRAEMAR LONG COURSE OFF ROAD  
ENDURO  
2ND ROUND QUEENSLAND OFF ROAD  
CHAMPIONSHIP  
24TH/25TH JUNE 1989

Director: Pat Collins

LOCATION DETAILS:

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PROLOGUE/RECONNAISSANCE SAT. 24th

RACE - First vehicle starts 9.00 a.m.  
SUNDAY 25th JUNE 1989

OFF ROAD FORUM

WHEN? MONDAY 26TH JUNE 1989

TIME? 7.30 P.M.

WHERE? B.S.C.C. CLUBROOMS

WHAT ABOUT???

1990 OFF ROAD CALENDAR

CLASS 9 ELIGIBILITY IN  
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