

# BRISPORT



## BRISBANE SPORTING CAR CLUB MAGAZINE

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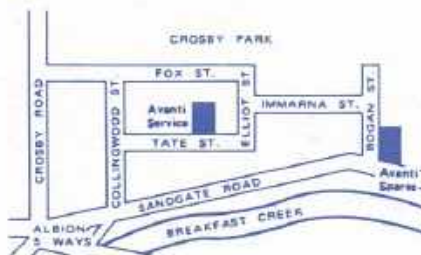
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# STARLINE

Closer, Closer it's getting closer.

What I'm talking about of course is "Rally Queensland" - this State's round of the Australian Rally Championship on 13th, 14th and 15th OCTOBER.

It should be a real blast with a very high quality field of competitors from all over the country. Unfortunately we have had a major withdrawal due to a rather unplanned accident. Team Tolcher from South Australia in one of the quickest Subaru RX-Turbos around have had to retract their entry because of a monumental 'endo' in a recent S.A. State round.

the Team won't have time to rebuild their vehicle before Rally Queensland, but have a new vehicle on order and will be back.

I know a lot of Brisbane crews are looking forward to the event with great gusto and I'm sure that we can expect a very competitive weekend.

Rally Australia has just finished and once again the Queensland presence was felt. The best Queensland finishers were our very own George Kahler and Tony Best in their Group N Mazda 323 with a creditable 15th outright. They finished 4th Group N behind the Mitsubishi Galant VR4 of Australian Ed Ordynski, Fredrik Skoghag from Sweden in a Lancia Delta HF Integrale and Alain Oreille in a Renault 5 GT Turbo.

They then had to leave the west to return to Brisbane so that they could compete in the forthcoming Moby Vic's Glass House Mountains Forest Rally on the weekend of 23/24 September 1989.

That should be an interesting weekend with the lead of the QRC up for grabs. Unfortunately, only 25 cars have entered this event. Round 3 of the State Championship. It should be quite a battle though with George Kahler still hot from the previous weekend and John Goasdoue, Ian Reddix and Dave Johanson with something to prove.

Not to be discounted is Greg Summerville in the Subaru RX-Turbo which should be well suited to some of the fast roads of Beerburum. I am lucky enough to be navigating for Greg in the event and I'm sure that we'll be able to pose a challenge to the other 4WD cars in the rally and hopefully hold off the hard charging 2 WD vehicles.

Speaking of other up-and-coming events, the Club's proposed Club Rally the Bailey Powerlines Rally - has been rescheduled to the 18th NOVEMBER.

This is because of a clash with an event on the weekend of 25/26 Nov. which is to be run by IWMAC at Willowbank. They had requested the date first and as a result get first dibs. Hence we have to bring our date forward a week to keep enough time between the Club rally and the final round of the QRC in Gallangowan. Generally the last month since the last magazine has been fairly quiet but we have had a Motorkhana at Beeleigh, directed by the newest Alfa specialist in the Club - Brett Wright. Brett-ski's working with Richard Anderson at Avanti Spares now having forsaken his job with the bank. He's also much happier now that he's getting his hands well and truly dirty!

Unfortunately, we didn't have a director or a Night Run ready for the 20th Sept. and apologies go to the crews who showed up ready to compete. The ad in last month's mag was included in good faith but things didn't work out. The next NIGHT RUN will be on WEDNESDAY 18th OCTOBER so everyone should keep that date in their diaries.

That's about all I have to throw at you this month. So get stuck into it - the Magazine that is!

Don't forget helpers are needed for Rally Queensland and the Ira Berk Nissan 300 Off Road round. If anyone out there is keen to lend a hand, please give Esme a ring at the Car Club and give her your name. Just think, some of the Road Blocks in competitiveness are better than the official specy points and to do a Control means that you get really close to the competing cars.

Seeya Gang

Tom Smith

P.S. Looking forward to Bathurst on 1st October? I know I am, It should be a Hoot of a race. My long range bet for a win is the big "Moff".

P.P.S. Just heard that Chennel 10 will have an hour long programme on Rally Australia on Saturday 30th September. Congratulations to Garry Connelly for such a successful and professional event.

+++++  
Congrats to Di and Rod Cross on the birth of their little girl - she looks just like Daddy - same hair cut and all.

\*\*\*\*\*

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# ETTAMOGAH PUB SERIES

## ROUND 1

### BIG CART - LANDSBOROUGH

Sunday the 25th of August, a perfect spring day + a record entry list of 54 drivers + a host of spectators = a top day's racing.

For those who were unlucky enough to not be there, that was the day of the first round of the three round Ettomogah Pub - short course off-road series and B.S.C.C. was host at the Big Cart Track, Landsborough.

Recent years have seen a considerable drop off in entries at B.S.C.C. off-road events (The 1988 Big Cart Short-Course attracted 27 entries.) and an entry list of 54 drivers was beyond the wildest expectations of the organising team. For those who are not quick at mathematical calculations, the reality of 54 drivers racing in four heats each, with 4 cars per heat, and a time span of 6 hours after reconnaissance, meant that a maximum of 6.7 minutes per heat, including dramas and recoveries, could be allowed if we did not want to run out of daylight. That this was achieved, along with an unscheduled lunch break, was a credit to drivers, pit crews and the band of workers, particularly the marshals, starters and timers.

Big Cart track has all the essentials for a successful short-course - proximity to home, good spectator viewing, a variety of terrain, and the capacity for a mass start which ensures close racing. Healthy rivalry between the three participating clubs no doubt added another dimension and the drivers provided the rest.

No doubt my involvement in Class 1 creates some bias, but I feel sure that most spectators anticipated a thrilling spectacle from the Class 1 Duggies, led by Lawrence Svenson and Jim Adness. Fuel problems in the Svenson car during the first heat and a d.n.f. by Jim in his second heat quickly wrote that idea off, but not before Jim set the fastest heat time of the day with a 2min 43sec in his first heat, just 01 sec faster than Lawrence's best, set in the third round. A win in this class by Lindsay Cooper (Mr Ettamogah), 01 sec in front of Ron Milton driving the same car, proved the point that it's one thing to go fast, but you also need to

finish to win. Lindsay's immaculately presented car was also the unanimous choice for best presented car.

Tom Stevenson quickly set the pace for the Class 2 buggies and then went on to win the class convincingly with an overall 14 sec margin. However, the competition in this class was so fierce that it showed very clearly the short comings in our timing equipment. Paul Mulholland, Keith Mulholland and Tony Fehhaber tied for 2nd with an accumulated time of 9min 30sec. When school athletics are timed to 100ths of a second, it is surely ludicrous that short course events have to be timed with clocks that only indicate full seconds. Closeness of times in the recent Kempsie International prologue also supports the need for upgraded timing equipment for all off-road events - Inglewood organisers, please take heed.

Each class has its own personalities, dramas and idiosyncrasys, and Class 3 is no exception. The keen rivalry in this class seemed to provide the incentive for some fast and close racing with Rod Sams winning the start drag but Steve Hilton winning the heats. Obviously the competition is not over yet. Keep it going fellas. It's good for the spectators.

It was good to see Nev Taylor with some serious competition again. James Corbett pushed Nev hard and although he had to be content with an overall second place, his third heat time of 3min 03sec was the best Class 4 time and ensured that Nev was not allowed to walk away with the class. I would not be prepared to predict the eventual winner of this class.

Again my bias comes to the fore. I would never have thought that Class 5 would be of great interest to me. The addition of a cute little blue and yellow Citroen to our home has changed my viewpoint. I must admit that our administration assistant, Esme Gibson had to remind me of a director's need to remain impartial. I did tend to get carried away at the sight of said Citroen whopping the pants of the rest of the field in the first heat. The second heat saw John Hammond finishing just 01 sec behind Pat Collins and effectively telling Patrick to pull his horns in as the event was a long way from over. This heat, although 17 sec slower than the first, was much closer and resulted in a few unplanned changes to the shapes of the Collins Citroen and the ex Cambie, ex. Kev White, now Hammond Kharman Ghia. I have been

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soundly criticised by my sons for allowing the lunch break re-seeding to result in these two cars being separated. I guess my only reply to that charge is, "Don't tell me after the event. Tell me during it". (Heat allocations for the third and fourth rounds were posted on the notice board during the lunch break.)

Big Cart track is definitely an off-road track. It ensures that suspensions are kept well oiled. Watching the class 7 & 8 cars heaving and lurching around that track left me in no doubt that I require the relative comfort of buggy suspension. Four times around that track must have seemed a long way for the drivers of the 4WD's. Norm Singleton's first heat time of 3min 26sec set the pace for Class 7 and ensured his eventual class win. However, Greg May pushed his Subaru Brumby to the limit and finished just 01 sec behind Singleton's Rodeo in the third round, and second overall on the day.

Class 8 was undoubtedly the closest race, with just 05 sec separating the 1st and 4th placegetters. Ian Wilkinson's winning drive in his 4WD Jeep Renegade was quite spectacular, and particularly had the comentator, Derick Kennedy ( a normally quiet and reticent young chap) shouting encouragement. I believe that one of the Class 8 Suzuki's was Steve Abrahamson's old car, It's nice to see that it's only Steve and not his car that has become to old and tired to go on racing.

The sportsmanship award of the day would surely have to be awarded to Peter Smith, driving his brother Graham's single seater. Pete set the second fastest first round time, then elected to withdraw thus ensuring that the ailing car would last the distance for Graham. John Brikey, who won Class 9 by 33sec from Graham Smith, was no doubt looking forward to the challenge from another rotary and Kev White. I believe that Kev spent so much time looking at his rear end that he forgot to look at the front end, which, of course, was the part that broke. Here's hoping Kev's turboed rotary is ready for the next round, and particularly for Inglewood now that C.A.M.S. has finally seen the light and legalized Class 9 for national events.

Well that's the 1st round over and I intend to sit back and enjoy the other two rounds of the series as a spectator, totally and unashamedly biased. Might I say that although I was roped into directing the event at the last minute when Rod Sams found he

was unable to resist the desire to race, I thoroughly enjoyed doing it.

I'm sure I am speaking for all competitors when I say that the sponsorship provided for this series was tremendous. Thanks must go to Lindsay Cooper for providing the major sponsorship through Ettamogah Pub Qld, and also to 4 X 4 Parts Aust, Heiron and Smith Billiards, Polytuff Bushes, Sharpe Constructions, Volkervice, Northside Cylinder Head Specialists, John Coles Builders, and Peter Baxter's Ipswich Car Sales for contributing equally as minor sponsors. I doubt that sponsors of off-road events can ever really get value for their money, therefore their willingness to provide such sponsorship must spring more from a desire to promote the sport than from any perceived personal benefit. Thanks must also go to Don Williamson for his foresight in organising the series and for his successful promotion of it.

To those among you who responded to pleas for help from Moss Lane and Janelle Svenson, I thank you. Without you there would be no racing. Once again I am amazed at the high percentage of helpers who have never had the opportunity to even sit in a car, but who unselfishly volunteer their services. When I agreed to take over the directorship of this event, I insisted that club members would have to carry out the necessary tasks as I would not call upon my family and friends again. In spite of this, two of the six people who worked all day in the timing tent, were non racing members of my family. IF YOU HAVE NEVER HELPED TO ORGANIZE AN EVENT - NOW IS YOUR CHANCE - TAKE IT. YOU NEVER KNOW, YOU JUST MIGHT ENJOY IT.

*Dorley Collins*

P.S.A special thank you to Kim and Michelle for doing such a wonderful job selling raffle tickets for the Bottle of Scotch (thanks to Moss Lane for donating it too!!).

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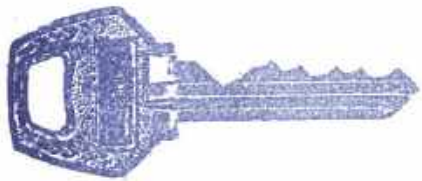
PROVISIONAL RESULTS ROUND ONE, BIG KART TRACK, LANDBOROUGH 27th AUGUST 1989.

| VEHICLE NO. | *ATTRIBUTED ENTRANT/ENTRANT/<br>DRIVER/NAVIGATOR | HEAT 1 | HEAT 2 | HEAT 3 | HEAT 4 | TOTAL OF 3 | CLAS PLAC |
|-------------|--|--------|--------|--------|--------|------------|-----------|
| 109         | ETTAMOGAH PUB MOB/LINDSAY COOPER/BRETT MILTON    | 2.55   | 2.57   | 2.59   | (3.01) | 8.51       | 1ST       |
| 109A        | ETTAMOGAH PUB MOB/RON MILTON/BRETT MILTON        | 2.52   | (3.37) | 2.57   | 3.03   | 8.52       | 2ND       |
| 117         | H.JAMES/HAROLD JAMES/DEANNA HUDSON               | DNF    | 3.16   | 3.19   | 3.21   | 9.56       | 7TH       |
| 124         | *BOB JANE T MARTS/J.ADNESS/JIM ADNESS            | 2.43   | DNF    |        |        |            |           |
| 144         | J.SVENSON/LUARENCE SVENSON                       | DNF    | DNF    | 2.46   | 2.44   |            |           |
| 147         | *ETTAMOGAH PUB MOB/D.McWILLIAM/DOUG McWILLIAM    | 3.00   | (3.16) | 3.08   | 3.15   | 9.23       | 4TH       |
| 147A        | *ETTAMOGAH PUB MOB/D.McWILLIAM/DARYL COLE        | 3.04   | 3.07   | 3.14   | (3.15) | 9.25       | 6TH       |
| 191         | J.GORDON/JOHN GORDON                             | 3.05   | 3.05   | (3.20) | 3.14   | 9.24       | 5TH       |
| 191A        | J.GORDON/MICHAEL GORDON                          | 3.30   | 3.29   | (3.31) | 3.26   | 10.25      | 8TH       |
| 1134        | R.CLARKE/ROWAN CLARKE                            | DNF    | 2.57   | 2.58   | 3.05   | 9.00       | 3RD       |
| 1150        | A.JONES/ALLAN JONES/DAVID LINDSAY                | DNF    |        |        |        |            |           |
| 210         | T.STEVENSON/TOM STEVENSON                        | 3.00   | 3.09   | 3.07   | (3.16) | 9.16       | 1ST       |
| 233         | P.MULHOLLAND/PAUL MULHOLLAND                     | 3.03   | 3.11   | 3.16   | (3.16) | 9.30       | =2ND      |
| 233A        | P.MULHOLLAND/KEITH MULHOLLAND                    | 3.08   | 3.11   | 3.11   | (3.12) | 9.30       | =2ND      |
| 242         | M.DOLAN/MARK DOLAN                               | 3.05   | DNF    | 3.13   |        |            |           |
| 271         | B.MOWEN/BERNIE MOWEN                             | 3.12   | 3.22   | 3.21   | (3.23) | 9.55       | 6TH       |
| 287         | W.BARLOW/WAYNE BARLOW                            | DNF    | 3.20   | 3.25   | 3.21   | 10.06      | 7TH       |
| 2210        | D.MACARTHUR/DONALDMACARTHUR                      | 3.16   | DNF    | 3.17   | 4.38   | 11.11      | 8TH       |
| 2210A       | D.MACARTHUR/RUSSELL MACARTHUR                    | 3.15   | 3.18   | 3.16   | (3.20) | 9.49       | 4TH       |
| 2211        | R.VANDERHAAR/RON VANDERHAAR                      | 3.06   | (4.19) | 3.11   | 3.19   | 9.36       | 3RD       |
| 2211A       | R.VANDERHAAR/PETER RIVERS                        | 3.20   | 3.15   | 3.19   | (3.22) | 9.54       | 5TH       |
| 2271        | A.FEHLHABER/ANTHONY FEHLHABER                    | 3.08   | DNF    | 3.08   | 3.14   | 9.30       | =2ND      |
| 307         | S.HILTON/STEPHEN HILTON                          | 3.08   | (3.14) | 3.04   | 3.13   | 9.25       | 1ST       |
| 310         | R.SAMS/ROD SAMS                                  | 3.16   | 3.12   | 3.12   | (3.19) | 9.40       | 3RD       |
| 370         | R.HARTNETT/RUSSELL HARTNETT                      | 3.08   | 3.14   | 3.15   | (3.19) | 9.37       | 2ND       |
| 377         | A & G NICOLL/GREG NICOLL                         | 3.12   | 3.21   | 3.23   | (3.24) | 9.56       | 4TH       |
| 377A        | A & G NICOLL/ALAN NICOLL                         | 3.15   | 3.22   | 3.26   | (3.29) | 10.03      | 5TH       |
| 424         | D.ENDRES/DAVID ENDRES                            | DNF    |        |        |        |            |           |
| 444         | N.TAYLOR/NEV TAYLOR                              | 3.09   | 3.09   | 3.06   | (3.16) | 9.24       | 1ST       |
| 481         | J.CORBETT/JAMES CORBETT                          | 3.10   | 3.16   | 3.03   | (3.16) | 9.29       | 2ND       |
| 481A        | J.CORBETT/GEOFF GILLESPIE                        | 3.07   | (3.23) | 3.14   | 3.21   | 9.42       | 3RD       |
| 515         | W.CAMBIE,JOHN HAMMOND/CHERYL HAMMOND             | 3.23   | 3.31   | 3.23   | (3.34) | 10.17      | 2ND       |
| 537         | P.COLLINS/PAT COLLINS                            | 3.13   | 3.30   | 3.24   | DNF    | 10.07      | 1ST       |
| 552         | E.BOGNUDA/ERROL BOGNUDA                          | 3.36   | 3.44   | 3.44   | DNF    | 11.04      | 5TH       |
| 560         | D.BONELL/DARRYL BONELL/WAYNE THOMPSON            | 3.35   | (3.41) | 3.19   | 3.34   | 10.28      | 3RD       |
| 567         | R.WILLIAMS/ROSS WILLIAMS                         | 3.41   | DNF    | 3.59   |        |            |           |
| 577         | L.WILLIAMS/LEE WILLIAMS/JUDY HARTNETT            | 3.47   | 3.43   | 3.58   |        | 11.28      | 6TH       |
| 580         | T.BURGESS/TREVOR BURGESS/JIM GLEESON             | 3.35   | 3.39   | 3.35   | (3.50) | 10.49      | 4TH       |
| 714         | N.SINGLETON/NORM SINGLETON/JOHN QUINLAN          | 3.26   | 3.30   | 3.31   | (3.40) | 10.27      | 1ST       |
| 756         | G.MAY/GREG MAY                                   | 3.44   | 3.45   | 3.32   | (3.47) | 11.01      | 2ND       |
| 782         | MID CITY LADA,GRANT WHITE/DARRYL KELLAM          | 3.54   | 3.53   | 3.45   | (4.02) | 11.32      | 4TH       |
| 730         | E.GORDON/ERROL GORDON                            | 3.50   | 3.49   | 3.44   | (3.50) | 11.23      | 3RD       |
| 808         | I.WILKINSON/IAN WILKINSON/ALLAN WILKINSON        | 3.12   | DNF    | 3.36   | 3.37   | 10.25      | 1ST       |
| 808A        | I.WILKINSON/MICHAEL SCHACHE/PHILLIPA BALZER      | (3.36) | 3.35   | 3.29   | 3.34   | 10.38      | 3RD       |
| 809         | N.MARSHALL/NEVILLE MARSHALL/GREGORY BERNARD      | 3.39   | 3.49   | (4.25) | 4.03   | 11.31      | 4TH       |
| 810         | L.MARSHALL/LES MARSHALL                          | 3.25   | DNF    | 3.34   | 3.31   | 10.30      | 2ND       |
| 917         | I.MACDONALD/IAN MACDONALD                        | 3.09   | 3.06   | DNF    | (3.25) | 9.40       | 3RD       |
| 943         | J.BRIXEY/JOHN BRIXEY                             | 2.59   | 3.04   | 3.01   | (3.17) | 9.04       | 1ST       |
| 990         | K.WHITE/KEVIN WHITE                              | DNF    | DNF    |        |        |            |           |
| 999         | G.SMITH/GRAHAM SMITH                             | 3.08   | 3.11   | 3.18   | (3.27) | 9.37       | 2ND       |
| 999A        | G.SMITH/PETER SMITH                              | 307    | DNF    |        |        |            |           |

Times in brackets represent highest score which has not been included.

Published at 12noon 28th August 1989. Any protests must be in accordance with NCRs.

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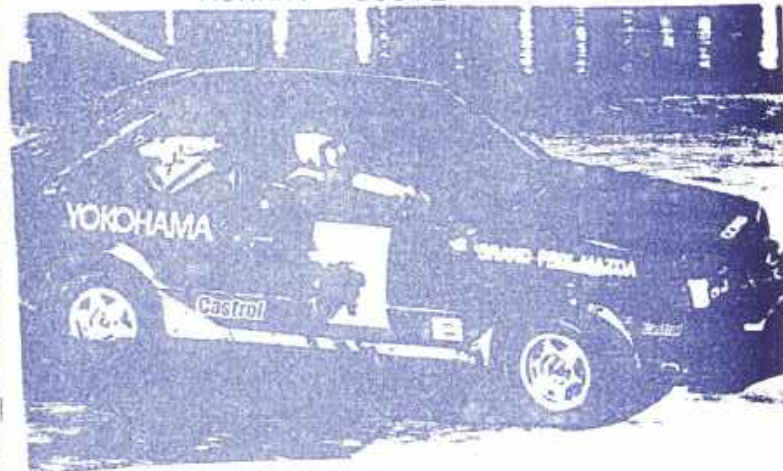


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Sunday August 27th dawned fine and breezy. It was a perfect day to break out the sailboards, hit Golden Beach and get wet!

Instead, the hordes headed south and found themselves at the mercy of Brett 'Ski' Wright, the Director extraordinaire of that days Motorkhana mania.

In all, a total of 7 keen competitors showed including Alan Mc Connell in his rough looking, but effective Datsun 1600 and the two Pauls (Pyyvaara and Gray) in their rough looking, but effective Datsun 1600. Robin Berardo was there, guest driving; Ian 'Cresch' Bremner in the shovel-nosed Corona was out for a hoot, Alan Bates was competing in his second event and Tebs took the 'plastic-fantastic' Fiat 131 out for a fang.

Test 'numero uno' was that old favourite Plum Crazy and fastest out of the box was Alan (Mc) less than a second faster than Robin Berardo. Only 0.04 seconds behind Robin was Paul P, and another 0.06 back was Paul G.

"Double Hoop" was the second test and once more Alan McConnell took fastest. In this test we had the first WD of the day with Greg Tebble 'mucking it up' Honestly, there's one in every crowd. Paul (P) went crazy in Crazy Square (Test 3) and took quickest a full four/tenths in front of Alan Mc.

Test 4 and the flags were flying everywhere. Paul P killed 2 in his first run, Robin knocked one out of the dirt and Tebs and Alan Bates had minor difficulties on their first attempts. The two Pauls took the two fastest times however and caught up some of the time they'd lost to Alan Mc.

On Test 5 "Corridor" Alan Mc pulled out another 2 seconds on the Pauls and the last run of the day was "Double Bone". At this point in time, it would have required a minor disaster for Alan to lose first place, and as it was he got his act together and performed a time nearly 3 seconds quicker than the next closest competitor, Robin Berardo.

That was the end of the day and the results were not really indicative of the closeness of the competition. It must be pointed out that the comments in the Column for Test 6 are purely the thoughts of the Director and in no way the opinion of the author!

Another round of the Motorkhana series bites the dust - literally!

Tom Smith

+++++

21st OCTOBER

22ND OCTOBER



| NAME              | CAR      | TEST 1<br>PLUM<br>CRAZY | TEST 2<br>DOUBLE<br>LOOP | TEST 3<br>CRAZY<br>SQUARE | TEST 4<br>ATOM | TEST 5<br>CORRIDOR | TEST 6<br>DOUBLE<br>BONE | TOTAL  | PLACING |
|-------------------|----------|-------------------------|--------------------------|---------------------------|----------------|--------------------|--------------------------|--------|---------|
| ALAN<br>MCCONNELL | DATSUN   | 30.90                   | 31.01                    | 23.52 *                   | 39.80 *        | 38.45              | 38.15 *                  | 197.70 | 1st     |
|                   | 1600     | 30.74 *                 | 30.47 *                  | 24.43                     | 39.85          | 35.02 *            | 43.74                    |        |         |
| PAUL<br>PYVAARA   | DATSUN   | 31.67 *                 | 33.29                    | 25.03                     | 42.40 (+10)    | 37.59 *            | WD<br>(twit)             | 205.11 | 2nd     |
|                   | 1600     | 31.98                   | 32.05 *                  | 23.12 *                   | 38.57 *        | 38.53              | 42.11 *                  |        |         |
| PAUL<br>GRAY      | DATSUN   | 31.59 (+5)              | 32.00 *                  | 25.62                     | 40.70          | 37.57 *            | 40.60 *                  | 205.55 | 3rd     |
|                   | 1600     | 31.73 *                 | 32.18                    | 27.15 *                   | 39.50 *        | 37.10 (+5)         | 45.50<br>(+5)            |        |         |
| ROBIN<br>BERARDO  | DATSUN   | 32.60                   | 39.69                    | 24.89                     | 40.62 *        | 36.93 (+5)         | 41.20 *                  | 207.30 | 4th     |
|                   | 1600     | 31.63 *                 | 32.93 *                  | 24.48 *                   | 40.08 (+5)     | 36.44 *            | 41.63                    |        |         |
| IAN<br>BREMNER    | CORONA   | 36.42                   | 41.23                    | 26.58                     | 44.16          | 39.60 *            | 45.92                    | 223.68 | 5th     |
|                   | RT-40    | 34.50 *                 | 36.96 *                  | 26.50 *                   | 42.62 *        | 40.86              | 43.50 *                  |        |         |
| GREG<br>TEBBLE    | FIAT     | 33.64                   | W.D                      | 29.80                     | WD             | 52.15              | WD<br>(RISK CHOR)        | 229.30 | 6th     |
|                   | 131      | 33.07 *                 | 33.36 *                  | 25.88 *                   | 43.31 *        | 40.71 *            | WD<br>(52.95)            |        |         |
| ALAN<br>BATES     | CORONA   | 35.85 *                 | 38.12 *                  | WD                        | WD             | WD                 | 48.02                    | 234.96 | 7th     |
|                   | TWIN-CAM | 36.10                   | 39.76                    | 26.58 *                   | 43.10 *        | 43.36 *            | 47.95 *                  |        |         |

## 'The Good Ol' Days'

Does anyone ever think back to the days a few years ago when Rally Cars were Rally Cars and Men were Men (and sheep were scared!)

I know that sometimes I just sit back and remember the times past and the vehicles and ingenuity to which the spectating public were exposed. I supposed I was fortunate in that I was around when the legendary Southern Cross Rallies were prominent and the Factory battle between Colin Bond's Works Escorts and Howard Marsden's Stanzas was at it's peak. And let's face it - that type of competition sold cars!! The number of 'Rally Pack' Escorts and 'SSS' Stanzas which were to be seen back then was staggering.

At times, one was forced to park about 2 kilometres from the Spectator Point (due to the number of spectating vehicles parked on the access road) and walk to the corner, hoping above all else that you wouldn't miss car 1 - strangely enough it was a certain Greg Carr most times back then as well. Some things don't change, do they?

Those very same Spectator Points were literally alive with people, numbering in the thousands at times. There were familiar voices that, in the dark, would never be connected to a face.

Legends were also borne out that phenomenon - the first being a certain foam rubber goanna which entertained the crowds all along the East Coast of Australia. That particular animal was the 'pet' of our own Daise Payne who bought the thing from the Brisbane Ekka one year. It was well worth the \$2.00 investment.

One story accompanying the legend was that of a group of mature BSCC people standing around in the carpark of a Gosford Motel one morning, washing the dust off a certain foam lizard after hectic night wiggling through the Rally Dust.

Some current members may even confess to being a part of that crowd, eh Kerry?

Another invisible hero who emerged during the days of 'The Cross' was a certain Mr 'HOWIE'. I don't think that Howie was anyone in particular but I distinctly remember the long drawn out call of 'NOW-IE!!' which used to echo through the shrubbery.

Nowie was everywhere and there was hardly a specy point at which his name wasn't bartered about the countryside.

One other fad which grew out the Spectator Boom was the flying Cyalume Light Stick - a small plastic tube filled with chemicals which, when bent in half, react to create something like a mini fluor tube. These green projectiles used to be hurled from group to group, entertaining the masses. If you were lucky, you caught it (in your hands), if you were unlucky, as I was once, you caught it with your head. One bounced off my face and drew blood - I'm sure it was a New South Welshman who threw it!

The film crews who used to follow the event were also something rarely seen these days. At some particular popular points there were literally banks of flood lights which were turned on when a car approached to enable the camera to do it's work. Sometimes these film crews were Aussies, other times the Japanese presence was felt. The Japanese crews who made the trip to this country to compete in the 'Cross' were nothing short of crazy.

For example: the competing cars were held in 'Parc Ferme' overnight at a carpark adjacent to the main beach at Port Macquarie and they were able to be collected the next morning for Service etc. before booking in to start the day's competition.

One morning, most cars had been booked out and as we watched a Japanese car with Japanese crew roared up the street towards the control, obviously running a tad late!

The car turned in and then down a ramp towards the control table, but the navigator had decided to get out at the top of the ramp without letting Driver-San know. As a result he took a tumble on the asphalt before running full pelt to the control. Only after had had booked in did he experience pain and nearly collapsed as a result. Now, that's determination!!

Then of course there were the cars, some in relatively standard configuration and some, well ... some were barely recognisable.

At one of those Southern Cross events, there was a demure looking MAZDA 323 (rear wheel drive) with a half-roll cage which was entered in Group One. The crew? - one Henk Kabel, navigated by son Simon (That very same car became the Rotary-powered 323 which Henk and various others competed in for quite a few years thereafter.

The general rule of the day was 'run what you bring' and as a result there were certain flexibilities which enabled the car builders to put in non-standard motors etc. in an effort to create a more competitive vehicle.

Some of the 'monsters' which are brought to mind include: the 'works' supported Geminis (driven by Wayne Bell) which used a pushrod Starfire motor with a whopping great turbocharger bolted on the side. A guy called Tony Masling put a 4.4 litre P76 V8 into his Datsun Stanza in an effort to keep up with the factory cars. I remember hearing and seeing that particular Blue vehicle for the first time - Awesome!! Seems to fit. That car was eventually sold to North Queensland's Geoff Keys who used it for quite a while before he eventually bought his Audi Quattro.

Queensland also had it's fair share of 'prototips' with the famous Gees brothers Viv and Noel who nearly blitzed the State's best with their much maligned Ford Capri - Also powered by one of Leyland's best V8's.

Phil Roslin decided at one stage that if you couldn't beat them, join them. After years of experience in Fiats, he decided to shove a big engine into a little car. The obvious choice was a FIAT 850, its prime advantage being its rear wheel drive layout. To provide the oomph, he found an old Lancia 2.0 litre twin cam and transaxle, and shoe horned it in.

The BSCC's own Jim Reddix 'whacked' a little Citroen GS body onto a Citroen CX2400 chassis and showed that Grunty Fronties could be potent things in the right hands.

My own experience in this area stems from the period about 6 years ago when mid-engined weapons were the norm. At the time I was navigating for Rex Faldt and we managed to build a Lightweight Mk 2 Escort with a 2.3 litre American Pinto engine coupled to a V8 Falcon single rail gearbox. The package was very effective but the car only showed its true potential at the end of its rally-life.

Ah the memories still come flooding back. It was a time of creative engineering but all of the modifications were carried out properly and with all changes done to a high standard. Sometimes I think it's a pity that we don't have these fantastic creations anymore or at least a category to cater for them.

Apparently in Europe and England, many National rallies still allow these types of cars to enter and they entertain the crowd tremendously. I also feel sorry for the younger up-and-coming competitors who never had the opportunity to see them, or at the very least, a BDA Escort in full flight.

Those were the good ol' days.

Tom Smith



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13th/14th/15th RALLY QUEENSLAND

18th NIGHT RUN

22/23 IRA BERK NISSAN 300

NOVEMBER

28th OCTOBER MOTORKHANA - Director Ian Bremner  
TRUCK CITY

7th BOARD MEETING 7.30 p.m. BSCC Clubrooms

15th NIGHT RUN

19th MOTORKHANA

Date to be finally confirmed but a NOVICE RALLY will be held second half of NOVEMBER.

DECEMBER

3rd MOTORKHANA

5th BOARD MEETING

9/10 GALLANGOWAN RALLY

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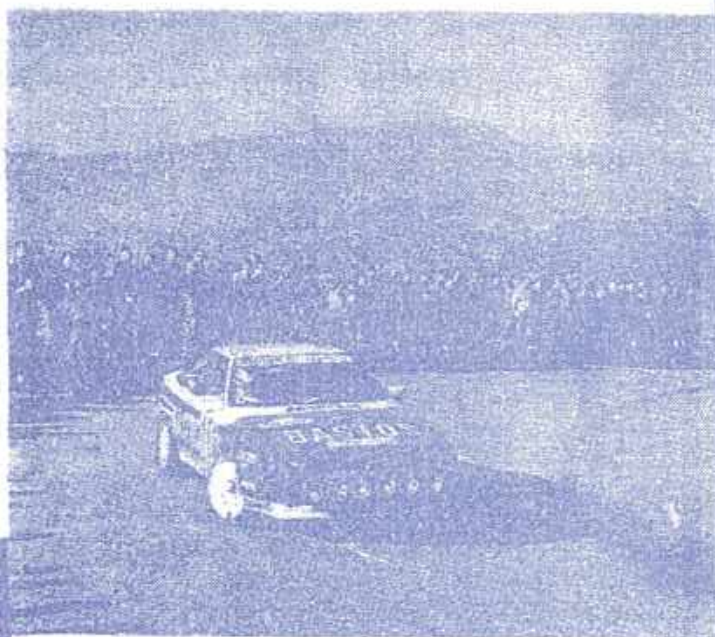
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