

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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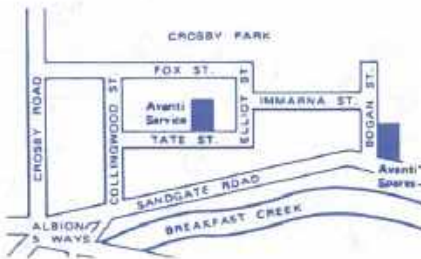
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STARLINE

Well, hello all you faithful, wonderful Brisport readers out there.

You may have noticed by the opening line, that I am not my usual highly-stressed, super-serious self. The reason for this is of course the fact that I am writing my article from a semi-beachfront unit in Caloundra. Yes, you guessed it, its Holiday time!! And what a time for holidays to be enjoyed - right smack bang on top of Rally Queensland,

Those who know me will know that my reputation for combining holidays and major rallies over the last few years has been fairly unbeatable.

Anyway, one has to live with what one has got. No you can't have your cake and eat it, too - Not every year anyway. Despite not being able to compete in Rally Queensland, I did manage to lend a small hand in the pre-rally publicity committee and Kymberly and I managed to whip over a couple of controls on Friday the 13th. It does seem that day was unlucky from some as I know that a couple of potential top-running crews were out on the first competitive section on Friday. I guess the thing to remember is that, in a rally of 1200 ks, you really have to pace yourself because its a hell of a long way to go.

At this point in my column I think it is fair to say a huge thank you to all of those people who were involved with the preparation and running of such a large event, Dennis Brown, Jim Reddiex, Errol Bailey, Pat Hetherman, Richard Anderson and Esme Gibson, just to name a few.

Congratulations to Greg Carr and Mick Harker for winning the Rally, not without problems I might add. Well done also to Coote and Stewie who, this year at least, have been lumbered with the title of Bridesmaids. A fighting second place was the best that they could manage, but this wasn't enough to wrest the '89 title from the Lancia camp. If I was the Mazda Motorsport Manager down south I think I would be very impressed with the performances this year of Murray and Iain. The facts are (i) the Mazda is about 80 hp down on the Lancia, (ii) Murray is in no way an inferior driver to Greg (iii) The Lancia Integrale is recognized as being the best Rally car in the world today.

Perhaps in 1990 with a new Mazda 323 being released (with a bigger motor) the gap between the two teams may be closed up a little. We'll have to wait and see.

On to other things - Bathurst, The Tooheys 1000; the Great Race. Did everyone else sit in front of the goggle box for 7 hours that day? I know I did.

And, my prediction was almost right. Remember last issue I said that Moff's boys would be the ones to beat. Well, it was only the big red Dickmobile that took it away from them and if we believe what we hear, that Sierra was on its last legs anyway. I can't imagine why - whats wrong with extracting 450 hp from a turbo 4 cyl for 1000 sprint kilometres? All in all, it was a great race with

the Queenslanders running rampant.

On to yet another subject. The Queensland Rally Championship for 1990. It has come to my attention through various media outlets that the Queensland Government has come up with an "Eventscorp" type of sub-Department. Obviously the aim of this Eventscorp is to provide financial backing for various sporting events being run in the Sunshine State along with the promotion of same. Eventscorp has been mentioned in connection with the potential Indy-car race for the Gold Coast, due to happen at some stage in the not too distant future.

Anyway, my suggestion is for a duly selected Committee of representatives from various clubs to produce a submission to the Government to sponsor the entire years Rally Championship. Why not??

If the calendar calls for 5 rounds for the '90 Championship I reckon about \$20,000 should cover all financial aspects of the preparation and running of all rallies. This would also ensure very inspiring cash awards for the winning crews. Let's face it, \$200,000 is a spit (huck-twang) in the ocean. The Government gives zillions of dollars and support to other sports like Netball, Dwarf-throwing, Tiddlywinks, Spot-the corrupt-pollie and Nude Jelly Wrestling so why not provide a bit of support for a sport which isn't going to go away! This sport is regaining it's lost popularity, so the Queensland Authorities could take a feather out of the cap of our Western relations and re-invest a small portion of the swelling government coffers into the people of the state.

ENOUGH SAID!!

Okay it's time for me to take another plunge into the surf so I'm off. I'll see you all when I return and don't worry, you'll recognise me. Just look for the big brown pair of legs with the (sand)crabs in between them.

Just one more thing. Thank you to the Club's patron, the Lord Mayor, Alderman Sallyanne Atkinson and her Council for their co-operation in allowing Rally Queensland to start in the city from King George Square and also for the continued use of Mt. Coot-tha Quarry. The Quarry is a legend in rallying in this state.

Good on ya, Sal!

Bye,

Tom Smith

CONGRATULATIONS! BRISBANE SPORTING CAR CLUB

ON ORGANISING AND RUNNING TWO NATIONAL CHAMPIONSHIPS

7 YES SEVEN DAYS APART,

"RALLY QUEENSLAND" 13-14-15 OCTOBER 1989 WAS A GREAT SUCCESS

"IRA BERK NISSAN 300" 21-22 OCTOBER 1989 WAS ALSO A GREAT SUCCESS

THANK YOU TO THE DIRECTORS, ASSISTANT DIRECTORS, EVENT SECRETARIES,
CONTROL OFFICIALS, HELPERS, COMPETITORS AND SPECTATORS.

WELL DONE!!!!

2. QUEENSLAND RALLY CHAMPIONSHIP AWARDS ROUND 4

2.2 OUTRIGHT AWARDS

PLACE	CAR NO	CAR	DRIVER	NAVIGATOR
1st	4	MAZDA 323 4WD	G. KAHLER	T. BEST
2nd	12	PEUGEOT 205 GTI	I. REDDIE	R. PERRY
3rd	13	FORD ESCORT	J. GOASDOVE	N. WESCHE
4th	15	SUBARU EX TURBO	G. SUTHERVILLE	D. UNDERWOOD
5th	24	MAZDA RX7	T. KASEL	R. GARRETT

2.2 VEHICLE CLASS AWARDS

2.2.1 CLASS 1 AWARDS (UP TO 1300cc)	1st	32	TOYOTA KE 70	R. BURNS	G. SMITH
2.2.2 CLASS 2 AWARDS (1300cc TO 1600cc)	1st	23	MITSUBISHI LANCER	F. CARRUTHERS	G. PROFFITT
2.2.3 CLASS 3 AWARDS (1601cc TO 2000cc)	1st	12	PEUGEOT 205 GTI	I. REDDIE	R. PERRY
2.2.4 CLASS 4 AWARDS (2001cc AND OVER)	1st	24	MAZDA RX7	T. KASEL	R. GARRETT
2.2.5 CLASS 5 AWARDS (4 WHEEL DRIVE)	1st	4	MAZDA 323 4WD	G. KAHLER	T. BEST

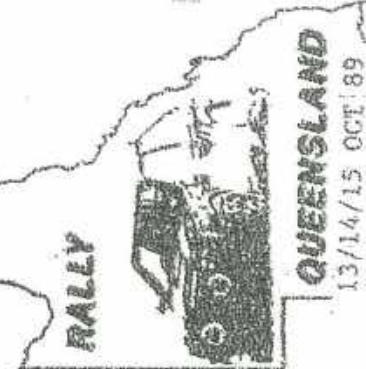
2.3 CLUBMAN RALLY CAR AWARDS -- NO FINISHERS IN THIS CATEGORY

2.4 NOVICE DRIVER AWARDS

1st	21	STYREXEN RENO		
2nd	30	C. NIXON		
3rd	35	A. JOHNSTONE		

3. SPECIAL AWARDS

3.1 GMVEX OIL AUSTRALIA - MT COOT-THA QUARRY - SPECIAL STAGE 49	1st	CLASS 1	29	R. CROSS
	1st	CLASS 2	24	C. LUCEY
	1st	CLASS 3	12	I. REDDIE
	1st	CLASS 4	24	T. KABEL
	1st	CLASS 5	2	M. COOTE
	1st	CLASS N	30	C. NIXON
	1st	CLUBMAN	NO FINISHER	
3.2 SURCENT CAR INSURANCE - SPECIAL STAGE 47	1st	CLASS 1	28	R. CROSS
	1st	CLASS 2	34	C. LUCEY
	1st	CLASS 3	12	I. REDDIE
	1st	CLASS 4	24	T. KABEL
	1st	CLASS 5	2	M. COOTE
	1st	CLASS N	30	C. NIXON
	1st	CLUBMAN	NO FINISHER	
3.3 DIRECTOR'S SPECIAL AWARD	1st	SUZUKI SWIFT		
	1st	A. JOHNSTONE		



PROMOTED BY THE QUEENSLAND MOTORING CAR CLUB

1989 RALLY QUEENSLAND

LIST OF AWARDS

1. AUSTRALIAN RALLY CHAMPIONSHIP AWARDS ROUND 5

1.1 OUTRIGHT AWARDS

PLACE	CAR NO	CAR	DRIVER	NAVIGATOR
1st	1	LANCIA DELTA	G. CARR	M. HARRER
2nd	2	MAZDA 323 4WD	M. COOTE	I. STEWART
3rd	4	MAZDA 323 4WD	G. KAHLER	T. BEST
4th	12	PEUGEOT 205 GTI	I. REDDIE	R. PERRY
5th	6	MAZDA RX7	J. WATERHOUSE	R. WHITTY
6th	13	FORD ESCORT	J. GOASDOVE	N. WESCHE

1.2 VEHICLE CLASS AWARDS

1.2.1 CLASS 1 AWARDS (UP TO 1300cc)	1st	32	TOYOTA KE70	R. BURNS	G. SMITH
1.2.2 CLASS 2 AWARDS (1300cc TO 1600cc)	1st	23	MITSUBISHI LANCER	F. CARRUTHERS	G. PROFFITT
1.2.3 CLASS 3 AWARDS (1601cc TO 2000cc)	1st	12	PEUGEOT 205 GTI	I. REDDIE	R. PERRY
	2nd	13	FORD ESCORT	J. GOASDOVE	N. WESCHE
	3rd	20	DAIHATSU TURBO	P. ROBERTS	S. GREEN
1.2.4 CLASS 4 AWARDS (2001cc AND OVER)	1st	6	MAZDA RX7	J. WATERHOUSE	R. WHITTY
	2nd	24	MAZDA RX7	T. KABEL	D. GARRETT
	3rd	18	HOLDEN COMMODORE	N. FRITZER	B. SWINTON
1.2.5 CLASS 5 AWARDS (4 WHEEL DRIVE)	1st	1	LANCIA DELTA	G. CARR	M. HARRER
	2nd	2	MAZDA 323 4WD	M. COOTE	I. STEWART
	3rd	4	MAZDA 323 4WD	G. KAHLER	T. BEST
1.2.6 GROUP N AWARDS (ALL CAPACITIES)	1st	30	TOYOTA CELICA	C. NIXON	J. HALL

BRISBANE SPORTING CAR CLUB LIMITED

P.O. Box 347, Woolloongabba, Qld. 4102



OCTOBER 21-22, 1989

OUTRIGHT CAR ATTRIBUTED ENTRANT/*ENTRANT/DRIVER/ NAVIGATOR		TOTAL ELAPSED TIME
1ST	101 BRIDGESTONE AUST *CRAIG MARTIN/PETER STYLES	2.46.43
2ND	120 YOKOHAMA TYRE AUSTRALIA/CHARLES ALBINS/RODJA McCLELLAND	2.54.19
3RD	115 YOKOHAMA TYRE AUSTRALIA/DAREN WELLS/IAN McPHEE	2.54.22
4TH	201 BRIDGESTONE AUST/*MARK BURROWS/ROSS WALLER/MICHAEL SHANNON	2.55.34
5TH	103 BRIDGESTONE AUST/*PETER WALKER/RICHARD HALL	2.58.09
6TH	191 NEIL MORRISON/GEOFF HEATHER	3.03.17
7TH	3303 *BRUCE WATMAN/ GLENN WATMAN	3.03.53
8TH	289 *D.O'CONNOR/ROBERT PAGAN/SCOTT ADAMS	3.06.20
9TH	202 YOKOHAMA AUST/NEVILLE BOYES/DALE ROPER	3.06.36
10TH	301 BEETLE WRECKERS/*BOB MOWBRAY/JEANNETTE MOWBRAY	3.07.44
11TH	251 GOODYEAR AUST/LES BROWN/JOHN IVES/LEIGH JONES	3.08.24
12TH	176 PEACHTREE DESIGN P/L/*GLEN SCOTT/GORDON SCOTT	3.09.00
13TH	183 *R.BROOKER/MICHAEL BROOKER/CRAIG BRECHBUHL	3.10.07
14TH	291 *IAN IRONS.NEIL LENNOX	3.11.23
15TH	164 *BARRY JOHNSON/DARRELL JOHNSON	3.11.27
16TH	230 PEACHTREE DESIGN P/L/*PAUL OSBORNE/JOHN STEVENS	3.11.29
17TH	2254 *DOUG McMILLAN/LINDSAY EVERLEIGH	3.12.48
18TH	821 YOKOHAMA TYRES (AUST)/*PETER HADLOW/GLEN HADLOW	3.14.59
19TH	144 LAURENCE SVENSON/*JANNELLE SVENSON	3.15.12
20TH	701 BRIDGESTONE/LES SIVIOUR	3.16.30
21ST	803 *HEDWELD P/L/IAN HEDLEY/PETER SHAW	3.21.57
22ND	303 YOKOHAMA TYRES/*MICK MYERS/LYN MYERS	3.23.37
23RD	401 *RON SCHMIDT/PAT FLETCHER	3.25.31
24TH	561 *TERRY ROSE/MAUREEN ROSE	3.27.07
25TH	297 *BILL SHARPE/CAROLYN SHARPE	3.28.34
26TH	117 *MARK PELL/JOHN WESTAWAY	3.28.56
27TH	310 *RODNEY SAMS/JAMES SAMS	3.30.51
28TH	143 *STEVE BLACKBURN/ANN BLACKBURN	3.31.29
29TH	149 *LEN BARRON/NEIL FRAZER	3.31.57
30TH	242 *MARK DOLAN/MALCOLM DUNNETT	3.33.03
31ST	711 *MOUNT SHAMROCK P/L/REG OWEN/DOUG RYAN	3.33.43
32ND	731 *GRAHAME BAXTER/DAVID COULTON	3.34.42
33RD	235 ROBERT JOHNSON/*WILLIAM SELKIRK	3.36.26
34TH	388 *HUGH AUSTIN/ALLAN PHIPPS	3.37.04
35TH	501 *HEDWELD P/L/JAN LOUIS/ANDREW BARTON/MARTIN LUCKOCK	3.39.12
36TH	275 *GEOFFREY PHELPS/JANICE McDOWELL	3.40.40
37TH	860 *BARRY MASSEY/JOHN MASSEY/LYNDON WALSHAW	3.46.04
38TH	544 *PAUL LEE/DARRAN HYLAND	3.48.08
39TH	2210 *DONALD MACARTHUR/RUSSELL MACARTHUR	3.50.32
40TH	848 *POWER RACING/NIGEL YORKE/PAUL SMITH	3.58.29
41ST	827 *D. RYAN/WAYNE RYAN/DALE WATERS	4.00.55
42ND	708 *KENNETH SMITH/COLLEEN SMITH/GREGORY HORTON	4.02.09
43RD	292 *RHONDA IRONS/KAREN SIMMONDS	4.03.10
44TH	504 *RODNEY SCHIPP/RICHARD HOPE/DES MATLOCK	4.03.51
45TH	828 *TONY HALPIN/PHILIP HALPIN/JOHN NEIMAYER	4.07.22
46TH	809 *IAN WILKINSON/MICHAEL SCHACHE/ALLAN WILKINSON/PHILIP BALZER	4.13.26
47TH	460 *STEVE McDougall/GRAEME SOPER	4.13.43#
48TH	481 *JAMES CORBETT/MARK CRANE	4.28.35
49TH	515 *JOHN HAMMOND/TANYA SMITH	4.35.23
50TH	211 *ANTHONY WALKER/WARREN WALKER	4.36.40
51ST	540 *JEFF DEAN/DARREN KOCH	5.55.00

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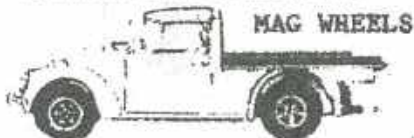
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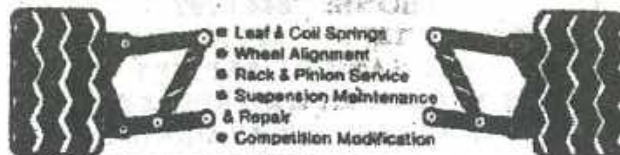


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1	NEAL	WESCHE	21
2	IAN	REDDIEX	19
3	JOHN	GOASDOUE	17
4	GLEN	DUTHIE	13
= 5	RICHARD	ANDERSON	12
	CRAIG	SMITH	12
	TOM	SMITH	12
	BRIAN	SWINTON	12
	ANDREW	JOHNSON	12
	PETER	CARRUTHERS	12
	RON	BURNS	12
	MIKE	NEELY	12
=13	PETER	MARCOVICH	11
	BRETT	WRIGHT	11
	PAT	HETHERMAN	11
	ERROL	BAILEY	11
	TONY	KABEL	11
	GREG	WEALE	11
	IAIN	STEWART	11
=20	GEORGE	KAHLER	10
	GREG	TEBBLE	10
	STEVE	KELLY	10
	TONY	BEST	10
	ROSS	PERRY	10
25	JOHN	QUINLAN	9
26	DAVID	UNDERWOOD	8
=27	DAVE	AMBROSE	7
	WARREN	TEGG	7
=29	VIVIAN	GEES	6
	TONY	GARVEY	6
	NOEL	GEES	6
	GARY	BATTS	6
	CHRIS	LANE	6
=34	DARREN	McDOWALL	5
	GARY	PROFFITT	5
	ROD	CROSS	5
	CHRIS	NIXON	5
	CRAIG	LEE	5
=39	NEAL	BUNTER	4
	BRIAN	HEDLEY	4
41	STEWART	REID	3
=42	RENEE	WANNA	2
	CAMPBELL	LITTLE	2
=44	DAVID	ELLSWOOD	1
	PAUL	GRAY	1
	SHANE	SMITHIES	1
	STEVE	BRADFORD	1
	TONY	HOWARD	1
	RUSSELL	REID	1
	GARY	McLANE	1
	JOHN	KIRK	1
	JIM	PILGRIM	1
	RUSSELL	HARTNETT	1
	RUSSELL	WILSON	1
	JOHN	HALL	1
	PETER	MAPSTONE	1
	PAUL	PYYVAARA	1
	TERRY	O'KANE	1
	SHAUN	HATCH	1
	LEE	WILLIAMS	1
	CONNIE	SMITHIES	1

OFF ROAD CHAMPIONSHIP

1	ROBERT	MOWBRAY	19
2	BERNIE	MOWEN	15
= 3	LAURENCE	SVENSON	11
	JOHN	HAMMOND	11
	JANELLE	SVENSON	11
= 6	STEVE	HILTON	10
	TERRY	HILTON	10
	MARK	TWINE	10
	MITCHELL	COLLINS	10
	MICHAEL	COLLINS	10
=11	LINDSAY	EVERLEIGH	9
	DOUG	McMILLAN	9
=13	JEANETTE	MOWBRAY	8
	JOHN	BRIXEY	8
=15	ROSS	WATSON	7
	COLLEEN	SMITH	7
	MAURA	WATSON	7
	DARYL	COLE	7
	DOUG	McWILLIAM	7
	KEN	SMITH	7
=21	ANTHONY	FEHLHABER	6
	DAVID	ROBERTSON	6
	GRAHAM	SMITH	6
=24	TOM	EUSTACE	5
	GEOFF	LOY	5
	CEDRIC	LOY	5
=27	GREG	NICOLL	4
	MAUREEN	ROSE	4
	ALAN	NICOLL	4
	LEE-ANN	ROSE	4
=31	DONALD	MACARTHUR	2
	ROBERTA	BARBE	2
	TRACEY	SMITH	2
	PAUL	MULHOLLAND	2
	RUSSELL	MACARTHUR	2
	DESLEY	COLLINS	2
=37	LES	MARSHALL	1
	ROD	SAMS	1
	MICHAEL	SCHACHE	1
	RODNEY	SCHIPP	1
	MOSS	LANE	1
	RON	VANDERHAAR	1
	JEFFREY	DEAN	1
	IAN	WILKINSON	1
	PETER	RIVERS	1
	GREG	OZANNE	1
	ALLEN	MILLER	1
	SHANE	KING	1
	MARK	DOWAN	1
	GRAHAM	GILKES	1
	PETER	BUNKER	1
	GEOFF	DIEHM	1
	JAMES	SAMS	1
	RICHARD	HOPE	1
	PAUL	GILKES	1
	DARREN	KOCH	1
	DANNY	RUSSELL	1

CLUB CHAMPIONSHIP

= 1	IAN	BREMNER	19
	PAUL	GRAY	19
3	LAURENCE	SVENSON	18
= 4	ROBIN	BERARDO	16
	PAUL	PYYVAARA	16
	TOM	SMITH	16
= 7	MICHAEL	COLLINS	12
	DESLEY	COLLINS	12
= 9	JOHN	BRIXEY	11
	ROBERT	MOWBRAY	11
	ALAN	McCONNELL	11
	NEAL	WESCHE	11
=13	BERNIE	MOWEN	10
	DEAN	TIGHE	10
	IAN	REDDIEX	10
	JOHN	GOASDOUE	10
=17	ROWAN	CLARKE	9
	ALAN	BATES	9
	JOHN	HAMMOND	9
	JANELLE	SVENSON	9
	LINDSAY	COOPER	9
22	GLEN	DUTHIE	8
=23	RON	BURNS	7
	STEPHEN	HILTON	7
	PETER	CARRUTHERS	7
	ANDREW	JOHNSON	7
	BRIAN	SWINTON	7
	CRAIG	SMITH	7
	MIKE	NEELY	7
	RICHARD	ANDERSON	7
=31	MITCHELL	COLLINS	6
	TERRY	HILTON	6
	MARK	TWINE	6
	RON	MILTON	6
	BRETT	WRIGHT	6
	GREG	HORTON	6
=37	TONY	BEST	5
	GLEN	WESTON	5
=39	PHIL	STEPHAN	4
	CEDRIC	LOY	4
	KEVIN	WHITE	4
=42	RUSSELL	HARTNETT	3
	GREG	TEBBLE	3
	DOUG	McWILLIAM	3
	GARY	McLANE	3
=46	GRAHAM	SMITH	2
	MAL	RYAN	2
	ALAN	NICOLL	2
	PETE	SMITH	2
	DAVID	ROBERTSON	2
	STEVE	KELLY	2
	CHRIS	LANE	2
	KEN	LINGARD	2
	ANTHONY	FEHLHABER	2
	DARYL	COLE	2

SPEED EVENT CHAMPIONSHIP

NIGHT RUN CHAMPIONSHIP

1	PAUL GRAY	68
2	DEAN TIGHE	66
3	IAN BREMNER	62
4	PAUL PYYVAARA	59
5	ROBIN BERARDO	58
6	GREG HORTON	33
7	GLEN WESTON	31
= 8	ALAN BATES	22
	TONY BEST	22
10	KEN LINGARD	20
=11	TOM SMITH	18
	GREG TEBBLE	18
=13	BRENDAN LOLLYPOP	17
	STEVE KELLY	17
=15	DAVID ROBERTSON	11
	CHRIS LANE	11
	KATHY CARPI	11
18	LEANDA TURVEY	10
19	SHAUN GRAY	9
=20	KERRY PAYNE	8
	IVAN BERARDO	8
=22	GARY McLANE	7
	CHRIS McLANE	7
	JOHN GOASDOUE	7
=25	BRETT WRIGHT	6
	ALISON TEBBLE	6
27	CLAUDIA BOSOM	4

1	DESLEY COLLINS	22
2	JOHN BRIXEY	16
= 3	LAURENCE SVENSON	11
	ROWAN CLARKE	11
	LINDSAY COOPER	11
= 6	MICHAEL COLLINS	10
	RON MILTON	10
8	KEVIN WHITE	9
9	CEDRIC LOY	7
=10	RUSSELL HARTNETT	6
	DOUG McWILLIAM	6
=12	TONY FEHLHABER	5
	JOHN GORDON	5
	NEV TAYLOR	5
15	ALAN NICOLL	4
=16	GRAHAM SMITH	3
	TOM STEVENSON	3
	STEPHEN HILTON	3
	DARYL COLE	3

MOTORKHANA CHAMPIONSHIP

1	ALAN McCONNELL	32
2	IAN BREMNER	20
3	ROBIN BERARDO	19
4	TOM SMITH	18
= 5	PAUL PYYVAARA	15
	PAUL GRAY	15
7	ALAN BATES	12
= 8	PHIL STEPHAN	11
	BRETT WRIGHT	11
=10	PETE SMITH	9
	MAL RYAN	9
=12	GARY McLANE	8
	RON von OPSEL	8
=14	MARTIN GIBSON	6
	GREG TEBBLE	6
16	ZOE HARRISON	5
17	ALAN CLUNES	4
18	NEIL RYAN	2
=19	KAREN RYAN	1

LADIES CHAMPIONSHIP

DESLEY COLLINS	17
JANELLE SVENSON	11
KATHY CARPI	11
RENEE WANNA	11
ZOE HARRISON	11
JEANETTE MOWBRAY	10
LEANDA TURVEY	10
CONNIE SMITHIES	10
KAREN RYAN	10
COLLEEN SMITH	9
KERRY PAYNE	9
LEE-ANN ROSE	8
MAUREEN ROSE	8
ALISON TEBBLE	8
CLAUDIA BOSOM	7
ROBERTA BARBE	6
TRACEY SMITH	6

NO NATIONAL CHAMPIONS
CAN BE BSCC POINT SCORERS
SO McCONNELL YOUR OUT
PU XX

MOTORKHANA RESULTS

NAME	CAR	TEST 1	TEST 2	TEST 3	TEST 4	TEST 5	TEST 6	TOTAL	PLACING
ALAN SLEAFORD	VAUXHALL VIVA	35.10+10	53.00	45.04	32.29*	29.30*	25.02		
KEITH BUTCHER	MAZDA RX2	38.08+5*	52.90*	45.00	32.94	28.83	26.21+5*	228.61	2ND
JOHN McQUADE	Commodore 5.0	41.40+5*	60.00+5	51.05	45.46	31.79+5	31.10*	253.50	3RD
ROBIN BERARDO	GEMINI	SLOW'T+5	SLOW'T+5	45.49+5	32.45*	29.13	27.71	255.74	4TH
		51.95*	70.00	43.40*	33.96+5	28.74*	27.69*		1ST BSCC
GLEN EGGINS	DATSUN 1600	41.78*	WD	54.90*	SLOW'T+5	SLOW'T+5	SLOW'T+5	287.86	5TH
		44.15	61.78*	WD	50.46*	41.79*	37.15*		2ND BSCC

"RALLY AUSTRALIA 1989"

To be part of the first-ever World Championship Rally held in Australia is to be part of Australia's Motor Sport history. To finish (and reasonably well) was an added bonus.

The Commonwealth Bank Rally Australia was held in the Perth area over four days from the 14th to the 17th of September. (Note the change in name, with good sponsorship being received from the Commonwealth Bank, who, as well as giving money, were also very active in their promotion of the event.)

A total of 67 entries were received, but nine of these were to be non-starters. Sixteen countries were represented. Works teams came from Toyota, Lancia, General Motors, and Mazda, and some other entries were works-assisted. There were 24 cars from Australia. Queensland was represented by Iain Stewart (navigation for Greg Carr), George Kahler/myself (Mazda 323) and Geoff Keys/Bill Thurley (running the Audi Quattro this time). Ian Reddiex had entered but was a non-starter, as was Adrain Taylor who was to have had Dave Ambrose as navigator.

Getting across to Perth during the pilots strike was a bit of a problem, but we eventually got on a Hawaiian Airlines plane that had a couple of spare days in Australia and therefore was leased by Ansett for a trip to Perth and back.

We had received the route instructions approximately three weeks before the event, and so we were able to get started on pace noting as well as organizing service crew, fuel, tyres, going to the Mayor's reception, competitors welcome, scrutineering, etc. There was a French scrutineer from FISA who picked faults in nearly every car, except for the Renault which he barely looked at, (not that I think he was biased, he possibly could have checked it out thoroughly before it left France).

On to the event. There was only one Special Stage on the Thursday night, which included a lap of the Richmond trotting track, some access roads, and a couple of closed-off nearby streets. On the Friday there were twelve forestry Special Stages, another twelve stages on the Saturday with forestry, closed roads, and a section through an Agricultural College (with lots of jumps over grids and contour banks), then much the same on the Sunday but with only seven Special Stages to allow for a mid-afternoon finish.

There was certainly a variety of road conditions. With a lot of rain over the last few months quite a few of the stages were sought and rocky, probably rougher than what a lot of the overseas competitors were used to. However they all seemed to enjoy it, even the non-finishers. There were 32 cars which completed the event, which compares closely with the approximately 50% finishing rate in most World Championship Rallies, even the smooth ones, and most competitors seem to accept this finishing rate as inevitable.

Notable retirements included last years winner Ingvar Carlsson (Mazda), Sepp Haider (Opel) Ross Dunkerton (Mitsubishi), and Greg Carr (Lancia).

It was good to see the Toyotas in first and second places. They have had a lot of bad luck this year and there were rumours that Toyota were going to withdraw support of the team if they did not get a result. They were noticeably quicker than the Lancias, and took things easy on the last day when they obviously had the event won. All the top works drivers are exceptionally good, and then there was a reasonable gap to the "next" group, then another fair gap to the low-budget private teams (like us). The works service crews, and the equipment and spares they carry, and the way it is set up, have to be seen to be believed. The Opel service crew changed a gearbox in approximately 12 minutes, and the average time for a strut change was about 5 minutes.

I think that the drive of the event went to Ed Ordynski who was the 9th outright in his privately entered Group N Mitsubishi Galant, (and not very far behind Shinozuku in the Group A works entry). Ordynski was the winner of the Group N category, including all the overseas entries by a good margin. Wayne Bell (Mazda) finished one place ahead of Ordynski to be first Australian home (and first competitor classed as a private entrant). John Macara (Subaru) was in thirteenth place and first Western Australian home. We managed to get fifteenth outright, fourth Group N, fourth Australian, and third Mazda (and only Queenslanders to finish) which was a very good result as far as we were concerned.

Once again the organization of the event was absolutely spot-on, with a total of approximately one thousand officials involved, and it is generally agreed that Australia will again be given a round of the World Rally Championship for 1990.

(But 1990 will only be the second World Championship Rally in Australia. It won't quite be the same as the first one.)

Tony Best



NAME: Norm Fritter
NICK NAME: "FANG"
PROFESSION: ENTREPRENEUR
AGE: Who really knows?
ENJOYS: Good food, fine wine and fast women - throwing his big lump around the forest
HATES: Getting beaten by younger competitors - it does happen sometimes!
CLAIM TO FAME: Has been driving rally cars since he was a little 'un, before Jim Reddix was even born!!

COMMONWEALTH BANK RALLY AUSTRALIA



05:59:03

OVERALL CLASSIFICATION OVERALL CLASSIFICATION INCLUDING STAGE NO. : 32 - WHITEMAN PARK

17 SEP
89

Pos	No.	Driver/ Co-Driver	Car	Road Penalties	Stage Times	Total Time	*** Difference *** Prev Car	Lead Car
1	1	KANKKUNEN/PIIRONEN	TOYOTA CELICA GT4	00:00:00	05:32:09	05:32:09	*****	*****
2	3	ERIKSSON/PARMANDER	TOYOTA CELICA GT4	00:01:30	05:31:46	05:33:16	00:01:07	00:01:07
3	2	ALEN/KIVIMAKI	LANCIA DELTA HF	00:00:00	05:34:22	05:34:22	00:01:06	00:02:13
4	4	FIDRIO/PIROLLO	LANCIA DELTA HF	00:00:00	05:37:10	05:37:10	00:02:48	00:05:01
5	10	MILLEN/SIRCOMBE	MAZDA 323 FAMILIA 4WD	00:00:00	05:52:22	05:52:22	00:15:12	00:20:13
6	11	WILSON/GRINDROD	VAUXHALL ASTRA-E STE 16	00:00:00	05:53:00	05:53:00	00:00:38	00:20:51
7	14	SHINDZUKA/BOCENTAS	MITSUBISHI GALANT VR-4	00:00:00	06:09:11	06:09:11	00:16:11	00:37:02
8	24	BELL/BODDY	MAZDA 323 FAMILIA 4WD	00:00:00	06:11:01	06:11:01	00:01:50	00:38:52
9	27	ORDYNSKI/WILSON	MITSUBISHI GALANT VR-4	00:00:00	06:11:42	06:11:42	00:00:41	00:39:33
10	13	BOURNE/FREETH	SUBARU RX TURBO	00:09:00	06:06:19	06:15:19	00:03:37	00:43:10
11	26	SKOSKAG/THORNER	LANCIA DELTA HF	00:05:00	06:14:34	06:19:34	00:04:15	00:47:25
12	17	DREILLE/THIMONIER	RENAULT 5 BT TURBO	00:00:00	06:29:53	06:29:53	00:10:19	00:57:44
13	28	MACARA/IRIKS	SUBARU RX TURBO	00:00:00	06:30:32	06:30:32	00:00:39	00:58:23
14	33	DAVIES/JUDD	SUBARU RX TURBO	00:00:00	06:45:42	06:45:42	00:15:10	01:13:33
15	36	KAHLER/BEST	MAZDA 323 FAMILIA 4WD	00:04:00	06:43:14	06:47:14	00:01:32	01:15:05
16	48	HJISMAN/LAINE	TOYOTA STARLET EFI	00:00:00	06:49:37	06:49:37	00:02:23	01:17:28
17	19	STRONG/GROVE	DAIHATSU CHARADE BTt	00:01:00	06:48:39	06:49:39	00:00:02	01:17:30
18	15	STOHL/ZELTNER	AUDI 90 QUATTRO	00:00:00	06:50:01	06:50:01	00:00:22	01:17:52
19	53	CREHEN/MANSSON	MAZDA 323 FAMILIA 4WD	00:20:00	06:39:18	06:59:18	00:09:17	01:27:09
20	23	INDLE/HAYASHI	MITSUBISHI GALANT VR-4	00:14:00	06:50:56	07:04:56	00:05:38	01:32:47
21	46	CHALLIS/MCKINLEY	SUZUKI SWIFT BTi	00:00:00	07:05:00	07:05:00	00:00:04	01:32:51
22	60	TOBA/YOKOSE	SUBARU RX TURBO	00:00:00	07:13:47	07:13:47	00:08:47	01:41:38
23	57	SOESMANT/SUTOWO	VAUXHALL ASTRA STE	00:17:00	06:56:53	07:13:53	00:00:06	01:41:44
24	41	MCKAY/SENIOR	TOYOTA CELICA SX	00:00:00	07:16:26	07:16:26	00:02:33	01:44:17
25	59	THALIB/KURNADI	ISUZU GEMINI	00:04:00	07:17:23	07:21:23	00:04:57	01:49:14
26	39	FLOOD/MORRIS	TOYOTA COROLLA BT	00:34:00	07:08:35	07:42:35	00:21:12	02:10:26
27	62	MIANO/BELAEL	VAUXHALL ASTRA STE	00:17:00	07:33:41	07:50:41	00:08:06	02:18:32
28	61	DINES/MILES	TOYOTA TRUEND BT	00:15:00	07:43:49	07:58:49	00:08:08	02:26:40
29	56	ALI/JORDAN	SUZUKI SWIFT BTi	00:28:00	07:33:57	08:01:57	00:03:08	02:29:48
30	42	TAJIMA/NELSON	SUZUKI CULTUS GTi	00:56:00	08:23:21	09:19:21	01:17:24	03:47:12
31	66	TSURU/FUJIMAKI	SUZUKI CULTUS GTi	00:47:00	09:22:38	10:09:38	00:50:17	04:37:29

+++++

DERRICK KENNEDY AND THE ORGANISING COMMITTEE OF THE IRA BERK NISSAN 300 WISH TO THANK ALL THE COMPETITORS AND OFFICIALS AND PEOPLE WHO HELPED US OUT AT INGLEWOOD.

FULL REPORT NEXT MAGAZINE.

WE ARE PUTTING A COMMITTEE TOGETHER FOR NEXT YEAR (EASTER ISN'T THAT FAR AWAY) GET INVOLVED BECAUSE WITHOUT COMMITTEE PEOPLE WE CANN'T HAVE AN EVENT. IF YOU CAN HELP CONTACT ESME GIBSON 391 881 OR DERRICK KENNEDY 892 4682 (HOME)

ZE MIGHTY "CRESCH" BREMNER MOTORKHANA EXTRAVAGANZA

Sunday the 24th September, was not only the date of the BSCC's Motorkhana round, but it was also the day after the third round of the Queensland Rally Championship.

Maybe this was the reason for the relatively small number of entries for another of the usually popular bitumen surface motorkhanas at Truck City, Rocklea.

At this point in time it's probably suitable to thank the guys from Holden Sporting Car Club who bolstered the number of entrants for this event. It seems that some of the HSCC members are as regular in our Motorkhanas as any of our own Club members and it was one of these fellows who eventually won the day.

Alan Sleaford in his bog-standard Vauxhall Viva (sporting a "Do not overturn vehicle" sticker under the rear bumper) would eventually prove to be the big winner for the day, and the BSCC points would only be shared between the last 2 on the list, Robin Berardo and Glen Eggins.

The Director for the day was our own Ian "Cresch" Bremner and after an early-ish start, ran through his 6 chosen tests (yes folks, thats a big SIX - 6) and had everyone on their way by about lunch-time. Yes, young Ian is an efficient little bugger and generally things ran quite smoothly.

Unfortunately, the number of entries caused a minor financial loss, as everyone knows that a permit to run one of these events requires an entry list of about 7 competitors. Oh, well, perhaps next time! To be fair, events in the past have certainly made up any minor losses incurred in the odd motorkhana or tow.

BUT, that's no excuse for poor attendance at these sort of events. Remember, folks, there's probably only one or two more rounds of the Motorkhana Championship to be run this year and the winner is by now means yet decided.

So lets see some enthusiasm out there and some big showings at the remaining rounds.

Thanks to Ian for directing this round and thanks to all who showed up at Rocklea to have a fang.

Tom Smith

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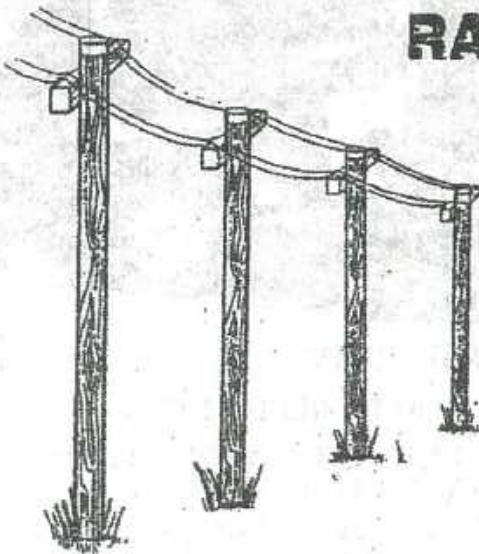
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18TH - 19TH NOVEMBER 1989

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SUNDAY

3RD DECEMBER 1989

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THEN FOLLOW TO JUNCTION TURN
RIGHT AND FOLLOW CANUNGRA ROAD
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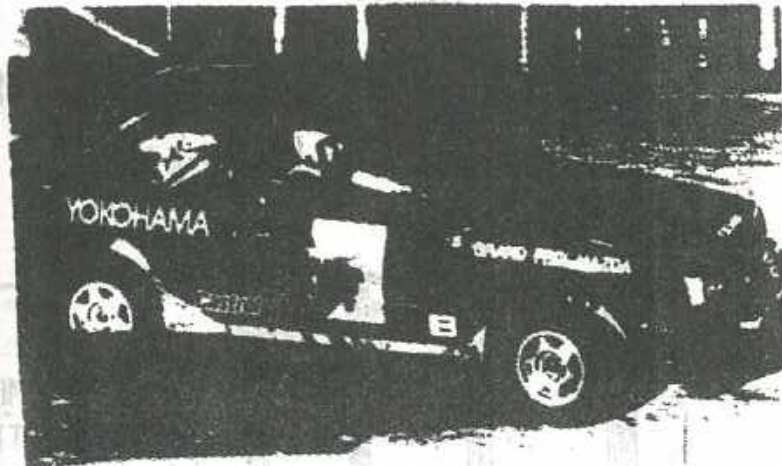
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WESTERN SUB-BRANCH, CHARLEVILLE.

FINALLY A REPORT FROM THE WESTERN SUB-BRANCH. THE REASON WHY THERE HAS BEEN NONE FOR AGES IS THAT NO-ONE HAS BEEN DOING ANYTHING INTERESTING ENOUGH TO REPORT. EXCEPT FOR HERR COMMANDANT, HE'S BEEN FLITTING AROUND THE WEST PICKING UP GONDOLLAS. YES, GONDOLLAS. ITS TRUE, I SWEAR IT. WHAT HE'S BEEN DOING WITH THE MOB OF FRENCHMEN HE HAD WITH HIM, YOU'LL HAVE TO ASK HIM.

ONCE AGAIN A COUPLE OF THE INMATES OF CAMP BAILEY ESCAPED TO THE FAR BLUE YONDER TO DO A CONTROL ON THE AUSTRALIAN SAFARI AND BELIEVE ME YOU CAN'T GET MUCH FURTHER YONDER THAN DURHAM DOWNS! HERR COMMANDANT CAME ALONG TO MAKE SURE WE RETURNED AND ELDER BROTHER FIELD MARSHALL ERROL BAILEY MADE THE TRIP OUT FROM BRISBANE TO MAKE SURE THAT EVERYTHING WAS DONE IN TRUE BAILEY TRADITION.

HERR COMMANDANT HAS A NEW TOY, A 6 WHEEL ARMY TRUCK AND WE WENT IN THAT WITH A LAND CRUISER AS SCOUT CAR. I HAVE ABSOLUTELY BEEN FORBIDDEN TO MENTION ALCOHOL. SO I WILL JUST SAY THAT THE ONLY ONE CAPABLE OF GETTING UP FOR THE SET UP CAR AT 2.15 AM WAS MYSELF. FIRST CAR AWAY WAS 6.30 AM SO IT WAS AN EASY START. DOING A START CONTROL LACKS THE EXCITEMENT OF A FINISH BUT IT IS OVER MUCH QUICKER. WE WERE ALL DISAPPOINTED NOT TO SEE JIM REDDIEX - THE TEA AND BICKIES WERE ALL READY.

THE TRIP WAS MADE MORE INTERESTING FOR US BECAUSE WE CAMEBACK OVER THE AREA WHERE WE WERE PUTTING IN THE POWER 15 MONTHS AGO. SINCE THEN THERE HAVE BEEN FLOOD RAINS AND THE DIFFERENCE IN THE COUNTRY HAS TO BE SEEN TO BE BELIEVED. HERR COMMANDANT FORGOT TO FORBID ME TO MENTION THAT HE GOT THE TRUCK STUCK ON THE RETURN TRIP AND HAD TO DIG IT OUT. I HAVE THE PHOTOS TO PROVE IT!

ARE THERE ANY SPONSORS OUT THERE? THE BAILEYS WANT TO GO IN THE SAFARI NEXT YEAR. MYSELF, I THINK ITS A LOUSY IDEA, THEY SAID THERE WOULDN'T BE ROOM FOR ME.

BETTY MELTON.





Inter office memorandum

TO: ALL CLUBS
FROM: QLD. STATE MANAGER
DATE: 31.8.89
SUBJECT: "UNAUTHORISED COMPETITIONS"

AGENDA:
FILE:
COPY:
DOC:

I refer you to a number of "Events" being promoted in Queensland at the present time, amongst same being "The Australian 4WD Championship Series", The "Wynns Overlander 4WD Rally" and "Toyota Southern Queensland 4WD Rally" are part of this Series.

It should be noted that the afore activities are not being conducted under cover of CAMS Permit and that any involvement in these activities by a CAMS Member would render that Member connected therewithor taking part therein, whether as promoter, organising committee, competitor, official or otherwise, liable to the consequences and penalties provided by The National Competition Rules of The CAMS.

In this matter I refer you to N.C.R.58 "Unauthorised Competitions" and N.C.R. 184 "Penalties for participation in an Unauthorised Competition".

A large, stylized handwritten signature in black ink, appearing to read 'Milton Brennan', is written over a light grey background.

MILTON BRENNAN

BASIC LICENCES

At its May meeting, the National Council reviewed and restated its policy regarding the use of Basic Licences.

With immediate effect, holders of basic licences may participate once annually in an event for which a Restricted Licence would ordinarily be required. This concession does not apply to race meetings, which of course require a General Competition Licence; nor to any event which counts towards a National Championship ie, Off Road Championship or Rally Championship.

If the event is one which would ordinarily require a log book for the competing car, entrants who enter under this concessional privilege are not required to have a log book; but if the car is one for which a log book has been issued, then it should be produced.

Stewards are asked to ensure that the scrutineers or documentation checkers mark the Basic Licence accordingly, so that it may be used only once.

THE MOBY VIC'S GLASSHOUSE MOUNTAINS FOREST RALLY

The Gold Coast Tweed Motorsporting Club had been granted QRC status for the second time this year and after the various problems associated with the previous event, the Tweed City Rally Director, Gary Mitchell and the team were out to show the competitors what a real Rally should be like. With some decent dollar sponsorship from Moby Vics and the close proximity to Brisbane of Beerburrum forestry, it was anticipated that a bumper entry would be received.

Unfortunately, only 25 cars and crews put their entries in - perhaps due to the closeness of the forthcoming ARC round, Rally Queensland.

Those 25 cars, however, represented a high class field and it was a credit to every car owner that the vehicles were presented so well. A couple of the more fancied runners weren't there - Peter Marcovich in his Subaru had a previous engagement and Stewie Reid in the high horsepower Starion was absent as well. Stewie's navigator Ian Hamwood was there, representing the team and having a hoot of a time spectating.

The top crews then were Kahler/Best in the Mazda (still on a high after the previous weekend's effort at Rally Australia), Ian Reddiex/Ross Perry in the Peugeot 205 GTi, John Goasdoue/Neal Wesche in the Escort (the new Sprinter is not quite ready) and Greg Summerville/Tom Smith in the Subaru RX-Turbo. (Greg's regular nav. Martin Darch was unable to attend).

The proverbial 'cat amongst the pigeons' would prove to be David Jones, an ex-Victorian in a very big Commodore. Little was known about the man or his car, but it was logical that a V8 like that had the potential for speed and, knowing the landscape of Beerburrum - that's what would be needed, outright speed.

With a rare mechanical failure due to a blown head gasket, John and Neal's Escort was out after only 2 daylight special stages, thus ruining their chances of more points in the QRC standing. Dust would prove to be a bit of a problem on the long straight roads and many crews lost time braking too early for the corners, whilst some came to grief trying too hard to make up for lost time.

Bruce Dummett in his Datsun 1600 CRC car suffered the breakage of a rear swingarm at the end of the daylight competitives and suffered a busted exhaust early on in the night. His woes were compounded by a rollover later on while trying to keep up the pace in the dust. Perhaps this is the perfect opportunity to retire the Datto and bring out the Mazda 323 4wd Bruce is putting together?

Speaking of rollovers, young Steve Kelly had an unfortunate accident towards the end of SS8 "Tibrogargan". The road went right over a crest and Steve's RX-2 failed to hold the road resulting in a tumble which has done a fair bit of damage to the car. Worse still, Steve suffered a minor back injury which saw him stuck in hospital for a short stay. After a brief rest, young Hooter will be back at his hooting best.

The event was planned to finish quite early, due to the close proximity of all stages to the headquarters at Moby Vics and the use of some roads twice. Some may wince at this prospect but it appeared that the roads held up quite well. Perhaps because the

field was relatively small, the punishment handed out by 25 cars wasn't excessive. The levy paid by competitors should cover the repairs to the road without any problem.

All in all, this event was excellent. The start/ headquarters venue was in a prime location and it was great to see the proprietors of Moby Vics and Mobil coming up with some sponsorship money - so hard to find these days.

There was only one minor delay early on in the daylight stages, while the rest of the Rally ran quite to schedule. All control officials did a great job and they were all conscientious and pleasant. Some of the girls manning the controls were very pleasant indeed and obviously (by their tans) GCTMSC members from the Coast.

Congratulations to Gary Mitchell and his organising committee for a job well done. There seemed to be spectators everywhere in the forest and it was excellent to see some real interest shown in the event.

A well deserved win to George and Tony in their Duckhams Mazda sees them take the lead in the Queensland Rally Championship with two rounds to run. I must say thanks to Greg Summerville for taking me along for the ride. We finished a fighting fourth despite wearing out a brand new set of rear brake pads and having a fair few dramas with dust from Ian (and 2 very small overshoots thanks to me). I can assure everyone that the car has enormous potential and Greg was definitely only driving at eight tenths.

Roll on, Rally Queensland.

TOM SMITH

PS Who was that young fellow who brown-eyed us in the second last stage. I certainly didn't recognise him!

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CONGRATULATIONS TO:

Monique and Garry Connelly on the birth of their baby daughter

Christine and Greg Nicoll on the birth of their baby boy

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& CLUB NIGHT EXTENSION
18TH BAILEY POWERLINES RALLY - SEE AD.
20TH OFF ROAD NIGHT - 7.30 P.M. CLUBROOMS
22ND CLUB NIGHT
29TH CLUB NIGHT

DECEMBER

3RD MUNDOOLUN SHORT COURSE - DIRECTOR IAN MACDONALD
5TH BOARD MEETING 7.30 P.M. CLUBROOMS
6TH CLUB NIGHT
8/9/10 KEEMA CLASSIC RALLY - SEE AD.
13TH CLUB NIGHT
16TH CHRISTMAS PARTY - CLUBROOMS MORE ABOUT THIS NEXT ISSUE
17TH CLUB DAY - DARLINGTON PARK MORE ABOUT THIS NEXT ISSUE
KEEP THESE DATES FREE AND JOIN IN THE FUN

1990

4TH FEBRUARY 1ST ROUND QUEENSLAND OFF ROAD CHAMPIONSHIP - GATTON
14/15 APRIL 1ST ROUND AUSTRALIAN OFF ROAD CHAMPIONSHIP - INGLEWOOD
2ND ROUND QUEENSLAND OFF ROAD CHAMPIONSHIP

OFF ROAD NIGHT - OFF ROAD NIGHT - OFF ROAD NIGHT
MONDAY
20TH NOVEMBER 1989

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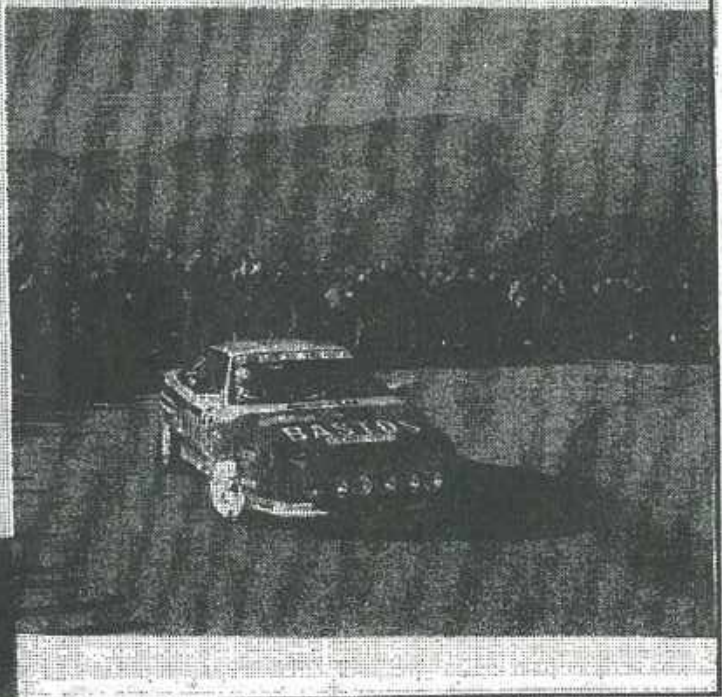
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