

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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STARCLINE

After last month's more than relaxed outlook on life, I'm just about ready for the old nervous breakdown having just directed the Baily Powerlines Rally.

I must confess at this point that even though I didn't have quite enough control officials half an hour before the start, I was confident that they would be provided. As things turned out, the sudden heavy rain washed out one stretch of road and we thus deleted the section, relieving us of the need for the two missing controllies. HAH, problem solved!!!

Seriously though friends and readers, I think I know now how someone like Jim Reddiex or Dennis Brown must feel taking the reins of an ARC (well almost).

Thanks to everyone who competed and everyone who helped - without your support and enthusiasm the rally wouldn't have been as successful as it was.

I guess that's been the major happening during the last month thanks to the postponement of the Bumpa T Bumpa Rally QRC5, thanks to rain. The only other minor event just happened to be the final round of the ARC - the Esanda Rally in Canberra.

All of those buggers who would have been up at the Bailey Powerlines Rally, decided instead to head south and either service or spectate in the beautiful forests of the ACT. So, John, Russell and Chris - no Christmas cards for you this year. Just while we mention the ARC I think it quite relevant to mention the efforts of a number of Queenslanders in this year's series.

Congratulations to Murray Coote and Iain 'Gnome' Stewart who finished second to Greg Carr's Lancia in the Championship this year. Despite driving at ten-tenths during the whole season, the Coote was unable to make up the 100Hp. difference. (Maybe Murray can get a Galant VR-4 and paint TOYO-KOGYO on the side).

Very well done also to George Kahler and Tony Best in their Duckhams Mazda who finished a great fourth in the ARC standings by only a solitary point from SA's Ed Ordynski. George suffered every analogy possibly attributable to a rallying Minister but shrugged it off to string together a number of top placings after the only DNF of the year in Tassie. George and Tony, who also lead the QRC at the moment, will be seen in something a little quicker next year. It also says something about Murray's ability to prepare Mazdas!!

Congratulations also to Ian Reddiex and Ross Perry who, to put it bluntly, dominated class 3 for 2 litre cars and won 4 rounds out of 4 in the class. At that, they couldn't be beaten and so sat out the final round in Canberra to try harder in the QRC. (Rumour has it that Ian and Rossco may be seen in something 4WD next year??)

Congratulations finally to Crossey and Spike who did it for the second year in a row in Class 1 for the little screamers. They were 1300cc champs last year and did it again in 89 with some consistent finishes, despite spitting out the gearbox at the Esanda (Hwuck-Ptwang).

Well done all you guys, and let's not forget the efforts of the other banana benders who went south. Russell and Chris in the Volvo, Geoff Keys and Bill Thurley from the far north and John Goasdoue and Neal Wesche who gave the Alpine a shot.

Well that's about it for Startline for another month. With Christmas coming up, spare time is getting a fair bit harder to find and we still have some major events to run. The Mundoolum short course for the off-road guys, Gallangowan (Keema Classic) for the Rally boys and Darlington Park for everybody.

Don't forget to mark down the 16th December for the Club's Christmas party at the Clubrooms. (It's there - why not use it!?)

Also get yourselves ready for a hooter of a year in 1990.

Tom Smith

PS Speaking of young Hooter, it's good to see him up and around!! (and looking at Geminis now - ha, the car of the future lives on!!)

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The Bailey Powerlines Rally - 18 November 1989

Without going one step further, I would like to take this opportunity to thank Mr Rod Bailey for his generous sponsorship of this event for the third year in succession. It seems that the Bailey Powerlines Rally has become something of an expected event, and it was a pleasure to put the name on my first event as Director.

Last year the Mapleton Stages Rally was directed by my good mate PDJ (Pete Johnson) with me as Assistant. With my familiarity of the forest, it seemed logical to combine that area with the name of the event.

I must point out that Mapleton is not a big forest in terms of useable rally roads. In addition to that, there are not many suitable places to have a Rally HQ. In addition to that there is a freehold neighbour right smack bang in the middle of the forest whose rights we must observe.

If the foresters would consent to letting us close and use the main forest drive we would have some absolutely magic, high speed stuff, but, without that we have to use what we can. All in all, Kev Lingard (Asst Director) and I found about 30 kms of road, which, when used twice in some parts gave us a 52 km total competitive distance.

The response to the event from competitors was great. I honestly only expected about 20 - 25 entries due to the number of rallies at the end of the year, but with the enthusiasm of the road car competitors, together with one solitary Group G datto, the number was boosted to a great 35.

Anyway, I spent the afternoon before the Rally started with Kev clearing and mowing the "Old Cooloolabin Forest Station" - an area indicated on the map and which the Forester suggested might be suitable as a base.

On first inspection we thought it a little small but the more we cleared away the bigger it seemed. Unfortunately with 35 Rally cars, most with service crews - and a number of other hangers-on the place got a little crowded.

I apologise for not having quite enough room for everyone to fit in comfortably but should the area be used again, something will be done to improve facilities. Apologies also to Paul Thatcher from GCTMSC - I just knew deep in my heart that you'd bring that truck.

Having erected a tarp with the intention of keeping the scorer, director and officials dry if rain came, I then shared it with what seemed to be about 300 people when it started to storm at about 5.45 pm. I had sudden visions of the 88 Mapleton Stages when a huge storm on Saturday night virtually washed out Sunday's event.

When the rain eventually stopped I sent my best zero-car Burnsie and Cec in the KE70 Corolla to check the condition of SSl "River Road" because that was the only one which would have been a worry. Looking back, even the name scares me now!

The report came in that one hill about 2 k's in was SLIMY with a capital "S" and I knew straight away that it wasn't worth the risk.

Hence, the deletion of that section and SS6 "River Rd 2" which was the same run in reverse - GREAT START!!!

I explained my actions at the briefing, gave the necessary changes to route books and sent them on their way. Car 1 was Stewie Reid and Geoff Kranse in the grunty Starion who wanted a shakedown run before the QRC on 25 November the following week.

The start at 7.20 plus the 20 minutes for the first transport allowed the whole field to start in darkness, and they headed off to start the event with the longest stage of 9.3 km. An almost vertical transport down the mountain to Cedar Ck Road which was SS2 and the Starion hit the lead from the word go with Gary Marshall's pretty Datsun 1600 PRC car not far behind.

After that, a service then turn left out of HQ and 120 metres to the start of Bottle and Glass Road which was perhaps the best stage of the Rally. Another transport around past the neighbours (I hope everyone drove sensibly) and then onto Blackall Road (SS4) which was also pretty good.

The crews ducked back to HQ for a 10 minute service before heading off to tackle a repeat of SS1 and SS2 and then cutting across to do Bottle and Glass Road in reverse, finishing just outside of the Headquarters.

It was really the best way I could fit in all of the competitive roads logically and I hope the 70-odd kms of transport wasn't too hard to take.

Well at the end car 1 was still Stewie and Geoff and they brought home a well deserved win. Poor Glen Bell was doing quite well until he went off the road on the second last stage and lost a heap of time.

Equal second between Gary Marshall/Michael Burke and David Bates/Ron Peters brought home the inefficiencies of $\frac{1}{4}$ minute timing, but we'll have to live with that.

It's been brought to my attention that there were in fact a couple of arithmetical errors in adding up the final results, and my apologies to those who were affected. As it was there were no changes to the placegetters, but it's still important to point out.

Finally thanks to all who helped get the event off and running including Kev, Esme, Kym, Burnsie and Cec, Glen and Alan, Richard and Dennis Brown, Ron and Shaun and all of the control officials who assisted.

Thanks to the people of Cooloolabin and to the Forestry Department Officials at Beerburrum who helped me. (I seriously think some of the roads were smoother after the rally cars had been over them).

Tom Smith

BRISBANE SPORTING CAR CLUB LIMITED

BAILEY POWERLINES RALLY 18TH NOVEMBER 1989 - PROVISIONAL RESULTS
Published 12 noon 20.11.89 Protests subject to NCR's

CAR NO.	*ENTRANT/NAVIGATOR	SS.2	SS.3	SS.4	SS.5	SS.7	SS.8	SS.9	TOTAL	O/R	PRC/CRC	NOV/RC
1	*STEWART REID/GEOFF KRAUSE	-	3/4	-	1	1	1/2	1/4	3,1/2	1	1	
3	*GLEN BELL/KATE CRANDELL	1,1/2	1,3/4	1/4	1,1/4	1,3/4	34,1/4	3/4	41,1/2	25	2	=1
4	+GCTMC/GARRY MARSHALL/MICHAEL BURKE	1,1/2	3/4	1/4	1,1/4	1,1/4	3/4	1/4	5,3/4	=2	=3	=3
5	*SHANE SMITHIES/HANS GOOTE	1,3/4	1	1/4	1,1/4	1,1/2	1	3/4	7,1/2	=4	2	=12
6	+BSCC/*JIM PILGRIM/JOHN KIRK	3	1,1/2	1/2	1,3/4	2,1/4	1,1/4	3/4	11	14	10	17
7	*DAVID CUMMINS/G.HILTON	7	1	1/2	1	2,1/4	2,1/4	1/2	14,1/2	19	7	=10
8	*ALAN CLUNES/BRIAN SWINTON	2,1/4	1,1/2	3/4	1,3/4	2,1/4	1	1/2	10	11	5	5
9	+CCTMS/PAUL THATCHER/MICHAEL PAGE	2,3/4	1	1/2	2	DNF	1	1/2	8,1/4	6	1	=1
10	*ANDREW JOHNSTONE/MIKE NEELY	2,1/4	1	1/4	1,1/2	1,3/4	1	3/4	5,3/4	=2	=3	=3
11	*DAVID BATES/RON PETERS	1,1/2	3/4	1/4	1,1/4	1,1/2	1	1/2	7,1/2	=4	3	18
12	*MALCOLM LAWLESS/MARCLAIN LAWLESS	2	1	1/4	1,1/4	3,1/4	1,1/2	1	14	18	11	=8
14	+CCTMS/R.BELL/JAN BELL/SHARON BELL	3,1/2	1,1/2	1	2,1/4	5	2,1/2	1,1/2	21,3/4	21	6	6
16	*PATRICIA MARR/NEAL WESCHE	5,1/2	2,3/4	1,1/2	3/4	2	1	3/4	9,3/4	=9	8	14
17	PETER MAPSTONE/*TONY HOWARD	2,1/2	1,1/4	3/4	1,1/2	2,1/2	1	1/2	8,3/4	7	9	15
18	*CRAIG LEE/JIM LEE	2,1/2	1	1/4	1	2,1/2	1	1/2	12,1/4	16	7	19
19	*LEE WILLIAMS/ANTHONY VAUGHN	5,1/4	1,1/4	1/2	1,3/4	2,3/4	1,1/2	3/4	11	14	12	5
20	*STEVE DRAHEIM/DEBBIT GRIFFITH	2,1/4	1	1/2	1,1/2	2	1	1/2	10,1/4	13	7	4
21	*BARRY HEDLEY/NOEL PHILP	2,3/4	1,1/2	1/2	1,3/4	2,1/2	1,1/4	1/2	22,1/4	22	8	8
22	+GCTMC/MICK BRUCE/GARY MITCHELL	3	1,1/4	1/2	2	2	1	2,1/2	18	19	12	5
23	*JAMES DONALD/TONY DONALD	5,1/4	2,1/2	1,1/2	3,3/4	4,1/2	2,1/4	2,1/2	22,1/4	22	19	8
24	*ANDREW REDDIEK/BRIAN NEWMAN	53	DNF	1,1/2	3,3/4	4,1/2	2,1/4	2,1/2	18,3/4	20	7	7
25	*RAYMOND EVANS/PATRICIA EVANS	4,1/2	2,1/4	3/4	1,3/4	7,1/2	DNF	DNF	9,1/4	8	7	1
26	*DARRYL McNEILL/ANTHONY KLATT	2,1/4	1,1/4	1/2	1,1/2	2	1	3/4	9,3/4	=9	8	2
27	*IAN FERGUSON/CLAY KENNEDY	2,1/2	1	3/4	1,1/4	1,3/4	1	1,1/2	9,3/4	=9	7	1
28	*RUSSELL WILSON/GRAEME ELLIS	34,1/2	10,3/4	DNF	3,1/4	3	1,1/2	2,1/2	18,3/4	20	7	7
29	*ROBIN BERARDO/IAN BREMNER	5,3/4	1,3/4	1	2,1/4	DNF	1,1/2	2,1/2	16	19	6	6
30	*R.WOOD/GEOFF STANAWAY/KEN STANAWAY	5	2	1	2,1/4	DNF	2	1	35,3/4	24	10	10
31	*GLEN EGGINS/SHANE FORSTER	3	1,1/2	6,1/2	1,1/2	1/2	2	1	35,3/4	24	10	9
32	*TERRENCE PEARCE/PETER GOODMAN	9	4,1/2	2,3/4	5,1/4	7,1/4	4	3	35,1/2	23	9	9
33	*LEANDER TURVEY/BRETT WRIGHT	23,3/4	1,1/2	3/4	1,1/2	3,3/4	1,1/4	3	11	11	=10	
34	*MAXIM MOTORS/JASON MEYER/SHANE WISE	2,1/2	1,1/4	1/2	1,3/4	2	1,1/4	3/4	10			
35	*BRIAN EVERITT/STUART COLE											



*ENTRANT +ATTRIBUTED ENTRANT.
1ST OUTRIGHT - CAR 1 STEWART REID/GEOFF KRAUSE
=2ND OUTRIGHT - CAR 4 GARRY MARSHALL/MICHAEL BURKE
=2ND OUTRIGHT - CAR 11 DAVID BATES/RON PETERS

1ST ROAD CAR - CAR 27 IAN FERGUSON/CLAY KENNEDY
2ND ROAD CAR - CAR 28 RUSSELL WILSON/GRAEME ELLIS
3RD ROAD CAR - CAR 35 BRIAN EVERITT/STUART COLE

1ST PRC CAR 1 STEWART REID/GEOFF KRAUSE
1ST CRC CAR 11 DAVID BATES/RON PETERS
1ST LADY DRIVER CAR 14 JAN BELL

Firstly let me apologise for my lack of articles in the last few Brisports but I have been fairly tied up with other things! I had hoped to see other Off Road articles in the mag but with the exception of Desley's story on the Big Kart and Pat's on Braemar, there has been nothing. So next time you start complaining that there is no off road stories it may be an idea to write one yourself. Anyway, enough of that - let us being.....

Last time I wrote I was just about to head off to the Bridgestone International, after some heavy negotiations I was able to get a navigate in the Rose's Warialda Autoport Ute. After we unloaded all the copper pipe and tap fittings, we headed off to tackle the big gunes. Now being second navigator I was under the false impression that Terry would have had time to settle down with the car and I would just be able to cruise along, after Lap 3 Maureen jumped out and I was in. Now this is not so bad, windscreen, two-way radio and heater and I was fascinated by this gauge which kept reading 9lb boost, who knows it must be some kind of taco? Anyway, enough of that where was I? Oh, yes, things were going just great until we were hauling down this straight and suddenly something up front let go and we were vertical, this was not my idea of a good time as I grabbed for the Jesus bar and thinking to myself I hopemy undies are cleanafter this for when I am in hospital, but all is not lost, we came down and I looked over at Terry and he was laughing and he said "That was a bit close", well after a big fight the suffering Jesu Ute finally stopped and we were out to inspect the damage. I was under the false impression that was the end of us for the weekend, with half the front suspension broken we could never get going again. Wrong again! After a quick call back to the pits all the parts we needed were on their way out thanks to Doug McMillan and after 20 minutes we were off again. On Lap 6 it started to rain which wasn't so bad, just turn the wipers on. Why aren't they working? After about 20 km of constant stopping to clean the windscreen, even to the point of ripping off my warm clothing under my race suit to clean it and going so slow that even Laurie Svenson passed us, it was time to pull in and do something about it. After a few quick minutes in the pits we were off again. Yes, now this is better, we can see really good now, it wasn't till we were out on the track again that I realised that the screen was now missing and here I am, it's raining and we are in one of the coldest places in Australia and all I had on was a thin race suit. The last lap I spent dreaming of Surfers Paradise and lazing on the beach and checking out women. But, I will say this for Terry Rose he was bloody determined as we crossed the finish line to take the flag, Terry said "This Off Road racing is the greatest" and who can argue with that.

We finish up with fourth in Class and all in all it was a great weekend, and a big THANK YOU to Terry and Maureen Rose for the best time I have had for a long time.

ETTAMOGAH PUB SHORT COURSE SERIES

The three rounds are over now, the final being at Toowoomba and I must say it was very exciting especially the Class 3 cars - the battle between Stephen Hilton and Rod Sams was the highlight.

Congratulations to Don Williamson and Lindsay Cooper and Ron Milton of the Ettamogah Pub, on getting it all together and I hope to see it staged next year.

+++++

IRA BERK NISSAN 300

Well, the Ira Berk Nissan 300 has been run and won. I am happy to say that all in all it was a great event thanks to a lot of great people helping. Being the first National at Inglewood we didn't know what to expect but the Town's people were very helpful to us and they welcome us back next year.

The track turned out to be very fast with the fastest car taking 52 minutes to cover the 100 km loop. As for the B.S.C.C. members, well, things could have been better for some. Laurie and Janelle Svenson got second fastest prologue but suffered wiring problems and finished 19th outright. The best result for the day was first in Class 5 and 24th outright to Terry and Maureen Rose who got it altogether on the day - well done!. Just one sport behind was Bill and Carolyn Sharpe who, after a puncture in the first lap put up some very respectable times and I can see they have the potential for a big year in 1990. Rod and James Sams were 4th in Class 3 and Steve and Ann Blackburn dragged the Kelpie out once again to score a credible 28th outright. Barry and John Massey proved their worth in the Jeep scoring 3rd in Class 8 followed by the latest edition to the B.S.C.C. Nigel Yorke and Paul Smith taking 4th in Class 8.

Other finishers were Mark Dolan and Malcolm Dunnett, Paul Lee and Darran Hyland, Don and Russell Macarthur, Ken and Colleen Smith, Rod Schipp and Richard Hope (thanks to the use of a certain generator), Tony and Philip Halpin, Ian Wilkinson and Michael Schache, James Corbett and Mark Crane, John Hammond and Tanya Smith, Jeff Dean and Darren Koch.

There were a few hard luck stories as is to be expected. The biggest goes to Alan and Colin Nicoll after hitting a stump and Desley Collins and Roberta Barbe having brake problems and hitting a tree. I think that it is time to retire the Citroen Pat, the poor thing is very tired and doesn't like it when you cane the out of it. As for Michael Collins and Russell Crew, well, they unfortunately had minor fuel problems which put an end to their day. As for all the other DNF'S my deepest sympathy - but there is always next year.

From a Director's point of view the event lived up to all expectations except the dust caused a few problems, but the fact that no one was hurt - which was my only worry - was a relief.

We are now in the planning stages for 1990 at Easter and we are looking for workers so, even if you can only help on the day, please call me on (07) 892 4682 because without YOUR help nobody gets to race.

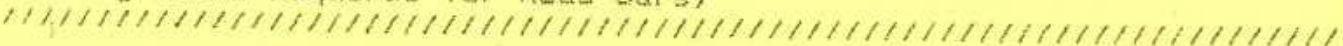
Off Road Babies:

Congratulations to Greg and Christine Nicoll on the birth of their son Aaron, who has already been to his first race. I can see in 20 years time we will be watching Aaron Nicoll and Tait Svenson doing battle while their old man is shouting advice to them!!!!

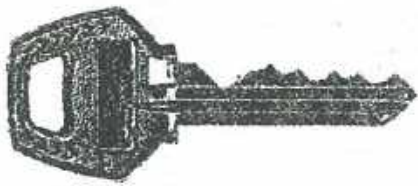
DARLINGTON PARK FUN DAY

On the 17th December the Off Roaders have a chance to show the Rally boys how its done. It will be an Autocross course and you will be able to take your Pit Crew and others for a ride, so don't miss out. Its only \$10 to enter - BE IN IT - I am sure you will have a great day.

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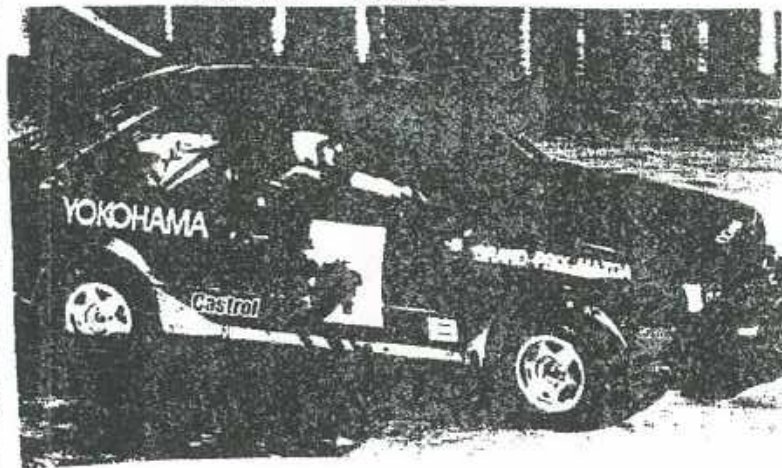
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9TH DECEMBER 1989

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START: 12 NOON GALLANGOWAN

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SUNDAY

3RD DECEMBER 1989

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JIMBOOMBA, THEN FOLLOW TO

T JUNCTION (BEAUDESERT/

TAMBORINE ROAD, TURN LEFT,

THEN FOLLOW TO JUNCTION TURN
RIGHT AND FOLLOW CANUNGRA ROAD
FOR 7 KM EVENT ON LEFT

CLUB CHAMPIONSHIP		
= 1	PAUL GRAY	20
	TOM SMITH	20
= 3	IAN BREMNER	19
	LAURENCE SVENSON	19
= 5	PAUL PYYVAARA	16
	ROBIN BERARDO	16
7	DESLEY COLLINS	12
= 8	ALAN McCONNELL	11
	JOHN BRIXEY	11
	NEAL WESCHE	11
	ROBERT MOWBRAY	11
=12	DEAN TIGHE	10
	JANELLE SVENSON	10
	MICHAEL COLLINS	10
=15	ALAN BATES	9
	ANDREW JOHNSTONE	9
	LINDSAY COOPER	9
	MIKE NEELY	9
	ROWAN CLARKE	9
20	DOUG McMILLAN	8
=21	BERNIE MOWEN	7
	BRETT WRIGHT	7
	IAN REDDIE	7
=24	BRIAN SWINTON	6
	GREG HORTON	6
	JOHN GOASDOUE	6
	JOHN HAMMOND	6
	MAUREEN ROSE	6
	RON MILTON	6
=30	GLEN WESTON	5
	STEPHEN HILTON	5
	TONY BEST	5
=33	CEDRIC LOY	4
	CRAIG LEE	4
	KEVIN WHITE	4
	MARK TWINE	4
	MITCHELL COLLINS	4
	PHIL STEPHAN	4
	TERRY HILTON	4
=40	DOUG McWILLIAM	3
	GARY McLANE	3
	GLEN DUTHIE	3
	GREG TEBBLE	3
	KEVIN LINGARD	3
	RUSSELL HARTNETT	3
=46	ALAN CLUNES	2
	ALAN NICOLL	2
	ANTHONY FEHLHABER	2
	CHRIS LANE	2
	CRAIG SMITH	2
	DARREN KOCH	2
	DARYL COLE	2
	DAVID ROBERTSON	2
	GLEN EGGINS	2
	GRAHAM SMITH	2
	JAMES SAMS	2
	PETER CARRUTHER	2
	RICHARD ANDERSON	2
	RON BURNS	2
	RUSSELL MACARTHUR	2
	SHANE SMITHIES	2
	STEVE KELLY	2

CRUMPET CHAMPIONSHIP			
1	DESLEY	COLLINS	15
= 2	KERRY	PAYNE	11
	RENEE	WARRA	11
	JANELLE	SVENSON	11
	PATRICIA	MARR	11
= 6	ALISON	TEBBLE	10
	MAUREEN	ROSE	10
= 8	CONNIE	SMITHIES	9
	COLLEEN	SMITH	9
10	CAROLYN	SHARPE	8
11	MAURA	WATSON	7
12	ANN	BLACKBURN	6
13	LEE-ANN	ROSE	5
=14	TRACEY	SMITH	4
	ROBERTA	BARBE	4
16	TANYA	SMITH	1

MOTORKHANA CHAMPIONSHIP			
1	ALAN	McCONNELL	32
2	IAN	BREMNER	31
3	ROBIN	BERARDO	30
4	TOM	SMITH	18
= 5	PAUL	PYYVAARA	15
	PAUL	GRAY	15
7	ALAN	BATES	12
= 8	PHIL	STEPHAN	11
	BRETT	WRIGHT	11
10	GLEN	EGGINS	10
=11	PETE	SMITH	9
	MAL	RYAN	9
=13	GARY	McLANE	8
	RON	von OPSEL	8
=15	MARTIN	GIBSON	6
	GREG	TEBBLE	6
17	ALAN	CLUNES	4

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
17	SHAUN	GRAY	9
=18	KERRY	PAYNE	8
	IVAN	BERARDO	8
=20	GARY	McLANE	7
	CHRIS	McLANE	7
	JOHN	GOASDOUE	7
=23	BRETT	WRIGHT	6
	ALISON	TEBBLE	6

OFF ROAD CHAMPIONSHIP

1	ROBERT	MOWBRAY	30
= 2	LAURENCE	SVENSON	20
	JANELLE	SVENSON	20
4	DOUG	McMILLAN	19
5	BERNIE	MOWEN	15
= 6	MAUREEN	ROSE	12
	JOHN	HAMMOND	12
= 8	MARK	TWINE	10
	TERRY	HILTON	10
	MITCHELL	COLLINS	10
	STEVE	HILTON	10
	MICHAEL	COLLINS	10
13	LINDSAY	EVERLEIGH	9
=14	JOHN	BRIXEY	8
	TERRY	ROSE	8
	KEN	SMITH	8
	COLLEEN	SMITH	8
=18	BILL	SHARPE	7
	ROSS	WATSON	7
	COROLYN	SHARPE	7
	DARYL	COLE	7
	DOUG	McWILLIAM	7
	MAURA	WATSON	7
	ROD	SAMS	7
=25	GRAHAM	SMITH	6
	JAMES	SAMS	6
	ANTHONY	FEHLHABER	6
	DAVID	ROBERTSON	6
=29	ANN	BLACKBURN	5
	TOM	EUSTACE	5
	STEVE	BLACKBURN	5
	MARK	DOLAN	5
	CEDRIC	LOY	5
	GEOFF	LOY	5
=35	LEE-ANN	ROSE	4
	ALAN	NICOLL	4
	GREG	NICOLL	4
	MALCOLM	DUNNETT	4
=39	BARRY	MASSEY	3
	DONALD	MACARTHUR	3
	JOHN	MASSEY	3
=42	RODNEY	SCHIPP	2
	JEFFREY	DEAN	2
	RUSSELL	MACARTHUR	2
	DARREN	HYLAND	2
	DESLEY	COLLINS	2
	TRACEY	SMITH	2
	IAN	WILKINSON	2
	RICHARD	HOPE	2
	PAUL	MULHOLLAND	2
	ROBERTA	BARBE	2
	MICHAEL	SCHACHE	2
=53	LES	MARSHALL	1
	GREG	OZANNE	1
	RUSSELL	MACARTHUR	1

DARREN	KOCH	1
PETER	RIVERS	1
RON	VANDERHAAR	1
NIGEL	YORKE	1
JAMES	SAMS	1
PAUL	SMITH	1
PETER	BUNKER	1
PHILIP	HALPIN	1
SHANE	KING	1
JAMES	CORBETT	1
PAUL	GILKES	1
MARK	CRANE	1
MOSS	LANE	1
TANYA	SMITH	1
GRAHAM	GILKES	1
ANTHONY	WALKER	1
DANNY	RUSSELL	1
ALLEN	MILLER	1
GEOFF	DIEHM	1
WARREN	WALKER	1
DARREN	KOCH	1

SPEED EVENT CHAMPIONSHIP

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

C.A.M.S. 1989 QUEENSLAND RALLY CHAMPIONSHIP
(After QRC 4) NAVIGATORS

NAVIGATOR	QRC1	QRC2	QRC3	QRC4	TOTAL
Tony Best	29	29	29	29	87
Ross Perry	24	8	21	24	77
Neil Wessche	18	19	10	18	55
Graig Smith	19	9	13		51
Graig Weale	29	18			47
Del Garbett		9	12	17	38
Graig Proffitt	17	3	15		35
Neal Bunter	7	9	12		28
Dave Hill		24			24
Hilton		8			24
Jan Bell	15				23
David Cummins		17	4		21
Geoff Reid	10	6	5		21
Tom Smith	4	16			20
David Vardonwood	4	6	16		20
Storn McDonald	4	15	9		19
Ian Hamwood		14	8		15
Dwyer		14			14
Campbell		2			14
Chris Lane	11	10			12
Peter		6			11
Peter		4			10
Peter		6			10
Alan Peters	7	6	3		9
Lesley Truistum	6	6			7
Kevin Convery	2	4			6
Steve Wright		4			6
Debbie Griffith	4				6
Garnet		4			4
Burke		4			4
Philp		4			4
Wise		4			4
Jones			4		4
Reid			4		4
Hetherman	3				3
O'Connell	3				3
Duck		3			3
Palfraamen		3			3
White		3			3

cont.

C.A.M.S. 1989 QUEENSLAND RALLY CHAMPIONSHIP
(After QRC 4) NAVIGATORS cont.

NAVIGATOR	QRC1	QRC2	QRC3	QRC4	TOTAL
Page			3		3
Gees			3		3
Smithies			3		3
Neely				3	3
Crandell		2			2
Sutton		2			2
Tebble		2			2
Condermy		1			1
Kruse	1				1
Goldsborough		1			1
Taylor		1			1

1989 C.A.M.S. QUEENSLAND RALLY CHAMPIONSHIP AWARDS
after 3 rounds

DRIVER	QRC1	QRC2	QRC3	TOTAL
Glen Duthie	15	15	20	50
Stephen Reid	20		12	32
Adrian Pearce	12		10	22
Glen Bell		20		20
David Bates		12	15	15
Steve Kelly				12
David Cummins	10			10
Bob Ingham		10		10
Derrin Clark	8			8
Andrew Johnson		8		8
Alan Cwiles		6		6
David Scott		4		4
Thatcher		3		3

1989 C.A.M.S. QUEENSLAND RALLY CHAMPIONSHIP AWARDS
after 4 rounds

MANUFACTURER	QRC1	QRC2	QRC3	QRC4	TOTAL
MAZDA	4	20	20	20	64
SUBARU	20	15	10	10	55
PEUGEOT	15	6	12	15	48
FORD	12	12	4	12	40
MITSUBISHI	8	8	4	8	28
TOYOTA	10	3	8	6	27
NISSAN	3	10	6	3	22
HOLDEN	6	4	15		15
ISUZU	2	2			10
SUZUKI		1		4	8
CITROEN			3		4
FIAT			2		2

Most of you have probably heard of Canberra. It is well known as the home town of Australia's top rally ace Greg Carr. There is an ex-Queenslander called Bill Hayden who also lives there, but I think he is only a temporary resident.

One of the more sensible decisions that the newly-constituted Commonwealth Government made was to organise the planting of large areas of pine forest. This was commenced in 1915 and areas were steadily increased until about 1950. Logging is now carried out constantly, and new trees are planted as quickly as the mature trees are cleared.

With the expansion of the city the closest forest is now surrounded on three sides by suburbs, and the other major forest area is less than ten kilometres from the city, which now has a population of 250,000, estimated to become 350,000 by the turn of the century. With these ingredients (Greg Carr, the close forests, and the high population) it is not surprising that successful rallies have been run there for many years.

The Esanda Rally was the sixth and final round of this years Australian Rally Championship. As with many other ARC rounds this year the competition was spread over three days. The major difference with other rallies was that all competitive sections were conducted during daylight, presumably mainly for the spectators (and the older drivers whose eyesight is getting bad).

As well as the forestry sections there were a number of other special stages. These included two privately-owned roads along the water-supply pipeline (familiar to anybody who has watched the Toshiba ralliesprints on TV) and closed public roads such as Lady Denman Drive which was used twice, over 5 km close to the centre of the city and very fast (the equivalent of closing Gilchrist Avenue in Brisbane) and Brindabella Road, also approximately 5 km and used twice, a tight twisting bitumen road through the mountains (the equivalent of closing Cunninghams Gap or Mt. Coot-tha). There was also a special stage through the National Exhibition Centre, mainly bitumen with a very tight part through the car park, right-angle bends or U-turns every 50 metres or so, almost like a big motorkhana.

A total of 56 entries were received. This included all the main ARC contenders, many other competitors who normally only run the NSW Championship, and a lot of local ACT crews. The rally had an International Permit and two entries came from overseas. Queensland was represented by Murray Coote/Isain Stewart (Mazda), Rod Cross/Spike McDowall (Suzuki), David Johansen/Andrew Wright (Gazelle), Geoff Keys/Bill Thurley (Mazda) and George Kahler/myself (Mazda). Other ex-Queenslanders in the event were Norm Fritter and Coral Taylor. Dave Jorgensen, a former ACT resident who has recently shifted to the Gold Coast, was navigating for ACT driver (and recent Bathurst class winner) Neal Bates. Peter Glennie from Moree, almost an honorary Queensland, was also driving.

The other interesting entry was from the Mitsubishi Ralliant Team, running one of the Galants that had competed in Rally Australia and the Asia Pacific Series, driven by Ross Dunkerton and navigated by Fred Goentas.

The instructions were available a fortnight before the event, to enable crews to make pace notes. As we were competing in the Ipswich Bumpa-to-Bumpa Rally on the previous weekend (or the first 600 metres of it) we only had 4 days of pacenoting, which turned out to be enough as a lot of the roads were used two or three times. A lot of people feel that pacenoting should not be allowed. It adds considerably to the cost of running and the time away from work. On the other hand it makes the competition more even, as most of the local crews are familiar with the roads and have ways of finding out what roads are to be used. It also makes the event safer, as there is less likelihood of accidents if you know what is around the corner or over the next crest.

Anyway, back to the event. It was very well organised and the authorities had put a lot of effort into ensuring good roads. There were graders working on the course until the day before the event. Spectators were well catered for and there were plenty of them. The well known "mineshaft" was used twice, and "bullock paddock" a 2 km section of straight road with about ten flat out crests, was used four times.

Greg Carr was hoping to make it six wins out of six events in this years ARC, but was beaten on his home territory. Ross Dunkerton was consistently quicker, and ended up winning, with Greg second. Murray Coote was third as the speed of the Mazda could not match the Galant or Lancia. Ray Wilson from New Zealand was fourth in another Mazda very similar to Murray's car.

The surprise of the rally was fifth place. This went to Steve Ashton from Victoria in another Galant, who also won the Group N Class. This car is absolutely standard, exactly as it was bought from Mitsubishi, with no signwriting and a standard exhaust system. In fact Steve drives it to and from work every day. This result (and Dunkerton's) gives some idea of the competitiveness of the Galants, and I think that 1990 will be the year of the Galant, with up to ten of them possibly competing. Neal Bates from the ACT was in sixth place, we were seventh and Peter Glennie was eighth.

Retirements unfortunately included Geoff Keys and Rod Cross, also Wayne Bell who has had a bad year except for Tasmania and Rally Australia. Norm Bolitho in another very quick Galant ran off the road, so did Martin Quinn in a well-prepared (and still PRC legal) Mazda RX2, who was then only about two minutes behind us after two days of rallying. There were quite a few Commodores entered, but most retired for various reasons.

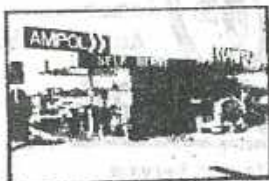
If we had come sixth instead of seventh we would have picked up enough points to be third in the ARC, but as things turned out we were fourth, which I still think is a good effort, and ahead of a lot of crews that should have beaten us. George's Mazda is definitely for sale now, and is a car which next year is still capable of winning the Queensland Rally Championship and being well placed in the ARC.

Tony Best.



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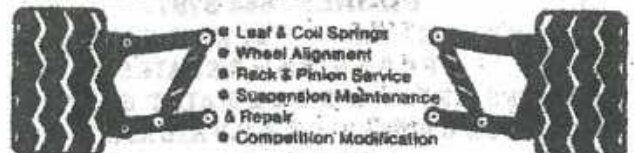


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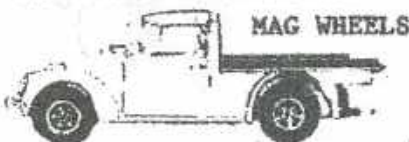
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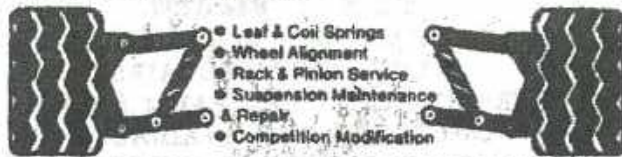


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THE MOBY VICS GLASSHOUSE MOUNTAINS FOREST RALLY

Following the short summary of this event which appeared in last month's magazine I now have the pleasure of listing the stage analyses for those competitors (and others) who would like to know just how they went in comparison to their assorted arch-rivals.

I can only mention again that this rally was most enjoyable and was run quite well. We all know that every event has its ups and downs and perhaps the only "whinge" that people had was because of the dust. Ironic isn't it - with maybe a 10 knot breeze blowing the dust problem may have been cured and the results could have been altogether different. Thanks to Ron Burns who provided the computer and time to enable these results to be brought to you. (It's a lot quicker than doing it manually, I can assure you).

CREW	SS1	CREW	SS2
1 KAHLER/BEST	5.18	1 JONES/HILTON	13.59
2 JOHANSON/WRIGHT	5.37	2 KAHLER/BEST	14.17
3 REDDIEX/PERRY	5.39	3 REDDIEX/PERRY	14.27
4 SUMMERVILLE/SMITH	5.42	4 SUMMERVILLE/SMITH	14.51
5 BELL/CUMMINS	5.47	5 DUMMETT/HILL	15.10
6 JONES/HILTON	5.47	6 PEARCE/CONVERY	15.21
7 REVILLE/OKANE	5.48	7 KABEL/GARBETT	15.28
8 GEES/GEES	5.51	8 REID/REID	15.30
9 GOASDOUE/WESCHE	6.01	9 BURNS/SMITH	15.39
10 DUMMETT/HILL	6.02	10 REVILLE/OKANE	15.43
11 BOARDMAN/RYAN	6.03	11 CROSS/MCDOWELL	15.44
12 CROSS/MCDOWELL	6.03	12 KELLY/WADE	15.57
13 CRISP/MURPHY	6.04	13 DUTHIE/BUNTER	15.58
14 BURNS/SMITH	6.05	14 JONES/JONES	16.11
15 KABEL/GARBETT	6.08	15 KRAUSE/REID	16.13
16 KRAUSE/REID	6.11	16 CRISP/MURPHY	16.17
17 DUTHIE/BUNTER	6.14	17 LUCEY/LITTLE	16.20
18 PEARCE/CONVERY	6.17	18 GEES/GEES	17.01
19 THATCHER/PAGE	6.21	19 SMITHIES/SMITHIES	17.39
20 REID/REID	6.27	20 BATES/PETERS	17.49
21 JONES/JONES	6.43	21 BELL/CUMMINS	17.50
22 SMITHIES/SMITHIES	6.46	22 THATCHER/PAGE	18.50
23 KELLY/WADE	7.09	23 BOARDMAN/RYAN	22.07
24 BATES/PETERS	7.28		
25 LUCEY/LITTLE	16.01		

Although the full field of 25 cars completed SS1, we have already lost 2 of the more fancied runners in SS2. John Goasdoue/Neal Wesche did not start the second stage after blowing a head gasket in the "Monroe" Escort. David Johanson/Andrew Wright started SS2 in the Duckhams Gazelle but retired mid-stage with a lack of oil pressure, luckily saving the engine from any serious damage. The pressure was suddenly off Ian Reddiex and his Peugeot 205GTi for Class 3.

SS3			SS4		
1	CREW	5.38	1	CREW	13.25
2	KAHLER/BEST	6.05	2	KAHLER/BEST	13.43
3	REDDIEX/PERRY	6.32	3	DUMMETT/HILL	13.55
4	REID/REID	6.39	4	REDDIEX/PERRY	13.58
5	BELL/CUMMINS	6.39	5	SUMMERVILLE/SMITH	14.01
6	JONES/HILTON	6.40	6	REVILLE/OKANE	14.09
7	SUMMERVILLE/SMITH	7.03	7	BELL/CUMMINS	14.14
8	PEARCE/CONVERY	7.05	8	CRISP/MURPHY	14.38
9	KABEL/GARBETT	7.30	9	GEES/GEES	14.41
10	REVILLE/OKANE	7.39	10	PEARCE/CONVERY	14.43
11	DUMMETT/HILL	7.39	11	KABEL/GARBETT	14.54
12	GEES/GEES	7.48	12	BURNS/SMITH	14.59
13	CRISP/MURPHY	7.54	13	JONES/HILTON	15.02
14	BURNS/SMITH	7.59	14	REID/REID	15.24
15	JONES/JONES	8.00	15	JONES/JONES	15.37
16	LUCEY/LITTLE	8.05	16	BATES/PETERS	15.49
17	CROSS/MCDOWELL	8.09	17	DUTHIE/BUNTER	15.54
18	KRAUSE/REID	8.12	18	LUCEY/LITTLE	16.15
19	BATES/PETERS	8.23	19	KELLY/WADE	16.41
20	DUTHIE/BUNTER	8.32	20	SMITHIES/SMITHIES	17.10
21	SMITHIES/SMITHIES	8.45	21	THATCHER/PAGE	17.23
22	THATCHER/PAGE	8.46	22	KRAUSE/REID	23.39
	KELLY/WADE			CROSS/MCDOWELL	

SS3 sees us lose another competitor. Dick Boardman's Cordia Turbo (with the BIG front brakes) dropped a valve and this of course meant the end for the car. Interestingly the Reid brothers in their little 1300 KE70 Corolla pull out a 3rd fastest time and this may well have been "on the cards" with a good dust-free run.

Poor Crossie and Spike in the Swift GTi somehow got lost and ended up in a Quarry (Mt Coot-tha???) where they damaged the car. This would later lead to one of the Keema Suzuki's few retirements. So far George and Tony in the Duckhams Mazda have been the team to beat and they are fastest again on SS3 and SS4.

SS5			SS6		
1	CREW	5.03	1	CREW	13.24
2	JONES/HILTON	5.28	2	KAHLER/BEST	14.24
3	KAHLER/BEST	5.55	3	JONES/HILTON	14.36
4	DUMMETT/HILL	5.57	4	REDDIEX/PERRY	14.57
5	REDDIEX/PERRY	6.00	5	BATES/PETERS	15.00
6	BELL/CUMMINS	6.09	6	SUMMERVILLE/SMITH	15.01
7	SUMMERVILLE/SMITH	6.11	7	BELL/CUMMINS	15.32
8	CRISP/MURPHY	6.17	8	BURNS/SMITH	15.46
9	KABEL/GARBETT	6.19	9	JONES/JONES	15.50
10	REVILLE/OKANE	6.25	10	PEARCE/CONVERY	15.51
11	BURNS/SMITH	6.26	11	KABEL/GARBETT	15.51
12	PEARCE/CONVERY	6.29	12	REID/REID	15.55
13	LUCEY/LITTLE	6.33	13	CROSS/MCDOWELL	15.55
14	DUTHIE/BUNTER	6.39	14	GEES/GEES	16.03
15	CROSS/MCDOWELL	6.40	15	KRAUSE/REID	16.18
16	KRAUSE/REID	6.40	16	DUTHIE/BUNTER	17.09
17	JONES/JONES	6.46	17	REVILLE/OKANE	17.20
18	THATCHER/PAGE	6.53	18	KELLY/WADE	17.28
19	REID/REID	7.02	19	SMITHIES/SMITHIES	18.29
20	SMITHIES/SMITHIES	7.05	20	CRISP/MURPHY	19.09
21	BATES/PETERS	7.06	21	THATCHER/PAGE	19.15
22	GEES/GEES	35.07		LUCEY/LITTLE	
	KELLY/WADE				

SS5 and the battle continues. This time the 323 4WD is whipped by the big grunter Commodore of David Jones. The dust is still proving to be a problem, and Steve Kelly in his Mazda RX-2 gets very lost somewhere out there in the wilderness.

Poor Bruce Dummett's rally came to an abrupt end on SS6 when the much-damaged Datto rolled (again), ending his chances of a good result. That particular car is a legal CRC Datsun and it is a credit to the team that they are able to be very competitive still. Meanwhile the Summerville/Smith Subaru RX-Turbo keeps pulling consistent times.

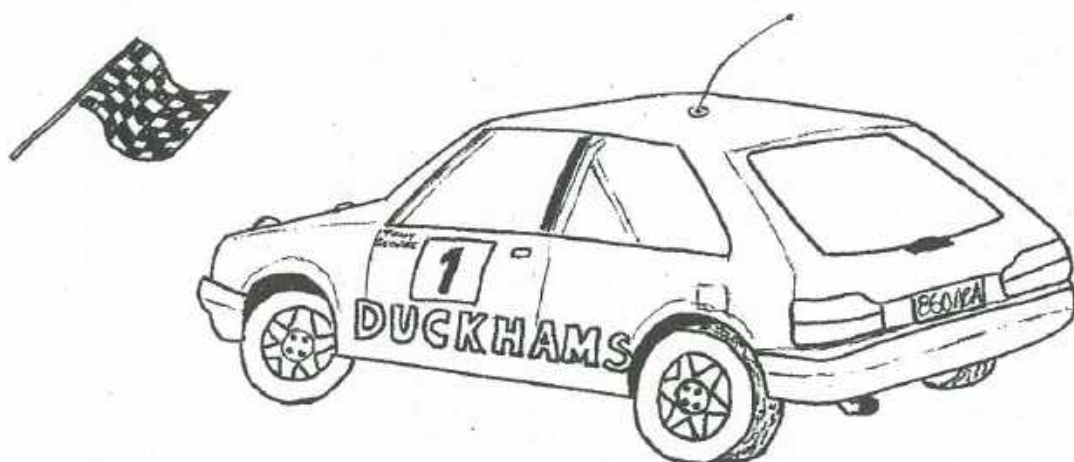
CREW		SS7	CREW		SS8
1	KAHLER/BEST	7.30	1	KAHLER/BEST	13.19
2	REDDIEX/PERRY	8.19	2	JONES/HILTON	13.32
3	SUMMERVILLE/SMITH	8.21	3	REDDIEX/PERRY	14.29
4	BELL/CUMMINS	8.24	4	BURNS/SMITH	14.34
5	KABEL/GARBETT	8.38	5	BELL/CUMMINS	14.35
6	BURNS/SMITH	8.40	6	REVILLE/OKANE	14.45
7	CRISP/MURPHY	8.41	7	SUMMERVILLE/SMITH	14.48
8	DUTHIE/BUNTER	8.49	8	CRISP/MURPHY	14.58
9	JONES/HILTON	8.57	9	KABEL/GARBETT	15.16
10	GEES/GEES	9.02	10	BATES/PETERS	15.22
11	BATES/PETERS	9.04	11	JONES/JONES	15.30
12	LUCEY/LITTLE	9.10	12	REID/REID	15.32
13	THATCHER/PAGE	9.31	13	LUCEY/LITTLE	15.42
14	CROSS/MCDOWELL	9.42	14	DUTHIE/BUNTER	16.00
15	KRAUSE/REID	9.42	15	PEARCE/CONVERY	16.23
16	KELLY/WADE	9.53	16	THATCHER/PAGE	16.33
17	SMITHIES/SMITHIES	10.01	17	SMITHIES/SMITHIES	16.40
18	JONES/JONES	12.48	18	KRAUSE/REID	19.38
19	REVILLE/OKANE	14.14	19	GEES/GEES	23.37
20	REID/REID	15.33	20	KELLY/WADE	24.01
21	PEARCE/CONVERY	21.43			

This time the Steve and Geoff Reid Corolla got lost for a while which really put them behind the 8-ball. After the quarry experience in SS4, the Suzuki's damage finally becomes apparent. The bolt holding the steering rack shears and the little rocket becomes a little unstable. Time to bow out gracefully.

CREW		SS9	CREW		SS10
1	JONES/HILTON	5.13	1	KAHLER/BEST	5.38
2	KAHLER/BEST	5.14	2	REDDIEX/PERRY	5.58
3	REDDIEX/PERRY	5.18	3	SUMMERVILLE/SMITH	5.58
4	BELL/CUMMINS	5.27	4	JONES/HILTON	5.58
5	CRISP/MURPHY	5.29	5	BELL/CUMMINS	6.05
6	JONES/JONES	5.33	6	REVILLE/OKANE	6.11
7	SUMMERVILLE/SMITH	5.37	7	KABEL/GARBETT	6.12
8	KRAUSE/REID	5.50	8	CRISP/MURPHY	6.22
9	REVILLE/OKANE	5.51	9	LUCEY/LITTLE	6.22
10	SMITHIES/SMITHIES	5.52	10	DUTHIE/BUNTER	6.24
11	KABEL/GARBETT	5.59	11	KRAUSE/REID	6.27
12	BATES/PETERS	6.00	12	BATES/PETERS	6.28
13	DUTHIE/BUNTER	6.04	13	REID/REID	6.29
14	GEES/GEES	6.06	14	BURNS/SMITH	6.30
15	PEARCE/CONVERY	6.12	15	JONES/JONES	6.39
16	BURNS/SMITH	6.22	16	GEES/GEES	6.46
17	THATCHER/PAGE	7.19	17	PEARCE/CONVERY	6.56
18	REID/REID	8.28	18	THATCHER/PAGE	7.06
19	LUCEY/LITTLE	15.41	19	SMITHIES/SMITHIES	7.10

SS9 and Burnsie and Cec have finally had a stack!! The little Class 1 winners from 88 and 89 went a little too sideways into a bank (which bank??) and (i) bent an axle, bent the panhard rod, pushed a tyre off the rim, pushed in the sill and busted the driver's seat! After getting out and having a look around (expecting the worst), they jumped back in and got going again, only losing about 30 seconds in the process. Perhaps the worst rollover for quite a few rallies saw the previously immaculate Mazda RX-2 of Steve Kelly go inverted and get bent. Steve suffered a minor back injury which saw him trudged off in the ambulance to Redcliffe hospital. Nothing serious though, and nothing that a few weeks off work won't rectify.

CREW	CLASS	CAR	TOTAL
1 KAHLER/BEST	5	MAZDA 323 4W	98.21
2 JONES/HILTON	4	COMMODORE	101.13
3 REDDIEX/PERRY	3	PEUGEOT 205	102.32
4 SUMMERVILLE/SMITH	5	SUBARU 4WD	104.52
5 BELL/CUMMINS	C	ESCORT	107.39
6 KABEL/GARBETT	4	MAZDA RX7	109.32
7 CRISP/MURPHY	C	ESCORT	112.15
8 DUTHIE/BUNTER	2	MAZDA 1600	114.33
9 REVILLE/OKANE	5	SUBARU 4WD	115.11
10 BURNS/SMITH	1	COROLLA KE70	115.49
11 LUCEY/LITTLE	2	LASER SPORT	117.04
12 BATES/PETERS	3	DATSUN 1600	118.18
13 JONES/JONES	2	CELICA	118.31
14 KRAUSE/REID	4	MIRAGE	120.59
15 GEES/GEES	4	FORD FALCON	122.32
16 REID/REID	1	COROLLA	122.49
17 SMITHIES/SMITHIES	1	CITROEN CLUB	124.53
18 PEARCE/CONVERY	3	ESCORT	125.54
19 THATCHER/PAGE	3	FIAT 131	128.30



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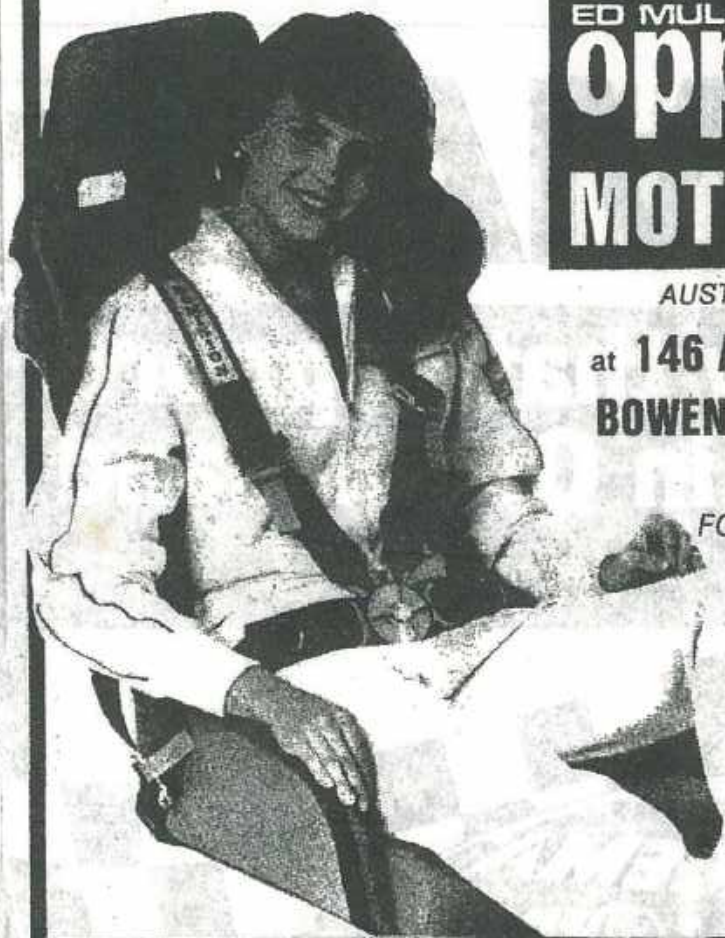
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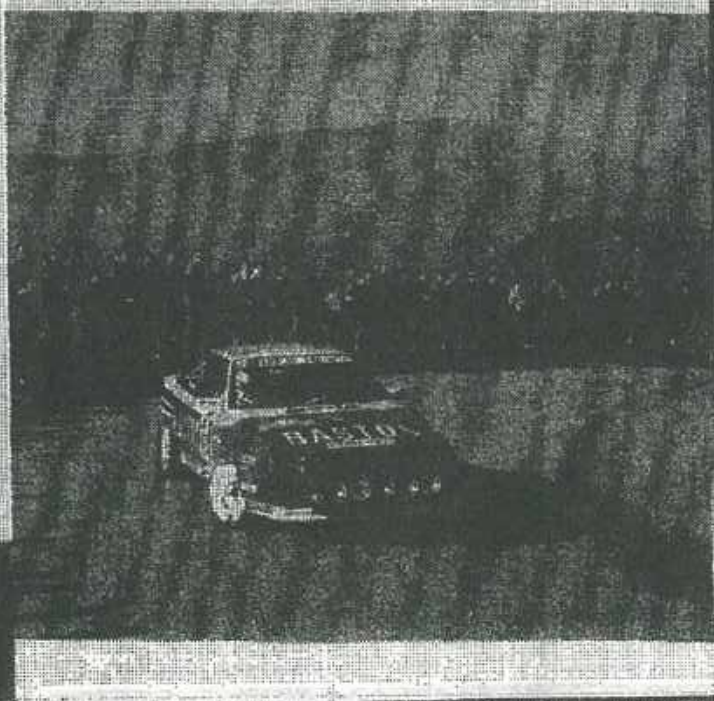
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