

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



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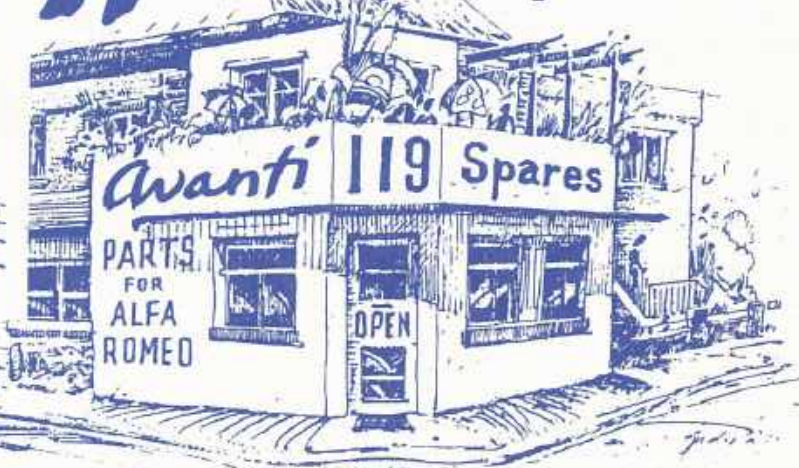
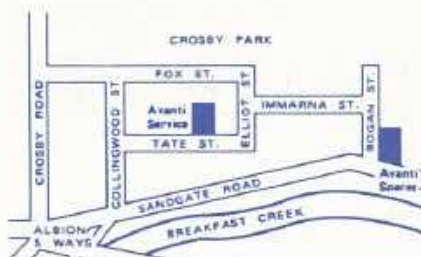
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STARTLINE

Does anyone out there ever wonder just what makes a Rally Driver tick? I, for one, am still a little perplexed.

The recent Cooloola Classic rally was shaping up to be a real champion of an event when unfortunately we were struck by the totally unpredictable weather. The wet only made its presence felt on Saturday morning and this was really too late to cancel the event unless the roads were Really, Really bad.

Undeterred, the Director Brian Swinton and his mob decided that they could still make a rally.

This is where the puzzling expression comes in! One would think that in horrendously slippery conditions, the nuts behind the wheels would slow down. Ou contraire mon ami, most of the nuts went just as fast as if it were dry. I seriously suspect that some of the more web-footed ones went even faster.

As it turned out, we managed to achieve a total competitive distance which was about 300 metres over the required minimum and thus, the event retained Championship Status.

Well done to the Cooloola Classic organising committee!! My own experience with John Goasdoue in the new Sprinter was sheer bliss. What a horn car! In Group N condition (apart from the missing rear seat, carpet etc.) we managed 3rd outright and conclusively won the class. When the thing gets some development under its little skin it'll be harder to stop than a schoolboy reading PENTHOUSE. Thanks John, for a hoot of a ride! Thanks also to Richard Brett Trish and Kylie for servicing in what can only be called really shitty conditions.

Not a real lot has been happening since the last action-packed episode of Brisport (B.S.C.C.'s answer to Mills and Boon). We had a really-well attended (Ha, a classic case of sarcasm) night run set by Dean Tighe. Only 2 crews showed up to have a birl, out of a total club membership of 350. Honestly, you should all be ashamed. I insist that you all drop your trousers and spank yourselves black and blue.

Actually, speaking of spanking, I recently received a super letter from our past Editor Pete Johnson. He's having ball-tearer of a time over in good ol' Pommiland and actually got to spectate on the RAC Rally. Apparently he even managed to get a smile and a wave from HANNU Mikkola as Hannu sped past on the Highway.

Wow! Do you think that might happen to me one day??

I hope everyone enjoyed my attempt at political cartooning in last month's mag. I thought I'd add a little bit of originality and creativity to the Magazine's content and it's not intended to poke fun at any individual. It's just a representation of a funny moment at time through my warped mind.

There's another effort in this month's issue which I hope you'll enjoy. It's quite hard to find people who are funny-looking enough in the first place to make caricatures of (Please don't hit me, Stewie!).

It's amazing the places an up-to-the minute Editor finds to write his column, too. this part is being concocted on the afternoon bus on the way home from work. Hence it's a little bumpy.

I had a terrible day at work today - hardly any time at all to work on my magazine articles, but fear not I have typists at many secret locations just waiting for the word to spit out an article for me.

Actually I was thinking of asking the committee for a donation to buy a desk-top computer or a word processor. Somehow I don't like my chances.

I've just also received confirmation that the CP CARS - CIBIE Rally has 58 entries and it should be a legendary event. Sitting in the sweep vehicle with my good friend Glen Weston, I must remind all competitors out there that we'll be (a) the ones who pick up the pieces, and (b) the last ones home to HQ on the night (save some tinnies Richard).

Anyway, enough rambling for now - it's time to sit back, relax and enjoy a story so far fetched that you'll believe a man can fly

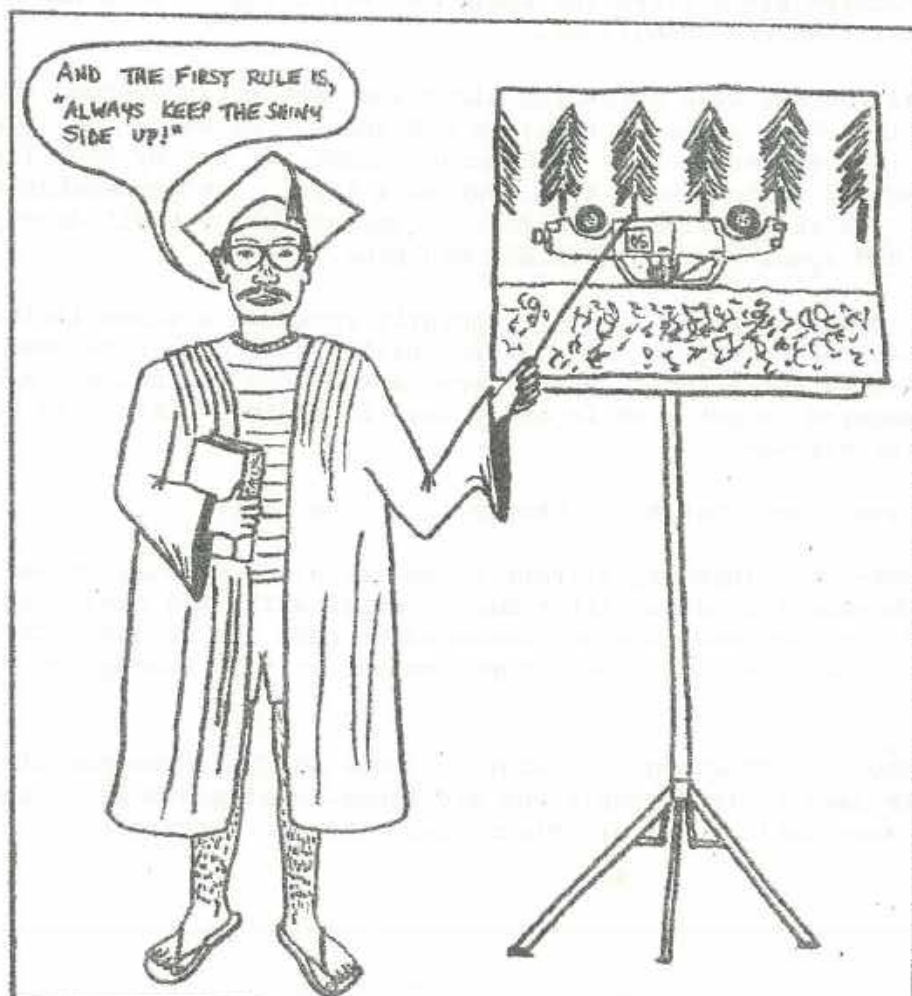
YES, it's "BRISPORT - the movie".

As Jeff Fenech would say, "I loves youse all".

Tom Smith

P.S. THE STORY IS TRUE. MY BRIEFCASE DID GET BITTEN BY A DOG ON THE WAY TO WORK ONE MORNING.

STEWIE'S RALLY SCHOOL



ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club Limited to be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba on WEDNESDAY 28TH MARCH 1990 commencing at 8.00 p.m.

The business to be conducted at the Annual General Meeting shall be:

1. The consideration of the accounts, balance sheets and reports of members of the Board and Auditors as are prescribed by the Act.
2. The election of members of the Board, Auditor or Auditors and Life Members (if any).
3. Consideration of motions of which notice has been given.
4. Any other business.

Nominations for Office bearers and other members of the Board are listed below:

NOMINEE	NOMINATED BY	SECONDED BY
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PRESIDENT

VICE PRESIDENT

SECRETARY

GLEN WESTON	Craig Brown	Kerry Payne
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ASSISTANT TREASURER

JOHN QUINN	Richard Anderson	Hugh Walker
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STEVE BRADFORD	Tom Smith	Christopher Lane
IAN BREMNER	Craig Brown	Brett Wright
JOHN GOASDOUE	Richard Anderson	Brett Wright
CHRISTOPHER LANE	Craig Brown	Tom Stevenson

CLUB CAPTAIN

CLUB CHAMPIONSHIPS 1990

OFF ROAD CHUMP

= 1	LAURENCE SVENSON	11
	JANELLE SVENSON	11
= 3	TOM STEVENSON	10
	CRAIG BROWN	10
= 5	MARK DOLAN	9
	NOEL SINGLETON	9
= 7	GREG NICOLL	8
	ALAN NICOLL	8
= 9	RON VANDERHAAR	7
	PETER RIVERS	7
= 11	BERNIE MOWEN	6
= 12	KEN SMITH	5
	TOM ORCHER	5
= 14	STEPHEN HILTON	4
15	IAN MACDONALD	3
16	GRAHAM SMITH	2
= 17	TONY FELHABER	1
	JACKIE SONDBERG	1
	GRANT WHITE	1
	DARYL KELLAM	1
	REMO MASNADA	1
	JOHN NEIHAYER	1

LADIES CHUMP

1	JANELLE SVENSON	11
2	JACKIE SONDBERG	10

RALLY CHUMP

= 1	GEORGE KAHLER	11
2	IAN HAMWOOD	10
= 3	JOHN GOASDOVE	9
	TOM SMITH	9
5	HAL CLARKE	8
6	NEAL WESCHE	7
= 7	JOHN FERGUSON	6
	JOHN CARRIGAN	6
9	DICK BOARDMAN	5
= 10	GARY BATTS	4
	TONY GARVEY	4
12	TONY KABEL	3

CLUB CHUMP

= 1	LAURENCE SVENSON	11
	JANELLE SVENSON	11
	GEORGE KAHLER	11
= 4	TOM STEVENSON	9
	CRAIG BROWN	9
	IAN HAMWOOD	9
= 7	JOHN GOASDOVE	8
	TOM SMITH	8
= 9	MARK DOLAN	7
	NOEL SINGLETON	7
	HAL CLARKE	6
11	GREG NICOLL	5
= 12	ALAN NICOLL	5
	NEAL WESCHE	5
= 15	JOHN FERGUSON	4
	JOHN CARRIGAN	4
= 17	RON VANDERHAAR	3
	PETER RIVERS	3
19	DICK BOARDMAN	2

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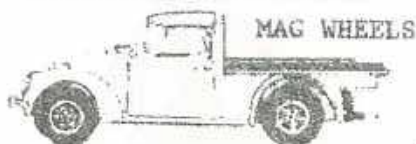
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OFF ROAD SCENE by Derrick Kennedy

Why?? This is the burning question. Why was Grandchester postponed? Was it because of the weather? NO! Was it because there was no-one to run it? NO! That only leaves lack of entries. WHY?

I am of the opinion that there is now too many events on the Off Road Calendar. As you know the Brisbane Sporting Car Club runs the National and all the Queensland Off Road Championship rounds plus 4 short courses and the profit generated from these races is to the benefit of off roaders. Now, we have the situation with other clubs running short courses on their own tracks with little or no organisation and the profits benefiting that club, but is the money being used to the benefit of off roaders?

This is the question I cannot answer, see if you can work it out.

Some people have the impresssion that the B.S.C.C. is a Rally Club, this may appear to be so when you turn up on a Wednesday night and only rally people are there, but, have you ever thought of getting a group together and going along and mixing with the rally people? Maybe then we might be able to start being a Club and not just another \$35 we have to spend to get our C.A.M.S. licence.

This will also be of benefit to us all because as you know(or may not know?) it takes a lot of people to run events and we could all help each other.

Please don't take this too personally but unless you are prepared to get involved off roading will just go downhill and I know that's not what we want. So, next time you are asked to help, or even better still, volunteer to help, don't be afraid it won't kill you and you may even find you have had a good time.

THE OFF ROAD RALLY SCENE!!

After much negotiation, I was able to acquire a navigate in the G P Cars Cibie Forest Rally but first to put you in the picture. I don't consider myself a Rally person until late last year I had the chance to navigate with Laurence Svenson in the Team Toyota 4 x 4 Turbo Supra (well..it was a Toyota anyway) but don't you worry about that my friend.

Anyway, here we are competing in our first rally, the Keema Club Rally and the mighty Landcuriser and the old lady luck was on our side and we scored 1st ROAD CAR and 8th OUTRIGHT - not bad in a stock 4 x 4 when you are competing against Geminis and Escorts so we were pretty pleased with ourselves.

Only last week I was able to get a start in the G P CARS CIBIE FOREST RALLY, thanks to Brett and Esme. We prepared the car (changed the spark plugs) and we were off.

On arrival we were given NUMBER THIRTEEN in the starting order and at 6.26 p.m. we set off on the first transport section. In this time we had discovered that I couldn't read the trip meter and we would have to do the whole rally on guess work.

We pulled up at the start of the first competitive and the old nerves started to take over but after a few anxious moments on the first couple of corners Laurence had settled into the groove and we were able to put in some very respectable times. There were two highlights in the evening, the first was seeing a Citroen on its lid in the 2nd stage and also a RX 2 lying down in the middle of the track.

We also had our share of bad luck by blowing a tyre at the second Spectator Point of all places to go, well at least we were only 500m from the end and were able to finish the section.

The night finished for us at 10.00 p.m. and we ended up 3rd ROAD CAR and 22nd OUTRIGHT (out of 58 starters!!) but considering the 'Cruiser has half the power to weight ratio of a rally car we were both happy.

Thanks to Richard Anderson and Brett Wright for a great night and to all the other workers on the night for without their help we would be lost. Also, thanks to Laurence for another memorable night and hopefully one day we might be able to afford a Malda and then look out Murray Coote.

Derrick Kennedy

IRA BERK NISSAN 300

Things are really hotting up for Easter now (14/15 April). We have the track arranged and, weather permitting, it will be a great weekend. We have improved facilities at the track and have organised a dinner dance for Sunday night's presentation (Tickets available \$18 adult \$12 child 12 years and under)

Also it looks like I have lined up a Special of the weekend to be shown on Vision T.V. We'll keep you posted.

We are looking for HELP ON THE WEEKEND of the 7th/8th APRIL to help set up the Pit Area. Also if you are not competing we also need help on the weekend of the event so don't be shy now give either Esme or myself a call on (391 8881 or

Don't forget the ANNUAL GENERAL MEETING at the Club on 28th March Hope to see you all, so you can have your say on how the Club should be run.

Signing off for now

Derrick.

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THE COOLOOLA CLASSIC RALLY - GYMPIE 1990

As usual, the Brisbane Sporting Car Club nominated for, and received permission to run the first round of the Queensland Rally Championship. This was not only the first event in the Queensland table for the year, but the first Sunshine State rally of a new decade - the first rally of the nineties and possibly the start of a completely new era of the sport.

Once again, basically the same organizing committee took on the massive job and actually started the enormous pile of work and route-setting in October last year. The only real change in jobs was the promotion of Brian Swinton to the Director's chair (in an effort to give a 'younger bloke' a go) and the appointment of Ross McCulloch and Brian Everritt (our 'Gympie-Man') to the Assistant Directors' jobs. No-one need have had any concern over these changes, as all three, and everyone else who was involved performed their tasks admirably.

The entry list sported 35 entries, somewhat disappointing when we look back at the '87 event's 62, but still a good size field for the year's debut Championship round. It was pleasantly surprising to see a number of new cars first time up and even more obvious was the fact that everyone was going to make it very hard for last year's Champion George Kahler to pull off another victory.

George was seeded at car 1 in the Duckhams Mazda with new navigator David Tolcher of South Aussie's famous rallying Team Tolcher. David was being 'blooded' for his rides with George in this year's ARC, while ex-navigator Tony Best (from the West) was putting his wealth of experience to good use by volunteering to ride with a new driver in second last position.

David Johanson who has the luscious Gazelle (past winner of a Hugh Jarsoll Award) up for sale, was plopped into a newly built 280Z at the start of the event and told "Here, drive this".

Car 3 was honorary Queensland Peter Glennie in his Subaru, making a rare appearance in a QRC. Perhaps the most unusual modification to Pete's car was the use of a "Murrycoot" for a navigator. This "Murraycoot" is either a small native animal or a word for a local with intimate knowledge of the region.

Cars 5 and 6 were both Mazda 323 4WD's, the first being Mal Clarke and Steve Ross in Mr Coote's 89 car and then Mark Griffith and Neal Wesche in Mark's newest toy, a beautifully prepped white 323 4WD (without the car-phone, of course).

Starting at 7 was John Goasdoue in his new Toyota Sprinter 16 valve with stand-in navy Tom Smith aboard. The Toyota, in basically Group N form, was running with the support of John's usual sponsors, Bendix & Penrite along with "SPORTZ Suspension" logos about 2 feet high promoting John's new business.

Other new cars in the field included Gary Batts and Tony Garvey in a brand spanking new Suzuki Swift GTi in full Group N trim. Towards the bottom end of the field we had Jan and

Sharon Bell in a CRC Celica (Now, all the Bells were out there competing) and Michael Page/Ian Syme in a Class 1 1300cc Mazda 323 (rear wheel drive) - Now we haven't seen one of those before!

QRC-1 was also the debut event of the Subaru Dealer Team, consisting of Greg Summerville/Martin Darch, Brian Crisp/Chris Lane and Bruce Reville/Alan Staib. The team of 3 well-prepared RX-Turbos was out to have a real crack at the QRC, but the wet weather and understeerish Subies do not mix well.

Waking up on the Saturday morning of the event was not a good thing if you were a Director. Rain was present and it was too late to just call everything off. The promotional start went off as planned and the field transported to the Driver Education Centre to be met by a very muddy paddock. The traditional finish of this stage has been a blast over some of the bitumen of the adjoining Industrial Estate and the drivers used this to blow some of the mud out of their tyre grooves. The Director, Brian Swinton took the bull by the horns and informed the pacing crews that the Rally proper was on and that more information would be provided as the night wore on. Thirty-three drivers and navigators were jubilant - they would in fact have something to tell their grandchildren about. It was to be a wet and muddy night, but the 1990 Cooloola Class was ON!



THE EDITOR (ME) AND JOHN GOASDOME POSE PROUDLY BESIDE THE NEW SPRINTER AT THE START IN GOLDFIELDS PLAZA SHOPPING CENTRE.

NO	CREW	CLASS	CAR	NO	SS1
1	REID/HAMWOOD	4	STARION TURBO	4	2.00
2	KAHLERTOLCHER	5	MAZDA 323 4WD TURBO	1	2.00
3	BELL/CUMMINS	C	ESCORT MK2	12	2.03
4	SUMMERVILLE/DARCH	5	SUBARU 4WD TURBO	8	2.03
5	CLARKE/ROSS	4	MAZDA 323 4WD	17	2.04
6	GRIFFITH/WESCHIE	5	MAZDA 323 4WD TURBO	11	2.04
7	GLENNIE/COOTE	5	SUBARU 4WD TURBO	3	2.06
8	GOASDOUE/SMITH	2	TOYOTA COROLLA LEVIN	7	2.06
9	JOHANSON/WRIGHT	4	DATSUN 280Z	2	2.08
10	CRISP/LANE	5	SUBARU 4WD TURBO	23	2.10
11	DAWSON/GIBSON	2	GEMINI	24	2.11
12	REVILLE/STAB	5	SUBARU 4WD TURBO	16	2.15
13	KABEL/GARBETT	4	MAZDA RX7	14	2.15
14	PEARCE/CONVERY	C	ESCORT MK2	22	2.16
15	DUMMETT/HILL	C	DATSUN 1600	5	2.16
16	BELL/CRAWDELL	3	ESCORT MK1	15	2.18
17	BATTS/GARVEY	1	SUZUKI SWIFT GTI	9	2.18
18	BOARDMAN/WHITE	4	CORDIA TURBO	10	2.18
19	TAYLOR/TAYLOR	4	MAZDA RX2	27	2.19
20	PAGE/SYME	1	MAZDA 323	33	2.22
21	GEES/PHILP	4	FORD TUDOR	19	2.23
22	LAWLESS/LAWLESS	3	DATSUN 1600	25	2.28
23	FERGUSON/CARRIGAN	4	MAZDA RX7	13	2.32
24	CARELESS/SLATTERY	3	DATSUN 1600	26	2.32
25	JOHNSTONE/NEELY	1	SUZUKI SWIFT GTI	28	2.36
26	ROSE/SPENCER	C	DATSUN 1600	18	2.37
27	WILLIAMS/HARTNETT	2	ESCORT MK2	31	2.41
28	LEE/LEE	C	LANCER	29	2.45
29	CASPER/DUNCAN	3	DATSUN 1600	34	2.48
30	NEUNENDORFF/PERRY	2	MAZDA 323 GTS	20	3.00
31	BELL/BELL	C	TOYOTA CELICA	32	3.01

Never overstress your car on the first stage. Stewie Reid is up there with George from the word 'go', thanks to 60 extra hp due to a recently installed intercooler. A good performance by Rod Dawson/ Dennis Gibson in the standard Gemini sees them in front of a lot of other more fancied drivers.

Jan Bell and daughter Sharon are slowest here by over a minute but they hang on in there and persevere to the finish.

Way to go!!

SS2 and Traveston has been well used over the past few years. Starting on some hilly Forestry roads and ending on beautiful Shire roads-Fsat and fibwing.

This is where outright speed helps and the Duckhams Mazda is fastest by 18 seconds from Bruce Dummett's CRC(group G) Datsun 1600. Poor Greg Summerville and Mratin Darch had a great first stage and decided to go hard from the start of the first rally stage proper. They started nicely but 2nd gear lbw on the first hill about 1 km from the start.(not bad for a gearbox that did all of last season)

Dawson/Gibson do another fast time, and keep our eyes on Adrian Pearce/Kvein Convery in the ex-Brian Crisp CRC Escort. The Goasdoue/Smith Sprinter suffered bad brake loss at about halfway due to unbedded front pads on the STANDARD brakes. Neunendorff/Perry retired the Mazda 323GTS with electrical problems.

SS3 CURRA ONE 15.35KM

NO	CREW	CLASS	CAR	NO	SS3
1	REID/HAMWOOD	4	STARION TURBO	4	12.82
2	KAHLERTOLCHER	5	MAZDA 323 4WD TURBO	1	13.06
3	GLENNIE/COOTE	5	SUBARU 4WD TURBO	3	13.22
4	GOASDOUE/SMITH	2	TOYOTA COROLLA LEVIN	7	13.29
5	BELL/CUMMINS	C	ESCORT MK2	12	13.35
6	PEARCE/CONVERY	C	ESCORT MK2	22	13.47
7	KABEL/GARBETT	4	MAZDA RX7	14	13.50
8	GRIFFITH/WESCHIE	5	MAZDA 323 4WD TURBO	11	13.82
9	REVILLE/STAB	5	SUBARU 4WD TURBO	16	14.13
10	DAWSON/GIBSON	2	GEMINI	24	14.10
11	BOARDMAN/WHITE	4	CORDIA TURBO	10	14.23
12	BATTS/GARVEY	1	SUZUKI SWIFT GTI	9	14.24
13	FERGUSON/CARRIGAN	4	MAZDA RX7	13	14.30
14	ROSE/SPENCER	C	DATSUN 1600	18	14.31
15	CRISP/LANE	5	SUBARU 4WD TURBO	23	14.46
16	GEES/PHILP	4	FORD TUDOR	19	14.50
17	TAYLOR/TAYLOR	4	MAZDA RX2	27	14.57
18	LEE/LEE	C	LANCER	29	15.08
19	BELL/CRAWDELL	3	ESCORT MK1	15	15.29
20	JOHNSTONE/NEELY	1	SUZUKI SWIFT GTI	28	16.37
21	CARELESS/SLATTERY	3	DATSUN 1600	26	16.63
22	CLARKE/ROSS	4	MAZDA 323 4WD	17	17.18
23	BELL/BELL	C	TOYOTA CELICA	32	17.59
24	PAGE/SYME	1	MAZDA 323	33	18.56
25	JOHANSON/WRIGHT	4	DATSUN 280Z	2	21.02
26	CASPER/DUNCAN	3	DATSUN 1600	34	21.06
27	DUMMETT/HILL	C	DATSUN 1600	5	23.40
28	WILLIAMS/HARTNETT	2	ESCORT MK2	31	30.02
29	SUMMERVILLE/DARCH	5	SUBARU 4WD TURBO	8	RETIRED
30	NEUNENDORFF/PERRY	2	MAZDA 323 GTS	20	RETIRED
31	LAWLESS/LAWLESS	3	DATSUN 1600	25	RETIRED

SS2 TRAVESTON 6.47KM

NO	CREW	CLASS	CAR	NO	SS2
1	KAHLERTOLCHER	5	MAZDA 323 4WD TURBO	1	4.58
2	DUMMETT/HILL	C	DATSUN 1600	5	5.15
3	BELL/CUMMINS	C	ESCORT MK2	12	5.21
4	GLENNIE/COOTE	5	SUBARU 4WD TURBO	3	5.25
5	GRIFFITH/WESCHIE	5	MAZDA 323 4WD TURBO	11	5.23
6	DAWSON/GIBSON	2	GEMINI	24	5.28
7	REID/HAMWOOD	4	STARION TURBO	4	5.29
8	CLARKE/ROSS	4	MAZDA 323 4WD	17	5.30
9	PEARCE/CONVERY	C	ESCORT MK2	22	5.30
10	CRISP/LANE	5	SUBARU 4WD TURBO	23	5.30
11	BOARDMAN/WHITE	4	CORDIA TURBO	10	5.34
12	BELL/CRAWDELL	3	ESCORT MK1	15	5.35
13	REVILLE/STAB	5	SUBARU 4WD TURBO	16	5.37
14	GOASDOUE/SMITH	2	TOYOTA COROLLA LEVIN	7	5.39
15	GEES/PHILP	4	FORD TUDOR	19	5.43
16	KABEL/GARBETT	4	MAZDA RX7	14	5.43
17	FERGUSON/CARRIGAN	4	MAZDA RX7	13	5.45
18	BATTS/GARVEY	1	SUZUKI SWIFT GTI	9	5.50
19	JOHANSON/WRIGHT	4	DATSUN 280Z	2	5.61
20	PAGE/SYME	1	MAZDA 323	33	5.55
21	TAYLOR/TAYLOR	4	MAZDA RX2	27	5.58
22	LEE/LEE	C	LANCER	29	6.04
23	WILLIAMS/HARTNETT	2	ESCORT MK2	31	6.15
24	JOHNSTONE/NEELY	1	SUZUKI SWIFT GTI	28	6.20
25	ROSE/SPENCER	C	DATSUN 1600	18	6.26
26	CASPER/DUNCAN	3	DATSUN 1600	34	7.00
27	CARELESS/SLATTERY	3	DATSUN 1600	26	7.08
28	BELL/BELL	C	TOYOTA CELICA	32	7.22
29	SUMMERVILLE/DARCH	5	SUBARU 4WD TURBO	8	8.29
30	LAWLESS/LAWLESS	3	DATSUN 1600	25	15.18
31	NEUNENDORFF/PERRY	2	MAZDA 323 GTS	20	RETIRED

SS3 over 15.35km and a sterling drive by Stewie Reid and Ian in the powerful Starion to take fastest. Also putting in a great drive was the little Sprinter of Goasdoue/Smith, less than 40 seconds behind Stewie.. David Johanson in the 280z had a problem with a piece of Silastic lodging itself in the fuel line when fuel pressure was up. Tony Kabel/ Del Garbett in the Keema Mazda RX-7 put up a good time and jumped in front of a number of 4wd cars on this stage. The front wheel drive cars of Dick Boardman/ Simon White and Gary Batts/Tony Garvey are having a great battle despite the differences in engine capacity and the big turbocharger on the Cordia.

SS4 was shortened dramatically due to the rain and even so there were a couple of sizeable puddles on the route which unsettled the cars at speed. Surprise here as Adrian Pearce in the Escort took fastest time outright with only 10 seconds separating the first 12 drivers. A great effort from Mark Griffiths/Neal Wesche in the pretty white Mazda in equal third fastest (along with 5 other drivers). The three remaining Subaru RX-Turbos are very close together in this stage with Bruce Reville/Alan Staib quickest by a second from Glennie who had a second over Brian Crisp. This stage "Veteran" was originally nearly 20 kilometres but reduced by excluding a lengthy loop through the forest.

SS4 VETERAN 3.5KM

	CREW	CLASS	CAR	NO	SS4
1	PEARCE/CONVERY	C	ESCORT MK2	27	5.66
2	KAHLER/TOLCHER	5	MAZDA 323 4WD TURBO	1	3.10
3	BELLCUMMINS	C	ESCORT MK2	12	3.11
4	GRIFFITH/WESCHE	5	MAZDA 323 4WD TURBO	11	3.11
5	DUMMETT/HILL	C	DATSUN 1600	5	3.11
6	GOASDOUE/SMITH	2	TOYOTA COROLLA LEVIN	7	3.11
7	CLARKE/ROSS	4	MAZDA 323 4WD	17	3.12
8	FERGUSON/CARRIGAN	4	MAZDA RX7	13	3.12
9	DAWSON/GIBSON	2	GEMINI	24	3.13
10	REVILLE/STAIB	5	SUBARU 4WD TURBO	16	3.14
11	GLENNIE/COOTE	5	SUBARU 4WD TURBO	3	3.15
12	CRISP/LANE	5	SUBARU 4WD TURBO	23	3.16
13	BOARDMAN/WHITE	4	CORDIA TURBO	10	3.17
14	KABEL/GARBETT	4	MAZDA RX7	14	3.19
15	REID/HAMWOOD	4	STARION TURBO	4	3.19
16	BATTIS/GARVEY	1	SUZUKI SWIFT GTI	9	3.23
17	GEES/PHILP	4	FORD TUDOR	19	3.25
18	JOHANSON/WRIGHT	4	DATSUN 280Z	2	3.29
19	PAGE/SYME	1	MAZDA 323	33	3.33
20	TAYLOR/TAYLOR	4	MAZDA RX2	27	3.34
21	BELL/CRADELL	3	ESCORT MK1	15	3.35
22	LEE/LEE	C	LANCER	29	3.44
23	JOHNSTONE/NEELY	1	SUZUKI SWIFT GTI	28	3.45
24	ROSE/SPENCER	C	DATSUN 1600	18	3.45
25	CARELESS/SLATTERY	3	DATSUN 1600	26	4.01
26	CASPER/DUNCAN	3	DATSUN 1600	34	4.18
27	BELL/BELL	C	TOYOTA CELICA	32	4.20
28	WILLIAMS/HARTNETT	2	ESCORT MK2	31	5.05
	SUMMERVILLE/DARCH	5	SUBARU 4WD TURBO	8	RETIRED
	LAWLESS/LAWLESS	3	DATSUN 1600	25	RETIRED
	NEUNENDORFF/PERRY	2	MAZDA 323 GTS	20	RETIRED

SS5 PHILLIPS ROAD 7.7KM

	CREW	CLASS	CAR	NO	SS5
1	REID/HAMWOOD	4	STARION TURBO	4	5.18
2	KAHLER/TOLCHER	5	MAZDA 323 4WD TURBO	1	5.17
3	CLARKE/ROSS	4	MAZDA 323 4WD	17	5.21
4	JOHANSON/WRIGHT	4	DATSUN 280Z	2	5.24
5	PEARCE/CONVERY	C	ESCORT MK2	27	5.25
6	GOASDOUE/SMITH	2	TOYOTA COROLLA LEVIN	7	5.25
7	REVILLE/STAIB	5	SUBARU 4WD TURBO	16	5.26
8	DUMMETT/HILL	C	DATSUN 1600	5	5.27
9	GRIFFITH/WESCHE	5	MAZDA 323 4WD TURBO	11	5.30
10	GLENNIE/COOTE	5	SUBARU 4WD TURBO	3	5.34
11	DAWSON/GIBSON	2	GEMINI	24	5.35
12	FERGUSON/CARRIGAN	4	MAZDA RX7	13	5.35
13	BELLCUMMINS	C	ESCORT MK2	12	5.37
14	BATTIS/GARVEY	1	SUZUKI SWIFT GTI	9	5.38
15	KABEL/GARBETT	4	MAZDA RX7	14	5.41
16	CRISP/LANE	5	SUBARU 4WD TURBO	23	5.43
17	GEES/PHILP	4	FORD TUDOR	19	5.44
18	BOARDMAN/WHITE	4	CORDIA TURBO	10	5.46
19	TAYLOR/TAYLOR	4	MAZDA RX2	27	5.53
20	ROSE/SPENCER	C	DATSUN 1600	18	5.54
21	LEE/LEE	C	LANCER	29	5.51
22	BELL/CRADELL	3	ESCORT MK1	15	5.55
23	JOHNSTONE/NEELY	1	SUZUKI SWIFT GTI	28	5.55
24	PAGE/SYME	1	MAZDA 323	33	5.20
25	CARELESS/SLATTERY	3	DATSUN 1600	26	5.43
26	CASPER/DUNCAN	3	DATSUN 1600	34	7.01
27	BELL/BELL	C	TOYOTA CELICA	32	7.14
	WILLIAMS/HARTNETT	2	ESCORT MK2	31	RETIRED
	NEUNENDORFF/PERRY	2	MAZDA 323 GTS	20	RETIRED
	SUMMERVILLE/DARCH	5	SUBARU 4WD TURBO	8	RETIRED
	LAWLESS/LAWLESS	3	DATSUN 1600	25	RETIRED

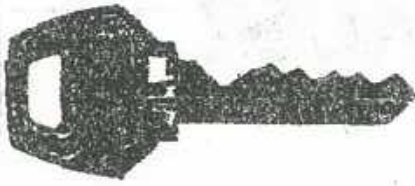
SS5 "Phillips Road" - Over a distance of 7.7 kilometres, this stage had it all. Consisting of fantastic Shire roads (smooth and fast) including a stretch of bitumen past some residents' houses and a good showing by the locals themselves who stood watching. (The Editor made sure he gave them a big wave). Fastest here, and not surprisingly was Stewie Reid again, putting the enormous power of the Mitsubishi to good use. Third quickest and showing a great performance was Mal Clarke/Steve Ross in the ex-Coote Mazda. Once Mal gets some Rally K's under his belt, he'll be hard to beat. Dave Johanson/Andrew Wright finally show some potential in the "Agricultural" Z Car (at least, compared to the Gazelle. The Z has about the same horsepower, but heaps more torque). We also lost the 1600 Mk2 Escort of Lee Williams after he had a rendezvous with a permanent fixture of the landscape.

SS6 Neerdie (5.54 km). A favourite section from last year with some high speed roads to finish on. Unfortunately there was a minor delay whilst it was confirmed the E.O.S. Control was in place. A number of drivers cleaned this section and scored the minimum of 4 minutes. The rain hadn't let off all afternoon and poor Chris Lane in the Subaru lost a rubber floor bung from under his feet. This let as much mud into the car as there was outside - well, nearly. A lot of crews had trouble with their terratrips - the readouts were running up quickly and showing complete jibberish. Most kept a level head and switched on and off to get some sense out of the readings. The service (Fosters Lane) after this stage was excellent last year in the dry, but turned very muddy due to a fair bit of traffic.

SS6 NEERDIE 5.54KM

	CREW	CLASS	CAR	NO	SS6
1	CLARKE/ROSS	4	MAZDA 323 4WD	17	4.00
2	GRIFFITH/WESCHE	5	MAZDA 323 4WD TURBO	11	4.00
3	BELLCUMMINS	C	ESCORT MK2	12	4.00
4	GLENNIE/COOTE	5	SUBARU 4WD TURBO	3	4.00
5	FERGUSON/CARRIGAN	4	MAZDA RX7	13	4.00
6	DUMMETT/HILL	C	DATSUN 1600	5	4.00
7	KABEL/GARBETT	4	MAZDA RX7	14	4.00
8	GOASDOUE/SMITH	2	TOYOTA COROLLA LEVIN	7	4.00
9	KAHLER/TOLCHER	5	MAZDA 323 4WD TURBO	1	4.00
10	BOARDMAN/WHITE	4	CORDIA TURBO	10	4.00
11	REID/HAMWOOD	4	STARION TURBO	4	4.00
12	JOHANSON/WRIGHT	4	DATSUN 280Z	2	4.00
13	PEARCE/CONVERY	C	ESCORT MK2	27	4.01
14	BATTIS/GARVEY	1	SUZUKI SWIFT GTI	9	4.02
15	REVILLE/STAIB	5	SUBARU 4WD TURBO	16	4.02
16	DAWSON/GIBSON	2	GEMINI	24	4.04
17	GEES/PHILP	4	FORD TUDOR	19	4.06
18	ROSE/SPENCER	C	DATSUN 1600	18	4.12
19	PAGE/SYME	1	MAZDA 323	33	4.23
20	TAYLOR/TAYLOR	4	MAZDA RX2	27	4.29
21	CRISP/LANE	5	SUBARU 4WD TURBO	23	4.29
22	LEE/LEE	C	LANCER	29	4.34
23	BELL/CRADELL	3	ESCORT MK1	15	4.35
24	JOHNSTONE/NEELY	1	SUZUKI SWIFT GTI	28	4.33
25	CARELESS/SLATTERY	3	DATSUN 1600	26	5.00
26	BELL/BELL	C	TOYOTA CELICA	32	5.42
27	CASPER/DUNCAN	3	DATSUN 1600	34	5.05
	WILLIAMS/HARTNETT	2	ESCORT MK2	31	RETIRED
	NEUNENDORFF/PERRY	2	MAZDA 323 GTS	20	RETIRED
	SUMMERVILLE/DARCH	5	SUBARU 4WD TURBO	8	RETIRED
	LAWLESS/LAWLESS	3	DATSUN 1600	25	RETIRED

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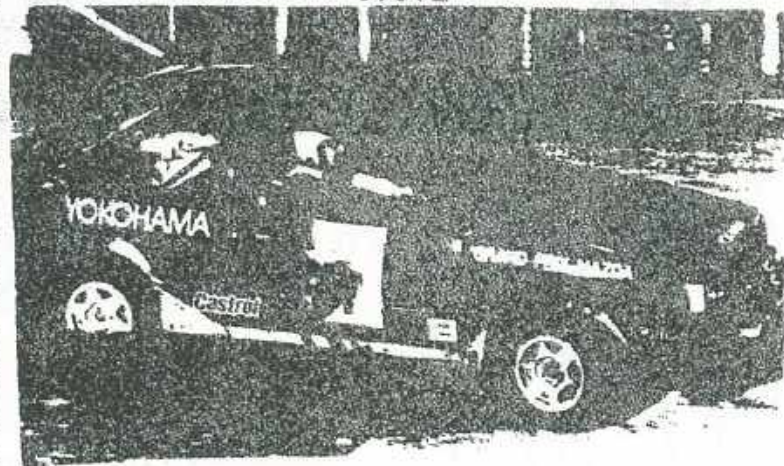
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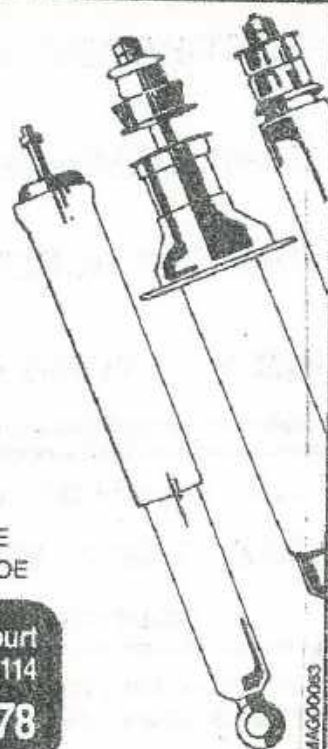
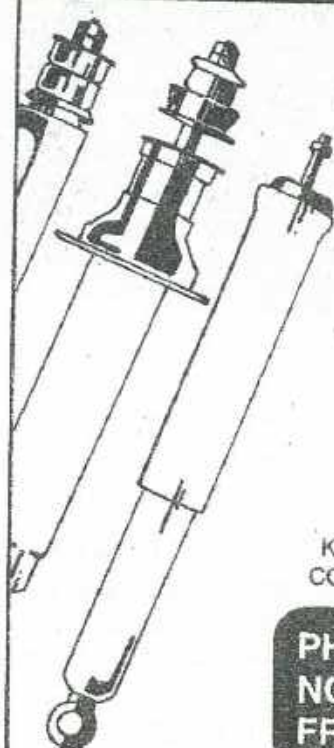
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SS7 BAUPLE 21.51KM

	CREW	CLASS	CAR	NO	SS7
1	REID/HAMWOOD	4	STARION TURBO	4	13.00
2	GRIFFITH/WESCHE	5	MAZDA 323 4WD TURBO	11	13.05
3	CLARKE/ROSS	4	MAZDA 323 4WD	17	13.06
4	GOASDOUE/SMITH	2	TOYOTA COROLLA LEVIN	7	13.22
5	PEARCE/CONVERY	C	ESCORT MK2	22	13.22
6	FERGUSON/CARRIGAN	4	MAZDA RX7	10	13.31
7	BELL/CUMMINS	C	ESCORT MK2	12	13.43
8	KAHLER/TOLCHER	5	MAZDA 323 4WD TURBO	1	13.47
9	BOARDMAN/WHITE	4	CORDIA TURBO	10	13.47
10	GLENNIE/COOTE	5	SUBARU 4WD TURBO	3	13.49
11	JOHANSON/WRIGHT	4	DATSUN 260Z	2	13.51
12	DAWSON/GIBSON	2	GEMINI	24	13.53
13	BATTS/GARVEY	1	SUZUKI SWIFT GTI	9	14.09
14	CRISP/LANE	5	SUBARU 4WD TURBO	23	14.15
15	REVILLE/STAIS	5	SUBARU 4WD TURBO	16	14.29
16	ROSE/SPENCER	C	DATSUN 1600	18	14.36
17	LEE/LEE	C	LANCER	29	14.40
18	PAGE/SYME	1	MAZDA 323	33	15.06
19	TAYLOR/TAYLOR	4	MAZDA RX2	27	15.28
20	JOHNSTONE/NEELY	1	SUZUKI SWIFT GTI	28	15.51
21	GEES/PHILP	4	FORD TUDOR	19	15.52
22	BELL/CRANDALL	3	ESCORT MK1	15	15.55
23	CARELESS/SLATTERY	3	DATSUN 1600	25	17.24
24	BELL/BELL	C	TOYOTA CELICA	32	18.28
25	DUMMETT/HILL	C	DATSUN 1600	5	19.18
26	CASPER/DUNCAN	3	DATSUN 1600	34	19.33
27	KABEL/GARBETT	4	MAZDA RX7	14	20.36
	SUMMERVILLE/DARCH	5	SUBARU 4WD TURBO	6	RETIRED
	WILLIAMS/HARTNETT	2	ESCORT MK2	31	RETIRED
	NEUMENDORFF/PERRY	2	MAZDA 323 GTS	20	RETIRED
	LAWLESS/LAWLESS	3	DATSUN 1600	25	RETIRED

The transport into this section was frightening - say the least and crews were concerned that the rally road would be the same. Not to be! Goasdoe Smith in the Sprinter got to be Car 1 on the road and the little Toyota was flying. Poor Stewie was too fast, he had to take a minimum but was rely 35 secs faster than George. A brilliant drive by Griffith/Wesche with 2nd fastest. Other good drives from Mal Clarke and Adrian Pearce. Poor Tony Kabel turned right at a road junction (one of the only real direction changes) and ended up wedged on alog with 4 wheels off the deck. Luckily the road block official was there to help tow the RX-7 off and back on to Terra Firma. The roads were not the best for the people towards the back of the field. Pror to to hedaing back to D.E.C. for the Division Break, 2 crews made it up to the start of Curra 2- the last daylight stage which had to be cancelled. (the Sprinter and the Starion) Assistant Director Ross McCulloch couldn't get the control official's car through the stage to set up in time, thanks to the slippery roads.

The transport road, quite frankly had a couple of stretches which wouldn't have carried the load of 30 rally cars anyway, and it was a vrey wise decision to delete the stage. Back to the D.E.C. for a wel earned break and a little itme to dry out the sox.

SS13 MARYS' CREEK 9.10KM

	CREW	CLASS	CAR	NO	SS13
1	KAHLER/TOLCHER	5	MAZDA 323 4WD TURBO	1	8.28
2	CLARKE/ROSS	4	MAZDA 323 4WD	17	9.02
3	PEARCE/CONVERY	C	ESCORT MK2	22	9.02
4	BELL/CUMMINS	C	ESCORT MK2	12	9.07
5	REID/HAMWOOD	4	STARION TURBO	4	9.12
6	GOASDOUE/SMITH	2	TOYOTA COROLLA LEVIN	7	9.13
7	GLENNIE/COOTE	5	SUBARU 4WD TURBO	3	9.19
8	FERGUSON/CARRIGAN	4	MAZDA RX7	13	9.23
9	DAWSON/GIBSON	2	GEMINI	24	9.27
10	REVILLE/STAIS	5	SUBARU 4WD TURBO	16	9.32
11	LEE/LEE	C	LANCER	29	9.40
12	GRIFFITH/WESCHE	5	MAZDA 323 4WD TURBO	11	9.41
13	JOHANSON/WRIGHT	4	DATSUN 260Z	2	9.50
14	PAGE/SYME	1	MAZDA 323	33	9.53
15	KABEL/GARBETT	4	MAZDA RX7	14	9.54
16	TAYLOR/TAYLOR	4	MAZDA RX2	27	9.57
17	BOARDMAN/WHITE	4	CORDIA TURBO	10	10.11
18	ROSE/SPENCER	C	DATSUN 1600	18	10.33
19	CRISP/LANE	5	SUBARU 4WD TURBO	23	10.35
20	BATTS/GARVEY	1	SUZUKI SWIFT GTI	9	10.47
21	CARELESS/SLATTERY	3	DATSUN 1600	29	10.56
22	BELL/CRANDALL	3	ESCORT MK1	15	11.07
23	JOHNSTONE/NEELY	1	SUZUKI SWIFT GTI	28	11.27
24	BELL/BELL	C	TOYOTA CELICA	32	12.31
25	CASPER/DUNCAN	3	DATSUN 1600	34	13.35
26	GEES/PHILP	4	FORD TUDOR	19	15.18
	WILLIAMS/HARTNETT	2	ESCORT MK2	31	RETIRED
	LAWLESS/LAWLESS	3	DATSUN 1600	25	RETIRED
	SUMMERVILLE/DARCH	5	SUBARU 4WD TURBO	6	RETIRED
	DUMMETT/HILL	C	DATSUN 1600	5	RETIRED
	NEUMENDORFF/PERRY	2	MAZDA 323 GTS	20	RETIRED

SS14 GLASTONBURY 19.26KM

	CREW	CLASS	CAR	NO	SS14
1	KAHLER/TOLCHER	5	MAZDA 323 4WD TURBO	1	17.04
2	REID/HAMWOOD	4	STARION TURBO	4	17.42
3	GOASDOUE/SMITH	2	TOYOTA COROLLA LEVIN	7	17.69
4	CLARKE/ROSS	4	MAZDA 323 4WD	17	18.10
5	PEARCE/CONVERY	C	ESCORT MK2	22	18.12
6	BELL/CUMMINS	C	ESCORT MK2	12	18.16
7	FERGUSON/CARRIGAN	4	MAZDA RX7	13	18.35
8	GLENNIE/COOTE	5	SUBARU 4WD TURBO	3	18.35
9	JOHANSON/WRIGHT	4	DATSUN 260Z	2	18.06
10	GRIFFITH/WESCHE	5	MAZDA 323 4WD TURBO	11	18.13
11	TAYLOR/TAYLOR	4	MAZDA RX2	27	18.33
12	BOARDMAN/WHITE	4	CORDIA TURBO	10	18.33
13	KABEL/GARBETT	4	MAZDA RX7	14	18.35
14	REVILLE/STAIS	5	SUBARU 4WD TURBO	16	19.39
15	LEE/LEE	C	LANCER	29	18.48
16	DAWSON/GIBSON	2	GEMINI	24	18.58
17	PAGE/SYME	1	MAZDA 323	33	20.10
18	GEES/PHILP	4	FORD TUDOR	19	20.16
19	BATTS/GARVEY	1	SUZUKI SWIFT GTI	9	20.17
20	ROSE/SPENCER	C	DATSUN 1600	18	20.19
21	CRISP/LANE	5	SUBARU 4WD TURBO	23	21.06
22	BELL/CRANDALL	3	ESCORT MK1	15	21.42
23	CARELESS/SLATTERY	3	DATSUN 1600	25	22.10
24	JOHNSTONE/NEELY	1	SUZUKI SWIFT GTI	28	22.31
25	CASPER/DUNCAN	3	DATSUN 1600	34	24.46
26	BELL/BELL	C	TOYOTA CELICA	32	25.36
	DUMMETT/HILL	C	DATSUN 1600	5	RETIRED
	WILLIAMS/HARTNETT	2	ESCORT MK2	31	RETIRED
	LAWLESS/LAWLESS	3	DATSUN 1600	25	RETIRED
	SUMMERVILLE/DARCH	5	SUBARU 4WD TURBO	6	RETIRED
	NEUMENDORFF/PERRY	2	MAZDA 323 GTS	20	RETIRED

The Crews didn't know it for sure, but it seemed very likely that there would be only a minimum distance covered in this, the second division. The Director advised of the changes in the Transport route, told everyone to do SS13 and SS14 and then meet at Widgee State School for a service and further briefing.

In "Mary's Ck", things were getting a little sloppier and George, lying third on the road struck out with the 4WD advantages of the nimble Mazda. To rub salt into the wounds, Mal Clarke did a trick or two in his Mazda and came up trumps as well. The two Escorts of Pearce and Bell were right up there, but the "Sportz Supervision" Sprinter lost the pencil beam spottie and made do with a woeful spread beam. Mark Griffith had a moment and decided that discretion was the better part of valour, easing off to ensure

The crews were warned at the start of Glastonbury that the last 5 kilometres were very slippery indeed, but seeing as though it was the last stage of the night - "brainsnap time". John Doasdoue drove like a man possessed (I should know - I was there) and searched everywhere for those elusive seconds. Despite a deflating right front tyre at about 16 km, the Sprinter pulled a very satisfactory third fastest time to sew up third outright. Mal Clarke was finally coming to grips with the new Mazda and performed well over this longer stage.

Once again Rod Dawson's Gemini suffered a little over this competitive length and the sloppyish roads for the latter half of the field certainly slowed everyone a little. John Fergusson in the Peter Glennie entered Mazda RX7 extricated the digit and found himself in seventh fastest place over this Stage - a top effort. The Subaru RX-Turbo of Bruce Reville had previously popped off a turbo hose and lost time and road positions, to be running at the back of the field. Navigator Alan Staib did a fine job of guesstimation for the majority of the event, thanks to a Terratrip that just didn't want to co-operate.

For most of the field, the early finish was something of a relief and the most sensible thing to do under the circumstances.

Cooloola Classic Rally 1990

OUTRIGHT RESULTS

	CREW	CLASS	CAR	NO	TOTAL
1	KAHLER/TOLCHER	5	MAZDA 323 4WD TURBO	1	71.59
2	REID/HAMWOOD	4	STARION TURBO	4	72.50
3	GOASDOUE/SMITH	2	TOYOTA COROLLA LEVIN	7	74.24
4	PEARCE/CONVERY	C	ESCORT MK2	22	74.40
5	CLARKE/ROSS	4	MAZDA 323 4WD	17	74.45
6	BELL/CUMMINS	C	ESCORT MK2	12	74.52
7	GLENNIE/COOTE	5	SUBARU 4WD TURBO	3	75.23
8	GRIFFITH/WESCHE	5	MAZDA 323 4WD TURBO	11	75.59
9	FERGUSSON/CARRIGAN	4	MAZDA RX7	13	77.03
10	DAWSON/GIBSON	2	GEMINI	24	78.05
11	REVILLE/STAIB	5	SUBARU 4WD TURBO	16	78.24
12	BOARDMAN/WHITE	4	CORDIA TURBO	10	78.52
13	BATTS/GARVEY	1	SUZUKI SWIFT GTI	9	80.48
14	CRISP/LANE	5	SUBARU 4WD TURBO	23	81.44
15	TAYLOR/TAYLOR	4	MAZDA RX2	27	82.06
16	LEE/LEE	C	LANCER	29	82.25
17	ROSE/SPENCER	C	DATSUN 1600	18	82.53
18	JOHANSON/WRIGHT	4	DATSUN 280Z	2	84.41
19	BELL/CRANDELL	3	ESCORT MK1	15	87.04
20	PAGE/SYME	1	MAZDA 323	33	87.20
21	GEES/PHILP	4	FORD TUDOR	19	87.42
22	JOHNSTONE/NEELY	1	SUZUKI SWIFT GTI	28	90.05
23	CARELESS/SLATTERY	3	DATSUN 1600	26	92.53
24	KABEL/GARBETT	4	MAZDA RX7	14	92.55
25	BELL/BELL	C	TOYOTA CELICA	32	102.13
26	CASPER/DUNCAN	3	DATSUN 1600	34	106.20
	NEUNENDORFF/PERRY	2	MAZDA 323 GTS	20	RETIRED
	WILLIAMS/HARTNETT	2	ESCORT MK2	31	RETIRED
	DUMMETT/HILL	C	DATSUN 1600	5	RETIRED
	SUMMERVILLE/DARCH	5	SUBARU 4WD TURBO	8	RETIRED
	LAWLESS/LAWLESS	3	DATSUN 1600	25	RETIRED

RC Racing Rally Computer Services

Despite the obvious problems encountered by the organising committee thanks to the slightly inclement weather, the Cooloola Classic Rally was run and the required distance was eventually achieved to ensure that points scored would go towards the year's championship.

Overall, it was a great example of co-operation between the officials, including the CAMS Steward, and the competitors.

Whilst taking the atrocious weather into account, it was quite remarkable that only one car suffered damage thanks to the scenery, and only 3 other retirements due to mechanical failure.

A little disappointing was the response to the Yokohama Gemini Challenge which saw only one starter on the event. As a result, Rod Dawson took maximum points unopposed and starts the series with a head-start over all of the other entrants(?).

Congratulations to Brian Swinton, Errol Bailey, Ross and Neil McCulloch, Brian Everitt, Esme Gibson and everyone else who was involved. Without the assistance of 56-4GY and GP CARS, the trophies and prizes would not have been as encouraging as they were. The Sunday morning 'bangers 'n' bacon' brekky put on by 4GY was superb and this event wouldn't be the same without the co-operation of the Queensland Driver Education Centre.

Thanks especially go to the fantastic people of Gympie without whose co-operation year after year, this great event just wouldn't happen. At the presentation on Sunday Morning, the representative from 4GY said that he expected us back next year, so an invitation like that is hard to refuse. Congratulations to all winners and points scorers and we'll see more great competition on May 12 for The Tweed City Rally QRC-2.

BSCG WESTERN SUB-BRANCH, THARGOMINDAH

Camp Bailey has settled in its new quarters outside Thargomindah. Once again there are lots of nice roads to run a rally and a paddock where you could run four sections of a motorkhana at once! Of course, there are a few problems. Dust. The 1000 or so km to get here. Dust. The heat, it was 49° in the shade a few weeks back. Oh, did I mention the dust? its everywhere. Unless it rains, then its mud. But don't let me put you off, we would love to see you all. In fact I suggested that the Bailey Powerlines Rally be held out here this year but Herr Commandant doesn't think you would fancy it.

Speaking of Herr Commandant he has been complaining that life has been all work and no play lately. He thinks the thing to do, for a bit of fun, would be to invade Nut River Provence. Camp Bailey can muster and crew several landcruisers and two army trucks. Anyone wanting to ride under the banner of crossed powerpoles send name and list of equipment to the Recruiting Office, Camp Bailey, Thargomindah.

Older members of B.S.C.C. would remember Bailey's Whoopy(landcruiser), well it no longer pulls Commodores out of gullies, now it pulls semis and tri-axle trailers out of bogs. re-named SUPER WHOOPY it will be the flagship of Bailey's Fleet.

Betty Melton.

THE RICHARD ELLIS OFF ROAD ENDURO, BUARABA, 4th FEBRUARY 1990

PROVISIONAL RESULTS.

CAR NO.	*ENTRANT/DRIVER/NAVIGATOR	PRO-LOGUE	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	TOTAL ELAPSED TIME
124	*JIM ADNESS/GARY HANDCOCK	4.02	19.39	DNF					
144	LAURENCE SVENSON/*JANELLE SVENSON	3.45	18.06	18.06	18.24	18.44	20.18	18.40	1.52.18
1105	*ROSS WATSON/MAURA WATSON	4.05	19.12	19.27	82.10	DNF			
210	*TOM STEVENSON/CRAIG BROWN	4.06	19.31	19.48	19.48	20.11	20.57	19.34	1.59.49
235	*BILL SELKIRK/ROBERT JOHNSON	4.38	22.04	22.16	21.41	DNF			
242	*MARK DOLAN/NOEL SINGLETON	3.56	19.33	19.37	22.06	20.01	20.41	21.31	2.03.29
271	*BERNIE MOWEN/WAYNE CAMBIE	4.17	30.22	19.54	19.44	#26.40	20.32	20.29	2.17.41
272	*MARK TWINE/PAUL EUSTACE	5.33	25.14	28.30	25.00	27.20	27.13	DNF	
279	*RON VANDERHAAR/PETER RIVERS	4.18	21.55	21.47	21.50	#22.23	22.44	22.35	2.13.14
287	*WAYNE BARLOW/DAVID HACKER	4.27	21.00	24.53	22.28	22.29	22.47	DNS	
297	*BILL SHARPE/CAROLYN SHARPE	3.52	18.46	18.20	25.28	DNS			
2271	*TONY FELHABER/JACKIE SONDBERG		22.20	38.26	22.39	39.21	21.20	21.14	2.45.20
301	*BOB MOWBRAY/JEANETTE MOWBRAY	3.56	18.36	18.12	18.52	38.45	18.53	DNF	
307	*STEPHEN HILTON/TERRY HILTON	4.26	22.16	28.07	22.23	26.47	20.47	22.54	2.23.14
310	*ROD SAMS/JAMES SAMS	4.24	21.01	21.05	20.41	DNF			
324	*JOHN GORDON/MICHAEL GORDON	4.57	24.46	23.56	23.36	28.11	25.52	DNF	
339	*SHANE OTWAY/TED AUSTIN	4.38	DNS						
370	*RUSSELL HARTNETT/JUDY HARTNETT	DNS							
377	*GREG NICOLL/*ALAN NICOLL	4.15	20.49	20.52	20.53	19.49	20.46	21.21	2.04.30
414	*DAVID ENDRES/ROSS WILLIAMS	5.25	79.58	DNF					
433	*S.JEFFERIES/NEV TAYLOR/ROBERT OXLEY	4.11	20.13	#20.20	19.56	19.47	DNF		
504	*ROD SCHIPP/RICHARD HOPE	4.32	DNF						
515	*JOHN HAMMOND/TANYA SMITH	5.37	DNS						
708	*KEN SMITH/TOM ORCHER	4.32	22.50	22.29	22.58	#24.01	23.09	25.33	2.21.00
782	*L O'BRIEN/GRANT WHITE/DARYL KELLAM	5.08	28.45	27.17	31.41	34.50	29.09	32.17	3.03.59
809	*NEV MARSHALL/GREG BERNARD	DNF							
818	*TONY HALPIN/REMO MASNADA/JOHN NEIMAYER	4.30	21.43	22.55	#22.28	27.41	42.48	32.20	2.49.55
840	*CHRIS PENNINGTON/CRAIG LEE	5.13	40.18	21.05	DNF				
874	*NORM SINGLETON/JOHN QUINLAN	4.24	DNF						
917	*IAN MACDONALD	4.21	20.23	20.37	20.41	44.40	22.56	21.15	2.30.32
943	*JOHN BRIXEY	4.21	20.40	21.17	35.09	DNF			
999	*GRAHAM SMITH	4.18	20.47	22.16	36.14	27.02	23.08	26.05	2.35.32

#Time allowed for hold-ups

Apologies for the lateness of the publication of these results in the mag

An excellent day's off roading with Laurence and Janelle Svenson winning the event and Class 1, Tom Stevenson/Craig Brown Class 2, Greg & Alan Nicoll Class 3 Ken Smith/Tom Orcher Class 7, Remo Masnada/John Neimayer Class 8 and Ian Macdonald taking out Class 9. Congratulations to the winners. A good event with thanks to Graeme Hill and his team for organising and running a most successful enduro. Thanks also to the Collins and others who helped de-nail stakes etc.

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DEAR BIG ED.

I HEREBY CHALLENGE YOU TO A MONTHLY "TRUISM" CONTEST IN THE MAGAZINE,
.....IF YOU ARE GAME!!!

HERE ARE MY FIRST TWO CONTRIBUTIONS:

- (1) A BURST RADIATOR IS LIKE A RALLY DRIVER, THEY BOTH NEED TO LET OFF STEAM.
- (2) A PUNCTURED TYRE IS LIKE A NAVIGATOR AFTER FIVE TINS OF BEANS, THEY BOTH NEED TO LET OFF AIR.

OVER TO YOU.....

THE ANONYMOUS ANECDOTIST

IN RETALIATION, I CAN ONLY OFFER,

- (1) A ROLL CAGE IS LIKE THE HUMAN NECK- IT KEEPS THE HEAD FROM TOUCHING THE SHOULDERS.
- (2) A RIDE WITH IAN 'CRESCH' BREMNER IS JUST LIKE A COMPUTERISED ELECTRICAL HALDA- THEY'RE BOTH 'TERROR-TRIPS'.

HOW' THAT AN. AN.?

SEE YOU NEXT ISSUE---ANYONE ELSE LIKE TO TRY?????



SUBARU DEALER TEAM



COOLOOLA CLASSIC RALLY

A 30 mm rain deluge dampened the first round of the Queensland Rally Championship but not the impact of the SUBARU DEALER TEAM who choose this event to launch their 1990 rally season.

From the publicity start, at Goldfields Shopping Plaza in Gympie on Saturday the 24th February, the continuous rain turned the fast forest stages into treacherous quagmires.

The three crews who make up the SUBARU DEALER TEAM tried to find a compromise between setting competitive times and staying on the road.

BRUCE REVILLE/ALAN STAIB overcame numerous mechanical problems including a blown manifold cooling hose to finish only six and a half minutes behind first placegetter at the end of the event.

BRIAN CRISP/CHRIS LANE really struggled all day to come to grips with the conditions but still managed a creditable 14th outright.

GREG SUMMERVILLE/MARTIN DARCH probably had the least to worry about when after making a lightning start to the day they blew their gearbox on only the second stage.

The next round of the Queensland Rally Championship is on May 19th and the SUBARU DEALER TEAM will be undertaking an extensive testing and development program until then. The TEAM also have some promotions for their sponsors planned as part of their on going commitments.

THE COURIER MAIL - VACC INSURANCE SAFETY DRIVE

As part of a promotional drive to lift the image of motorsport and entice ordinary members of the public to become involved, C.A.M.S., in its wisdom prompted B.S.C.C. to organise "THE SAFETY DRIVE" in conjunction with the Brisbane International Motor Show held in February. There is just one thing that was slightly missing - promotion of the event!

Our own jolly green giant, Chris Lane (no offence CHIRS) took on the task of Director-ship and amongst his trusty team of henchmen were such famous names as; Tom Smith (me), Russell Reid, Kevin Lingard and Gregory 'The Bum' Tebble.

Basically what was planned was a whopping great day-run with observation points at various areas to ascertain the entrants' knowledge of, and ability to adhere to, the road rules of our glorious Sunshine State. The event was conducted under the auspices of CAMS and the approval of the Queensland Police Department. Actually, the Q.P.D. even supplied a radar trap, manned by a Group A Touring Car Driver. Yes, thanks go to Lester Smerdon for his assistance during the course of the event.

From the word 'go' we were looking for about 250 of Brissie's most keen and conscientious drivers to jump in to the contest feet first and, if nothing else, make it damn hard for Chris to pick a winner.

Unfortunately, we missed out on gaining the number we thought we'd find and ended up with 35 written, acceptable entries.

On the morning of the event we had 16 of those show up to compete - don't get me wrong, the Club and Chris had managed to put together a complete, well-organised event and were ready to 'hit the road'.

The problem, it seems, lies with the attitude of the community and the apathy shown by many drivers.

Present members of any CAMS affiliated Car Club weren't allowed to enter, so the event, and the prize, could only be won by an ordinary person.

In the end that's who won it - ordinary old Jane Shaw of Corinda and her buddy Mercedes Staff of Brookfield took out first place through consistent safe driving and won yes, Tony it's \$5,000 (that's right 5G's) worth of car insurance and maintenance for her little vehicular embarrassment.

Believe it or not, she actually borrowed her dad's Corolla to compete!

To cut a short story even shorter, the event did receive some much needed publicity on the day through the efforts of Channel 7, who sent a camera-crew and Tyrone Shoelaces (sorry, that should be Tyrone Marega) to cover the event. The story, when put to air that night was actually quite impressive with some in-car footage, some low-down action footage and some human interest interviews - one with Bruce Nicol of CAMS and one with that Tom Smith guy again. They showed a full sentence or two from Bruce but only one phrase from myself. I hope I didn't embarrass the club, at least I was wearing a BSCC T Shirt.

Finally, on behalf of Chris, I would like to take this opportunity to thank everyone who was involved or who assisted in any way. All of the people who sat out there in the traffic breathing fumes and particularly Pete Marshall who, in his usual position atop a mountain (Mt. Coot-tha this time) had the loneliest job and was probably lucky not to be attached by a flock of enraged Wedgetail Eagles (No, I didn't say 'Westcoast Eagles').

THANKS EVERYONE.

TOM SMITH,

Women's team wins safety-drive contest



The Courier-Mail
VACC
INSURANCE
**SAFETY
DRIVE**

THE winners of The Courier-Mail/VACC Safety Drive, held at the Brisbane Exhibition Ground on Saturday, were Jane Shaw, left of Hamilton Street, Corinda, with naviga-

tor Mercedes Staff, of Savages Road, Brookfield. They won free car insurance for five years and a five-year mechanical breakdown policy, valued at \$5000, plus a trophy from

the Confederation of Australian Motor Sport. The 250 drivers competed over a 71km course and were tested on driver skills and road-safety knowledge.

THIS EXTRACT IS FROM THE COURIER MAIL OF MONDAY, 12TH FEBRUARY.

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PROPOSED CALENDAR:

25TH MARCH	MOTORKHANA - BEENLEIGH RUM DISTILLERY 9.30 AM
28TH MARCH	ANNUAL GENERAL MEETING 8.00 P.M. FOLLOWED BY PRESENTATION OF CLUB CHAMPIONSHIPS.
3RD APRIL	BOARD MEETING 7.30 P.M.
14/15 APRIL	IRA BERK NISSAN 300 -
18TH APRIL	NIGHT RUN
22ND APRIL	MOTORKHANA - BEENLEIGH RUM DISTILLERY 9.30 AM
MAY 5TH OR 6TH	SHORT COURSE - WATCH FOR NEWS OF THIS EVENT....

MOTORKHANA SUNDAY 25TH MARCH 90

**Where? BEENLEIGH RUM
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Time? 9.30 am

Entry Fee? \$5.00

**Require? Basic Licence
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**Result? Good day of motor-
sport.**

NIGHT RUN - 18TH APRIL 1990

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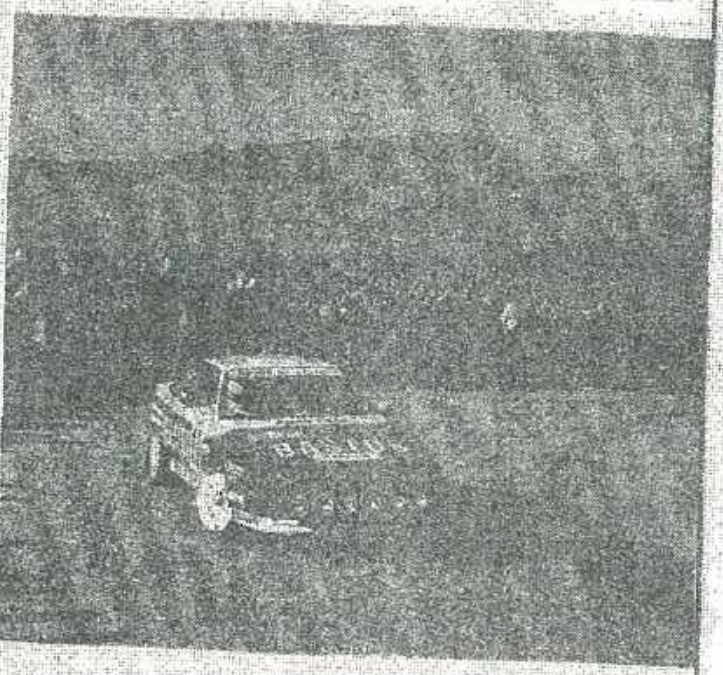
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