

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF
ROAD



OFF
ROAD

MOTOR
KHANA



MOTOR
KHANA

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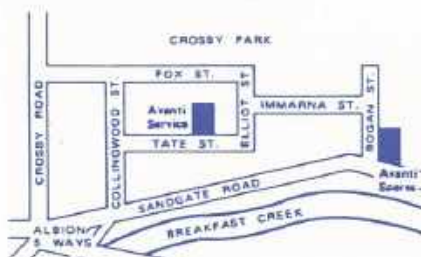
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STARTLINE

Y'know, I truly think that I am running out of jibberish to say in this 'Startline' column of mine. But then, I just have a look at the nearest 'Woman's Day' or 'New Idea' editorial and I note that people like Ita or Maggie T. just sprout on about any old thing anyway.

Things like an amusing anecdote about their children or something similar. There you have it! I can relate to that or at least something in the same vein, let me tell you all about it ...

I was sitting on the lounge at home a few weeks ago, still rendered inactive by my busted collarbone, when my cat Fossey went spaso. We called him 'FOSTER' after the greatest of beers (which, to my chagrin, we still don't sell at the old car club), but on sending him to the vet to get the big snip discovered that he was a she.

Anyways, Fossey, in her homicidal mood decides to attack and latch onto my (good) left arm, causing me to flinch and inflict great pain onto my damaged right arm. So, there I am trying to shake off certain death while my right hand is tied up in a sling unable to help. Fossey still hasn't lived that one down and when I do eventually untie her rear legs, I'm sure she won't try it again.

If anyone else has had some fun occasions with their pets please let us know and we can whack it in with a comical title like "The Kissing Gourami that sucked my face off" or "Damn you Polly give me my finger back" or even "Porky the Pig meets certain death with an incredibly sharp meat cleaver". Just something light and airy that's good entertaining reading, OK!

Now that I have provided you with some rib-tickling, finger-licking good humour we can get on with the news at hand. Since the April edition of this fine illustrated manual, we have seen a lot of activity both at home and 'abroad'!

At the start of the month we had the Goodyear Stadium Off-Road Grand Prix at Charlton Raceway in Toowoomba which was covered by Vision TV. Then on the 6th May, Queensland played host to a round of the Australian Touring Car Championship at Lakeside, and after a very entertaining race we saw an unusual bunch of guys at the head of the field.

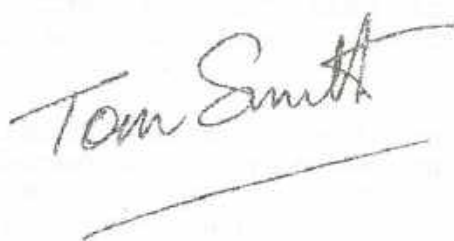
Colin Bond in the Caltex Sierra took a long overdue win at the tricky circuit, and Win Percy in the HRT plastique Commodore was right up there too. Does anyone else out there think that there's little difference between a Brock super-Commode and a TWR jobbie? They're both covered in wads of fibreglass and one looks just as outrageous as the other. That's what I reckon anyway!!

We ran a further round of the incredibly popular navigational Night Run Series on 16 May and on the bright sunny Sunday beforehand the regulars turned out for a Motorkhana at Beenleigh Rum Distillery.

The results of both events are included in this month's issue but I won't tell you exactly where. Consequently you'll have to read the whole issue to find out.

I think at this point in time, it is noteworthy to mention the gallant performances of a couple of Galant-mounted crews in the Alpine Rally on April 28/29. Our own George Kahler took his Duckhams Galant to an impressive 3rd outright after a couple of problems (including having to use the jack again), and the boy from the North Geoff Keys pulled the finger out to come home fourth, barely 2 minutes aft of George. Geoff actually suffered the embarrassment of running out of fuel in a stage. It appears that once wound up these Galant VR4's get about 1 km to the litre which equates to around 3 mpg. (That's straight from the files of CARB-TECH). Apparently a couple of the front runners in the forms of Ross Dunkerton and Neal Bates in their works Galant and Toyota GT-4 respectively both had major offs in the same place, along with quite a few others. It just goes to show that present day 4WD, turbo-charged Rally cars are going a lot faster than you or I might think. That's something that prospective rally directors might want to think about in the future.

On that note I think it's high time to retire back to the old TV set and let you folks get down to having a good read. 'Cos if you don't read it, as John Wayne would have said, "I ain't gonna hitcha, I ain't gonna hitcha, The Hell I ain't!"


Tom Smith

PS:- For those who are interested there is a short story in this issue from our European rally consultant Pete Johnson surrounding his exploits whilst spectating the RAC Rally. Also, you'll never guess - PETE'S COMING HOME!! (soon at least, we're not sure exactly when).

PPS:- A bunch of us are heading south to barrack for George Kahler and Chuck Able (Chris Lane) in the prestigious Bathurst round of the NSWRC. It should be very worthwhile and we'll have a little story about it next month.



BP AUSTRALIAN RALLY CHAMPIONSHIP



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ARC5/QRC3 - 3,4 and 5 AUGUST 1990.

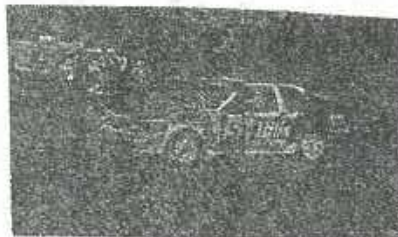
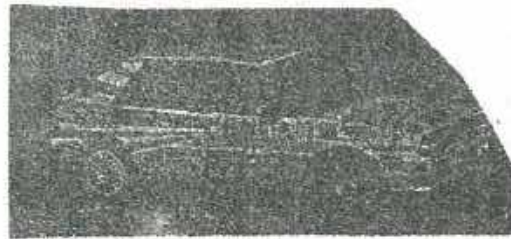
On Friday the 3rd of August a field of Australia's fastest rally cars will assemble at Brisbane's City Hall to embark on a torturous 3 day test of man and machine.

BP Rally Queensland will see millions of dollars worth of state-of-the-art machinery tackle the smooth dirt roads of South-East Queensland in Round 5 of the Australian Rally Championship.

The event Director, Errol Bailey, and his team have dedicated innumerable man-hours of the total success of this event.

If you are able to assist in any capacity, either as a Control official or as a Road-block official, please let Esme Gibson know by phoning her at the BSCC Clubrooms on 3918881.

HELP MAKE THIS AN EVENT TO REMEMBER IN THE SUNSHINE STATE!



Dear Big Ed,
Thank you for a real battle of wits and how brave of you to go into battle unarmed. This month I will, for the benefit of new members, review the positions on the Board.

PRESIDENT
The office of President is of such uncertain status that nobody knows whether to genuflect or spit. A Vice-President is a person who finds a molehill on his desk in the morning and must make a mountain out of it by Sp.s.
VICE-PRESIDENT
At Board meetings he keeps surprising by submitting a monthly report instead of a postcard from Rio.
TREASURER
Accomplice of the Treasurer, a photo can be found at the local post office.
ASSISTANT TREASURER
It is unfair to believe everything about auditors...some of it might not be true.
AUDITOR
Someone who refuses to be dictated to.
SECRETARY
If he is asked to count up to 21 he gets done for indecent exposure.

REGISTRAR
In a bid to get more entries for his night runs he sent his details to the Lonely Hearts Club...but they wrote back to say they weren't that lonely.
NIGHT RUN OFFICER
I keep his picture over the mantelpiece at home. It keeps the kids away from the fire.
CLUB CAPTAIN
At school he only passed exams in scripture and woodwork. In fact for a time it looked like he would become an undertaker.
PROPERTY OFFICER
They won't let you drink a lot...they spill most of it.

REFRESHMENTS OFFICERS
He holds the record at Inglewood for pit stops: nine in a ten lap race. One for tyres and eight to ask the way.
OFF ROAD CHAIRMAN
He went round Australia in 1988 - which isn't too many strokes when you consider the distance.

RALLY CHAIRMAN
He ran a raffle for a pedigree dog and sold 5,000 tickets at \$1 each. Sadly the dog died on the way to the winner. Mind you, he was very fair about it - he gave the bloke his \$1 back.
SOCIAL CHAIRMAN
This is someone who separates the wheat from the chaff, and then prints the chaff.
EDITOR
A Director must be a policeman, a midwife, a psychanalyst, a sycophant and a bastard.
EVENT DIRECTOR
We regretably had to have the dog put down for worrying sheep - it used to slink up to them and whisper, "Mint sauce".

THE OFFICIAL CLUB DOG
They say the sun never sets on the BSCC Executive. I reckon it's because God doesn't trust them in the dark.

Anon. Anon.
Dear Anne,
It took me a while to realize the full impact of your perversions and finally I found, amongst other things, the answer to life, the Universe and everything which as most people would know is 42.
However, beyond that and more importantly the following statement, although cryptic, once again shoots you down in flames and proves that I am in fact possessed of the greater level of intelligence, yes, I in fact am destined to become a world leader and a household name.
THAT STATEMENT IS.....
"I've got nice white teeth"
As the vampire chicken said, "SUCK EGGS"
Till next month,
BIGGEGG Ed.

THE 1990 BUMPA T'BUMPA QUEENSLAND TIMES RALLY - QRCZ

The Ipswich West Moreton Auto Club wishes to announce that the second round of the Queensland Rally Championship will be run on 23/24 June.

Director of the event will be John Dobbie, with last year's chief John Murphy doing the road work. The event format will follow that of past years with a number of improvements designed to assist the competitor. These include a later starting time with less time being spent at Ipswich. Regional scrutineering will be offered as well as a central Brisbane location. The road director and his assistants have made a commitment to pursue only the best available roads.

Prize money and trophies have been increased and will continue to be awarded right down to third place in each class.

This event shall be one of the best promoted rallies in Queensland this year and competitors should take advantage of the opportunities afforded by the involvement of the Queensland Times Newspaper. At the start, a live band will be playing and a fashion parade is planned, along with a free lunch for spectators and crews at Rally Start. A record distance of shirs roads should be available making this event one of the 'must-do' rallies.

If any interested parties do not yet have Supp. Regs the Director (John Dobbie) can be contacted on 262 2540 (H) or 229 3886 (W).

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Who would have thought that 9 months ago the MacArthurs would have a bouncing baby boy in their midsts. Congratulations to Russell and Anneke on the recent birth of their new son Matthew who weighed in at a healthy 8lb. 7oz. (thats not metric, by the way)

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Extract from a letter received from a spectator of the Goodyear Stadium Off Road Grand Prix

"I have found that the best and most durable track markers especially on corners are earthmoving tyres suitably whitewashed. This prevents the drivers cutting corners and if they are hit the drivers certainly know about it and takes the time not to hit it again. The stakes you had at the meeting were not enough and the last race turned into a farce on the sses as eventually all competitors were shortcutting"

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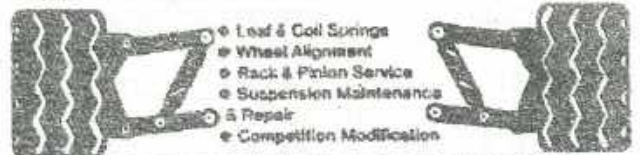


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RALLY CHAMPIONSHIP			FEB	MAR	TOT
1	MAL	CLARKE	8	10	18
2	DICK	BOARDMAN	5	11	16
= 3	BRETT	WRIGHT		11	11
	BRIAN	SWINTON	11		11
	GEORGE	KAHLER	11		11
	R.	ANDERSON		11	11
	R.	McCULLOCH	11		11
= 8	IAN	HAMWOOD	10		10
	NEAL	WESCHE	7	3	10
=10	JOHN	GOASDOUE	9		9
	NOEL	GEES		9	9
	TOM	SMITH	9		9
	VIVIAN	GEES		9	9
=14	ANDREW	JOHNSTONE		8	8
	MIKE	NEELY		8	8
16	GEOFFREY	MEACHAM		7	7
=17	ALAN	CLUNES		6	6
	ERROL	BAILEY		6	6
	JOHN	CARRIGAN	6		6
	JOHN	FERGUSON	6		6
=21	DERRICK	KENNEDY		5	5
	LAURENCE	SVENSON		5	5
=23	DEAN	TIGHE		4	4
	GARY	BATTS	4		4
	GREG	HORTON		4	4
	TONY	GARVEY	4		4
=27	STEVE	KELLY		3	3
	TONY	KABEL	3		3
=29	IAN	BREMNER		2	2
	PETER	MAPSTONE		2	2
	ROBIN	BERARDO		2	2
=32	ADAM	FEZOS		1	1
	BEN	SCHMIDT		1	1
	BRIAN	EVERITT		1	1
	CRAIG	LEE		1	1
	DARRAN	HYLAND		1	1
	DARREN	WARD		1	1
	DARRYL	McNEIL		1	1
	DAVID	ELLSWORTH		1	1
	DENIS	NOLAN		1	1
	ETHAN	BANAR		1	1
	IAN	MILINOVICH		1	1
	IAN	HUTCHINSON		1	1
	JASON	PILGRIM		1	1
	JIM	PILGRIM		1	1
	JOHN	NEIMAYER		1	1
	MICHAEL	FUNG		1	1
	PATRICIA	EVANS		1	1
	PAUL	GRAY		1	1
	PAUL	PYYVAARA		1	1
	RAYMOND	EVANS		1	1
	REMO	MASNADA		1	1
	ROD	BROWNING		1	1
	RON	PETER		1	1
	SHANE	SMITHIES		1	1
	STUART	HOLE		1	1
	TONY	KLATT		1	1

OFF ROAD CHAMPIONSHIP			FEB	APR	
= 1	JANELLE	SVENSON	11	8	19
	LAURENCE	SVENSON	11	8	19
= 3	GREG	NICOLL	8	7	15
	ALAN	NICOLL	8	7	15
= 5	DERRICK	KENNEDY		11	11
	BOB	MOWBRAY		11	11
	GRAEME	HILL	11		11
	M.	GIBSON	11		11
= 9	BILL	SHARPE		10	10
	CAROL	SHARPE		10	10
	CRAIG	BROWN	10		10
	TOM	STEVENSON	10		10
=13	TERRY	ROSE		9	9
	NOEL	SINGLETON	9		9
	MAUREEN	ROSE		9	9
	MARK	DOLAN	9		9
17	STEPHEN	HILTON	4	4	8
=18	RON	VANDERHAAR	7		7
	PETER	RIVERS	7		7
=20	DONALD	MACARTHUR		6	6
	BERNIE	MOWEN	6		6
	CAMERON	YOUNG		6	6
=23	TOM	ORCHER	5		5
	RICHARD	HOPE		5	5
	RODNEY	SCHIPP		5	5
	KEN	SMITH	5		5
=27	IAN	MACDONALD	3		3
	RUSSELL	HARTNETT		3	3
	JUDY	HARTNETT		3	3
=30	ANDREW	HICKSON		2	2
	GRAHAM	SMITH	2		2
	SHANE	OTWAY		2	2
	GRANT	WHITE	1	1	2
	DARRYL	KELLAM	1	1	2
=35	TANYA	SMITH		1	1
	REMO	MASNADA	1		1
	JACKIE	SONDBERG	1		1
	TONY	FELHABER	1		1
	JOHN	NEIMAYER	1		1
	JOHN	HAMMOND		1	1

CLUB CHAMPIONSHIP

1	LAURENCE	SVENSON	23
2	PAUL	PYVARRA	20
3	DERRICK	KENNEDY	19
4	GLEN	WESTON	17
5	ROBIN	BERARDO	16
6	SHAUN	GRAY	12
= 7	MAL	CLARKE	11
	DAVID	ROBINSON	11
	JANELLE	SVENSON	11
	ALAN	NICOLL	11
	MOSS	LANE	11
	BILL	SHARPE	11
	DEAN	TIGHE	11
=14	GREG	NICOLL	10
	DICK	BOARDMAN	10
=16	GEORGE	KAHLER	9
	ROD	PETTY	9
	R.	McCULLOCH	9
	BRETT	WRIGHT	9
	R.	ANDERSON	9
	PAUL	GRAY	9
	BRIAN	SWINTON	9
	IAN	BREMNER	9
24	JOHN	CRANE	8
=25	BOB	MOWBRAY	7
	GRAEME	HILL	7
	HAROLD	JAMES	7
	M.	GIBSON	7
=29	JOHN	KINGCOTT	6
	STEVE	BLACKBURN	6
	TONY	FEHLHABER	6
=32	MATTHEW	KEIGHLEY	5
	IAN	MACDONALD	5
=34	RAY	EVANS	4
	IAN	HAMWOOD	4
	RAY	EVANS	4
	NEAL	WESCHE	4
	TRISH	EVANS	4
=39	CAROL	SHARPE	3
	CRAIG	BROWN	3
	WARWICK	MENDHAM	3
	TOM	SMITH	3
	TOM	STEVENSON	3
=44	NOEL	GEES	2
	REMO	MASNADA	2
	VIVIAN	GEES	2
	JOHN	GOASDOUE	2
	JOHN	NEIMAYER	2

LADIES CHAMPIONSHIP

= 1	TRICIA	EVANS	11
	HELEN	KINGCOTT	11
	PATRICIA	EVANS	11
	JANELLE	SVENSON	11
5	CAROL	SHARPE	10
6	MAUREEN	ROSE	9
7	JUDY	HARTNETT	8
8	TANYA	SMITH	7
9	JACKIE	SONDBERG	6

MOTORKHANA CHUMP 13/5

= 1	PAUL	PYVARRA	11
	ROBIN	BERARDO	11
3	ROD	PETTY	10
4	GLEN	WESTON	9
5	PAUL	GRAY	8
6	JOHN	KINGCOTT	7
7	MATTHEW	KEIGHLEY	6
8	SHAUN	GRAY	5
9	IAN	BREMNER	4
10	RAY	EVANS	3
11	HELEN	KINGCOTT	2
12	RON	VAN OPSTAL	1

SPEED EVENT CHUMP 5/5

= 1	LAURENCE	SVENSON	11
	MOSS	LANE	11
	DERRICK	KENNEDY	11
4	BILL	SHARPE	10
5	HAROLD	JAMES	8
6	STEVE	BLACKBURN	7
7	TONY	FEHLHABER	6
8	IAN	MACDONALD	5
9	WARWICK	MENDHAM	4
10	ALAN	NICOLL	3
11	GREG	NICOLL	2

NIGHT RUN CHAMPNSHIP FEB APR MAY

1	DAVID	ROBINSON	11	11	11	33
2	DEAN	TIGHE	11	10	10	31
3	GLEN	WESTON	11	11	8	30
= 4	PAUL	PYVAARA	11		11	22
	JOHN	CRANE	11		11	22
	SHAUN	GRAY	11		11	22
7	IAN	BREMNER	11		8	19
= 8	ROBIN	BERARDO	11		7	18
	TRISH	EVANS		9	9	18
	RAY	EVANS		9	9	18
=11	PAUL	GRAY	11			11
	BRAD	STRATTON	11			11
=13	CHRIS	LANE		8		8
	TOM	SMITH		8		8

IRA BERK NISSAN 300

by Derrick Kennedy

Well the Queensland Round of the Australian Off Road Championship has been run and won, thanks to a lot of hard work and effort by the members of the Brisbane Sporting Car Club.

This year my job was a lot easier being my second National, but this doesn't mean that we slackened off, only that we were more organised on the weekend.

I, personally, would like to thank Moss Lane, my assistant Director who tirelessly worked his backside off before, during and after the event. Also to Brian Barker for looking after the H.Q. tent and Ian Bond for the track. We had a newcomer as Event Secretary in Rosemary Horn, who did a fantastic job over the weekend. To all the other helpers like Esme, Gwen Lane, John Daley, Don Williamson, Greg Barbe, Steve Barbe, John De Vries, Malcolm Dunnett, Lyn Massey, Des Armitage, David and Kathy Frost, Sarah Lowry, Cedric, Betty and Helen Loy, Wayne Cambie and Dennis Denning, and all the control officials and recovery people and everybody who helped on the weekend.

I would like to make special mention of Martin Gibson who spent all weekend on top of a mountain controlling all the recovery and was our only link from HQ to the back section of track, thank you for a great effort.

There are also the competitors who helped us set up the track namely Bill Sharpe, Alan Nicoll, Greg Nicoll, Laurence and Janelle Svenson, Terry and Howard Rose, Doug McMillan, Rodney Schipp, Richard Hope, Ron Van Der Haar, Carol Sharpe, and everyone else THANK YOU.

As you may know it takes a lot of support from the town of Inglewood and I would especially like to thank Keith Roach for all his help in setting the track, Tony and Barbara Kinsella for the use of their property, and Allison and Russell Foster for all their help.

As for the race itself, we can count ourselves very lucky with the rain with the competitors having a near dust free run on Sunday thanks to a few showers Saturday night. The outright winner was Bridgestone's Peter Glover followed by Craig Martin and Darren Wells (Big Deal).

Our Queensland connections were unfortunately plagued with slight problems. The first true Queenslander home was Bill and Carol Sharpe in 16th outright although one of our "Clayton's Queenslanders" Bob and Jeannette Mowbray were first in Class 3 and 11th outright, which was a great effort considering they did the last lap with a cracked rear hub!

Next on the list was another "Claytons" in Terry and Maureen Rose in the Warialda Auto Part Buggie who on their first outing with a new car ran a creditable 17th outright. Laurence and Janelle Svenson suffered from the old National voodoo spell with a blown clutch after the first lap but were still able to repair it and go back out and run in 19th outright. I was fortunate enough to be able to get a run with Laurence before the event, now it took my body a couple of minutes to

catch up with the car but when I got used to the speed I had a ball. I wonder if we can enter the car in a rally? think of this one, if we can blow them off in a Landcruiser think what we can do in a real race car (bye bye Marco!)

Sorry, I am getting off the track again, where was I? ah yes! Greg and Alan Nicoll were next in 30th outright and fourth in Class 3 managing to miss a certain stump followed by Ken Smith and Tom Orcher run under his new sponsorship of Goodyear in 38th outright and fourth in Class 8. I must say it's about time a Queensland got a National sponsor, let's hope we can have some more.

Donald Macarthur and Cameron Young were next in 39th outright, I feel that Don is coming of age in off roading and there is rumour that he will be running a new car with bigger horsepower which should be very interesting indeed. The Class 5 car driven by Rodney Schipp and navigated by Richard Hope and Darryl Smith scored 41st outright, it is good to see Rod finish as he is one of the real battlers in the sport and a true gentleman.

Other finishers were Stephen and Terry Hilton, Russell and Judy Hartneet, Shane Otway and Andrew Hickson, Grant White and Darryl Kellam.

Always in for a finish is the ever reliable John Hammond and Tanya Smith who with the front end just about to fall out of the car, were able to finish in time. I feel the sport and races are not just run for the Glovers and the Martins but for everyone who wants to have a go, so congratulations John and Tanya on a great effort.

My sympathy to those people who did not finish but as they say "There is always next year".

So, there you have it, the National is over for another year. It feels good to have it over early in the year now I can relax, but what I have done is start to put the feelers out for next year, so if you would like to be involved give either myself or Esme a call. We are looking for people to help us before, during and after the event, you will find that it's not all hard work and we do have a good time.

Thank you again to all my helpers.

Derrick Kennedy
Event Director.

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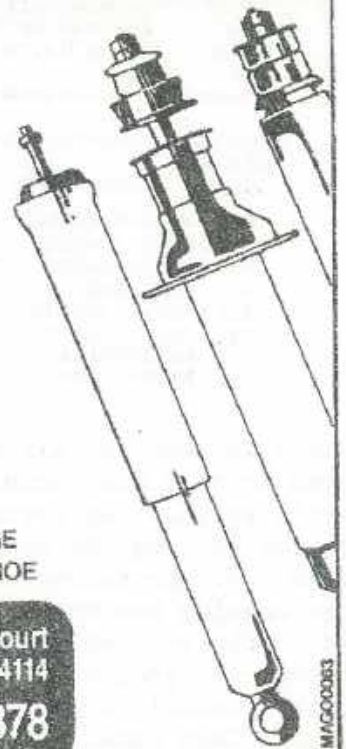
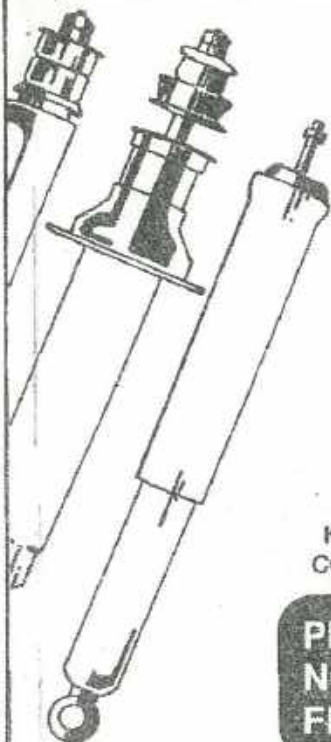
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GOODYEAR STADIUM OFF ROAD GRAND PRIX

BRISBANE SPORTING CAR CLUB LIMITED GOODYEAR STADIUM OFF ROAD GRAND PRIX							
PROVISIONAL RESULTS							
CAR	ENTRANT/DRIVER/NAV	HEAT 1	HEAT 2	HEAT 3	HEAT 4	TOTAL best of 3	CLASS PLACE
131	BRAD COOK/BRETT WELLINGS	3.31	*3.34	3.26	3.30	10.27	4
142	*STEVE BLACKBURN	*3.23	3.11	3.18	3.15	9.44	3
144	*LAURENCE SVENSON	*3.11	3.03	3.08	3.03	9.14	1
151	*HAROLD JAMES	3.22	3.07	DNF	3.09	9.38	2
210	*TOM STEVENSON	DNF					
221	*CHRIS CAVE	*3.33	3.28	3.22	3.19	10.09	=6
227	*BILL SHARPE	3.08	3.09	3.08	*3.12	9.25	1
233	*PAUL MULHOLLAND/ BRETT MULHOLLAND	3.23	3.18	3.18	DNS	9.59	4
242	*MARK DOLAN	3.21	DNF				
270	*WARWICK MENDHAM	*3.33	3.17	3.16	3.18	9.51	3
270A	GLENN GILLILAND	3.28	*3.43	3.20	3.21	10.09	=6
271	*BERNIE MOWEN/ MARK TWINE	*3.35	3.20	3.22	3.34	10.14	8
279	*RON VAN DER HAAR	3.28	3.22	*3.32	3.17	10.07	5
2271	*TONY FEHLHABER	3.17	3.16	3.12	*3.29	9.45	2
303	YOKOHAMA TYRES/ *MICK MYERS	*3.29	3.19	3.08	3.07	9.34	1
307	*STEPHEN HILTON	3.29	*3.32	3.25	3.12	10.04	4
339	*SHANE OTWAY	DNF	3.50	3.21	3.18	10.29	7
339A	ANDREW HICKSON	3.27	*3.29	3.27	3.27	10.24	5
365	*J. HILLIS-LYNCH	3.32	*3.40	3.35	3.34	10.41	8
365A	SCOTT HOPKINS	*3.29	3.27	3.29	3.29	10.25	6
377	*ALAN NICOLL	3.18	3.16	3.17	*3.20	9.51	2
377A	*GREG NICOLL	3.22	*3.38	3.20	3.15	9.57	3
433	*NEV TAYLOR	*3.32	3.18	3.23	3.19	10.00	1
504	*RODNEY SCHIPP/ RICHARD HOPE	*3.36	3.20	3.25	3.20	10.05	2
589	*SHAIN GILLESPIE	*3.30	3.16	3.21	3.16	9.53	1
666	*PETER BUNKER	3.41	3.47	3.32	*3.49	11.00	1
708	GOODYEAR TYRES *KEN SMITH	3.29	3.32	3.30	*3.39	10.31	-1
711	*DARRYL SMITH	*4.02	4.01	4.00	3.51	11.52	3
717	*LES MARSHALL/ GREG OZANNE	3.29	3.31	3.31	*3.37	10.31	-1
808	*IAN WILKINSON	3.25	*3.32	3.31	3.27	10.23	1
819	*GREG BERNARD/ SUE SHAW	3.30	*3.38	3.35	3.24	10.29	2
827	*WAYNE RYAN	3.29	*3.35	3.35	3.26	10.30	3
917	*IAN MACDONALD	*3.22	3.15	3.16	3.17	9.48	2
933	*WAYNE CAMBIE	3.18	3.11	3.12	DNS	9.41	1
990	*KEVIN WHITE	3.59	DNF				
999	*GRAHAM SMITH	3.23	DNF				
999A	PETER SMITH	DNF					

Scoring: * denotes slowest time.

Provisional results published at 12 noon 8th May 1990 Any protests must be in accordance with NCRs.

VISION T.V. CONSOLATION FINAL

270	WARWICK MENDHAM	5.17
365 A	SCOTT HOPKINS	5.22
271	BERNIE MOWEN	5.24
377	GREG NICOLL	5.25
339 A	ANDREW HICKSON	5.26
504	RODNEY SCHIPP	5.27
717	LES MARSHALL	5.29
131	BRADLEY COOK	5.27

GOODYEAR TOP EIGHT FINAL

227	BILL SHARPE	5.01
303	MICK MYERS	5.02
151	HAROLD JAMES	5.04
2271	TONY FEHLHABER	5.09
152	STEPHEN BLACKBURN	5.11
307	STEPHEN HILTON	5.18
433	NEV TAYLOR	5.19

So this is what its all about, Stadium Off Road racing... it certainly proved to be a most popular night and I believe everybody had their money's worth. We certainly learnt a lot but thanks must go to Moss Lane for getting the concept off the ground with Howard Atkinson of Vision T.V. who helped make "it" happen. To all the team a great effort it is amazing how many people are needed behind the scenes, e.g. the timers, the gate marshalls, the marshalls who kept the cars coming, the starter, the people who helped set up, Sean Gillespie for his time and effort, Janelle Svenson, Secretary, Nev Marshall -Scrutineer, Derrick Kennedy, Gwen Lane, the CAMS Stewards and John Daley.

See you next time!

PRESIDENT'S NOTES:

A funny thing happened at the last A.G.M. there I was, just sitting minding my own business listening to the reports when suddenly they called for nominations for President. There was a hush across the room when suddenly this voice calls out "I would like to nominate Derrick Kennedy". Now this voice which I recognised straight away, who is not only content in trying to kill me in any motor vehicle he can find, but also the type of person who doesn't let me get away with anything (Rats), a mouth which is bigger than the Grand Canyon, nominates me. I was stunned, I will not mention his name (Laurence Svenson) but my partner in crime has really done it this time! And, to top it off, my other partner, who's name I will also not mention (Moss Lane) seconds him....

Thoughts rushed through my head, what did I do to deserve this bounty, does God exist, who invented liquid soap and why. Now, I was silly enough to think that there would be other nominations, so I said "Yes". (Fool). There were no others, time to vote, time to die. The person I most enjoyed giving a hard time to was now ME.

Now to get revenge, nominations for Vice President (where are you Laurie?) time to pluck a duck. To cut a long story short, Laurence is now in charge of Vice. Other members on the board are: Secretary Glen Weston; Treasurer John Quinn; Assistant Treasurer Michael Collins; Club Captain Ian Bremner; CAMS Delegate Peter Marcovich; Property Officer Moss Lane; Social Chairman Chris Lane; Promotions Steve Bradford. Also there are Malcolm Dunnett, Kerry Payne, Brian Swinton, Dennis Brown, John Goasdoue and Alan Nicoll.

If you have any questions regarding the running of the Club do not hesitate to contact any of us, as we are all looking for new ideas on how we can keep the B.S.C.C. the best motor sport club in Queensland.

I have made it my personal goal to bring the club together instead of having rally and off road as two separate identities and if we all work together I am sure we can achieve this.

I will be reporting each month on the board's activities, but we are still looking for people to write into the magazine, so if you have anything you want to say lets have it.

Derrick Kennedy

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CHEATS.....

BY DERRICK KENNEDY

THIS IS A VERY DIRTY WORD AND ONE THAT IS NOT TO BE USED LIGHTLY, BUT I FEEL THAT THE TIME HAS NOW COME WHERE WE SHOULD BE STARTING TO USE IT.

THE GOODYEAR STADIUM OFF ROAD GRAND PRIX AT THE CHARLTON RACEWAY ON THE 5TH MAY, WHICH I WOULD FIRSTLY LIKE TO SAY WAS A GREAT EVENT THANKS TO MOSS LANE AND HIS HARD WORKERS, BUT NOW HAS BEEN OVERSHADOWED BY SOME COMPETITORS CHEATING.

OVER THE PAST COUPLE OF YEARS COMPETITORS HAVE STARTED TO CUT CORNERS BUT ON THE 5TH MAY IT WAS OUT OF CONTROL. I ACCEPT THE BLAME, BEING AN ASSISTANT DIRECTOR OF THE MEETING AND NOT BEING MORE FORCEFUL IN MY ACTIONS AGAINST THE OFFENDERS. I WILL NOT SINGLE ANYONE OUT, YOU KNOW WHO YOU ARE, BUT BE WARNED - IT IS GOING TO STOP AS OF NOW, ANYONE CAUGHT CHEATING AT A SHORT OR A LONG COURSE WILL BE EXCLUDED FROM THE EVENT. I WILL BE INSTRUCTING ALL DIRECTORS TO DO THE SAME.

THIS BEHAVIOUR IS NOT GOOD FOR THE SPORT OR THE CLUB AND MAKES A MOCKERY OF THE WHOLE SYSTEM AND DISADVANTAGING OTHER COMPETITORS WHO DON'T DO IT. YOU MAY THINK THIS IS A BIT HARSH BUT WHEN MY CAPABILITIES AS A DIRECTOR ARE QUESTIONED BY MY CLOSEST PEERS, I SEE RED.

IF YOU THINK I AM JUST BIG NOTING - TRY IT AND I WILL PERSONALLY TAKE AN INTEREST IN SEEING YOU ARE PENALISED FOR IT. LETS GET BACK TO FAIR RACING WHERE EVERYBODY HAS A GOOD DAY.

The complete

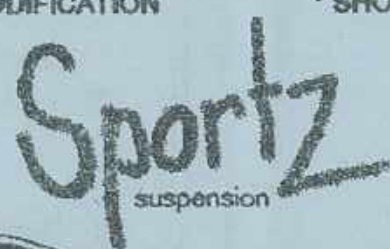
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Pete's Story

The red eyes of 'The Matador', like a charging bull, appeared suddenly in my rear view mirror. It was obvious he was determined to pass our rapid machine. A tricky bit of road lay ahead though; narrow, blind crests and curves gave little opportunity for passing on this section of the rally. Time and time again our defences proved too good for this ruthless attacker.

The wild Spaniard wasn't about to let anything deter him though, and using all the horsepower he could muster from his oriental steed, combined with his fiery Latin temperament, completed the passing manoeuvre despite the fact that we, the victims, were Ford Sierra mounted.

And as Carlos Sainz and his factory Toyota Turbo disappeared into the distance we knew, on this occasion, on this day, that we were beaten. The stage was his. And we realised that sometimes, just sometimes, transport sections really can be hell.

Well, I thought it only fair that after spending a couple of days spectating on the great R.A.C. Rally, I should share my experience with BSCC members. My original plan, on my travels, was to try and look at the San Remo Rally in October but a change of plans saw me here in England and the opportunity to see the R.A.C.

My brother Chris had preceded me to the "Mother Country" so it was natural for me to bunk at his inner London residence. Although his interest in motorsport isn't as rabid as mine, he agreed to accompany me on the rally trip as he had just bought a new Canon (you know the type - quasigalactical focusing with light year monitoring and convexical self cleaning aperture control. Also it juliennes carrots) and was keen to try it out. A Ford Sierra Estate (wagon to you and I) was the weapon chosen to attack the event and we picked it up on the afternoon prior to our departure from London on Sunday morning, which was also the starting time for the rally.

The first entry list published for this, the last round of the 1989 World Rally Championship really excited me; the four works Lancias, three works Toyotas, Mitsubishi and a range (?) of Sierras for people like Blomqvist, Cunico etc.

The organisers were just starting to brag about how it was a record 'A' seed entry when Lancia kindly informed them that as they had wrapped up both the drivers and manufacturers' series for '89 in San Remo they wouldn't be attending the event. The loss of Marku Alen, Didier Auriol etc. detracted substantially from the entry but the list remained impressive. Lets hope this rather irresponsible and selfish attitude from Lancia doesn't have the opportunity to manifest itself this year.

After Lancia's withdrawal most pundits were predicting a win for the number one seed Juha Kankkunen, but at ear two was the powerful Mitsubishi Galant with the irrepressible Ari Vatanen controlling the 4-wheel steering and a lot of hearts (including mine), if not heads, were with Ari, perhaps the most aggressive of the flying Finns. Main threats to Kankkunen though, were his own teammates Carlos Sainz and Kenneth Eriksson. After their performances on the San Remo and Australian events respectively both these drivers could be relied upon to push the ex-world champion all the way. Although the Mazda team had entered three drivers (Salonen, Mikkola and Carlessen) for the event, victory for their 1600cc cars, realistically, would only come if misfortune befell the other Japanese factory teams.

I'm sure Salonen must be looking forward to the new Mazda but at an inexplicable 1800cc only it would seem to be at a disadvantage from the start when compared to its Lancia, Toyota, Mitsubishi, Subaru, Ford, VW and Nissan rivals!

Leading British seed was Malcolm Wilson who must be considered among the top echelon of rally drivers now. As fast as Wilson is, only the most optimistic could consider the 2-wheel drive Astra an outright contender. Britain's best hope for victory lay in the hands of 1988 British open champion David Llewellin in the Toyota team GB entered Celica GT-Four. The only other drivers that had an outside chance of victory were Per Eklund and Jorge Recalde in their private eight-valve Lancias. As I said, my hopes rested with Ari, for no other reason than that he's Ari. I've been a big fan of Kenneth Eriksson ever since he used to perform minor miracles in the Golf and if 'God' was denied a win then let it be a disciple!

The start of the event and first special stage at Nottingham, a good 2 hours from London was scheduled for the obscene hour of 7.40 am so we planned to be at SS4 which traversed the Duke of Devonshire's Estate at Chatsworth. This stage was telecast live by the BBC but still attracted 21,000 people (at \$8.00 a head), a new record for the R.A.C. We arrived at 8.15 for a 10.40 start and still we were lucky to find a 'stageside' viewing position.

My anticipation at seeing a world rally for the first time grew with a crescendo as the sound of a works rally car broke the foggy silence at Chatsworth. I was in no way disappointed as the raucous streak of red and white that was the Kankkunen Celica 'yumped' past us and rushed toward the timing marker.

After an eleven month hiatus from rallying I couldn't have asked for a better re-introduction as next Ari, Sainz, Salonen came through straddling this narrow, leaf-strewn strip of tarmac, each as impressively as the other.

After watching the British open championship on TV since my arrival in England Chris had become a fan of Mark Lovell who may best be remembered in Oz for his comprehensive roll of a works RS200 a few years ago. Lovell's usual exuberance was restricted on this granite-block lined course, but it would re-emerge once the event hit the forests of Northern Wales and England.

[SS4 Chatsworth 2 (1.57 miles) -

1. Kankkunen 1:50
2. Eriksson 1:51
3. Airikkala 1:53]

After about car 60 (of 190!) we decided to head SW to our next stage - SS8 at another stately manor at the gloriously named Weston-Under-Lizard near Telford. Imagine, if you will, your average QRC spectator group of Datsun 1800's and Mk I Escorts hooning along to the next stage. Well, turn those cars into Peugeot 205's; and 16V Golfs, multiply that by one hundred and that's the R.A.C. Although our 1.8 Sierra had about as much horsepower as Dick Johnson's wiper motor we still enjoyed the superb, winding roads that took us from one special stage to another with countless villages in between. The English have perfected an overtaking system that I had previously considered suicidal and I watched in horror as inspired drivers of Fugs, Astras and Porsches judged (?) to perfection their re-entry after overtaking. One nose-to-tail trio having a great old race turned into a duo about five k's (and 3 villages!) later as the leading at-the-time 205 had collected a rock wall.

The Weston Park stage was scheduled for 1800 hours and we arrived quite early but again the crowds were huge. This time we had, at a hairpin, food stalls, team souvenir shops, floodlighting and commentary creating a spectacular atmosphere. Pidna Hairpin it wasn't. Of course at this time of year in England it gets dark about 23 minutes after you get up so the floodlights were switched on quite early.

We elected to look at the gravel section of this 2.90 mile stage and after the 0, 00 and 000 (really) cars had gone through the bloody northern lights appeared with a Toyota Celica shaped appendage. The organisers, being very safety conscious, had us about a good Ari end-for-end away from the road so we decided to go back to the floodlit area and there indulged in a hot coffee not so much to improve

circulation as instigate it! Let's just say it was a wee bit cool out there.

[SS8 Weston Park (2.9 miles) -

1. Eriksson 3:20
2. Kankkunen, Airikkala 3:23
4. Salonen, Llewellyn 3:26]

By this time I was looking forward to day two where the real rallying would start. It's the nature of the sport that the truly great spectating is missed by the masses, which is a shame.

The first overnight stop for the competitors was at Telford and on our way across to Wales for the Monday stages we visited the service area and Parc Ferme, which was quite awesome with over 150 sparkling, pristine rally cars safely locked up for the night. A Ford dealer was kind enough to have on display an example of one of the most desirable road cars - The RS200 - complete with RS200 registration, but any action at this particular point had all but ceased so it was goodnight from me and goodnight from him.

First stage for us on day two was Hafreni (SS9) which was a 7.68 mile gravel stage just north of Llanidles and it was on the way there that we had the meeting with Mr Sainz mentioned earlier. The works Mazda of Carlsson also passed us and we received a thank-you wave for moving over, a move which, with the Sierra flat out at 'only' about the ton, we felt obliged to carry out.

Being a forest stage we thought that by arriving two hours prior to the due time of the first car would be sufficient to ensure us close parking and as little walking as possible. This rash assumption proved grave in its consequences as we realised about half way along our 5 km trek. It was obvious from peering inside the seemingly endless line of spectators' cars that the thing to do was arrive some time the day before and with sleeping bag and thermos, make yourself comfortable.

Nothing was mentioned in any of the spectator guides about this and we were quite pissed off by the time we finally arrived at the T.H.R. spectator point.

After venturing a further kilometre or so into the stage we managed some great spectating. The vision of the Lovell Sierra being flung from side to side up the tight, twisty track is one that sticks in my mind.

The similarity of this forest to say, Jimna, was such that I was expecting, at any moment, a tired looking Datsun 1600 or Mk II Escort to flash by. As with Jimna too, vision was poor but here fog was the culprit, not dust.

[SS9 Hafren I (7.68 miles) -

1. Eriksson 8:56
2. Sainz 8:58
3. Kankkunen 9:01
4. Airikkala 9:04 (current leader Kankkunen)]

An early departure from this stage, we hoped, would mean that at our next target point, less strenuous walking would be required.

SS20 was to be our last forest section of the rally and fortunately it offered the best spectating. We were in position well

in time for car one which was the Kankkunen Celica rocketing into view at about the ton lights ablaze then braking heavily for the 90° downhill right-hander. This is what we had come for! Unlike the stately home stages we were able to get very close to the road here. The Toyotas and Mitsubishi's handled the slippery gravel very well and Salonen's Mazda was well up on the road but teammate Mikkola had rolled earlier and his car bore the scars as he passed us. Also looking a bit second-hand was Colin McRae's Sierra, his customary roll coming earlier in the day and we stayed on and watched the factory 205's which were being driven very hard by Simon Davison and Chris Birkbeck. Sainz had taken the lead from Juha on SS16 but Kankkunen retook it here, all four works Celica drivers having led at some stage. Surprise of the event so far was Pentti Airikkala who was running consistently and ahead of teammate Vatanen.

[SS20 Clocaendg 3 (10.05 miles)

1. Kankkunen 9:37
2. Vatanen, Salonen 9:41
4. Airikkala 9:45]

The only other competitive we could expect to make before the end of the day was SS23 which was a repeat of SS5 at Donington race circuit. So it was back to England due east. It was supposed to cost \$8.00 each to enter the circuit but being ever budget conscious, we managed to find an open gate so entered via that.

The section here was a mix of both race circuit and access roads and of course it was a night stage. Lancias, Quattros, Sierras and Skodas were plentiful but we were too late to see the stars here. Again the overall scene was impressive, with numerous stalls and lots of floodlighting and again quite a few spectators. This was the last stage of the second leg of the event and from here crews had a short drive back to Nottingham for an overnight half.

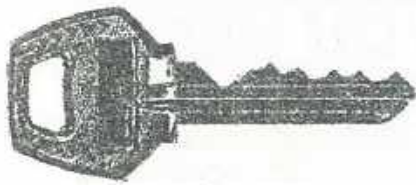
[SS23 Lancia Martini Donington 2 (3.55 miles)

1. Kankkunen, Airikkala 3:44
3. Sainz 3:45
4. Vatanen 3:46]

This was the end of our rally though and we wound up the Sierra and managed the 200 kilometres along the famous M1 back to London in 1½ hours. The only worry we had was when we passed a police car whilst doing about 160 k's but he seemed quite undisturbed by our speed and ignored us.

The huge crowds on all five days of the event, the swarms of officials, the media coverage and the geographical scope of the rally all give credence to the R.A.C. Rally's claim to be the biggest sporting event in Great Britain.

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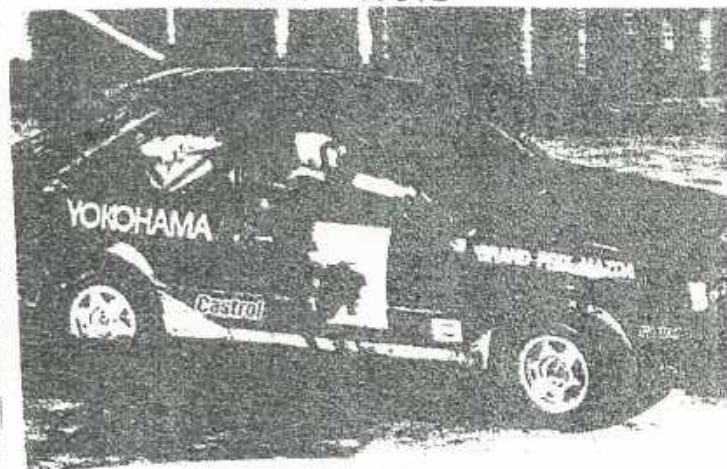
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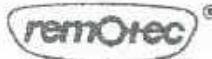
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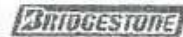


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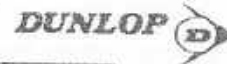
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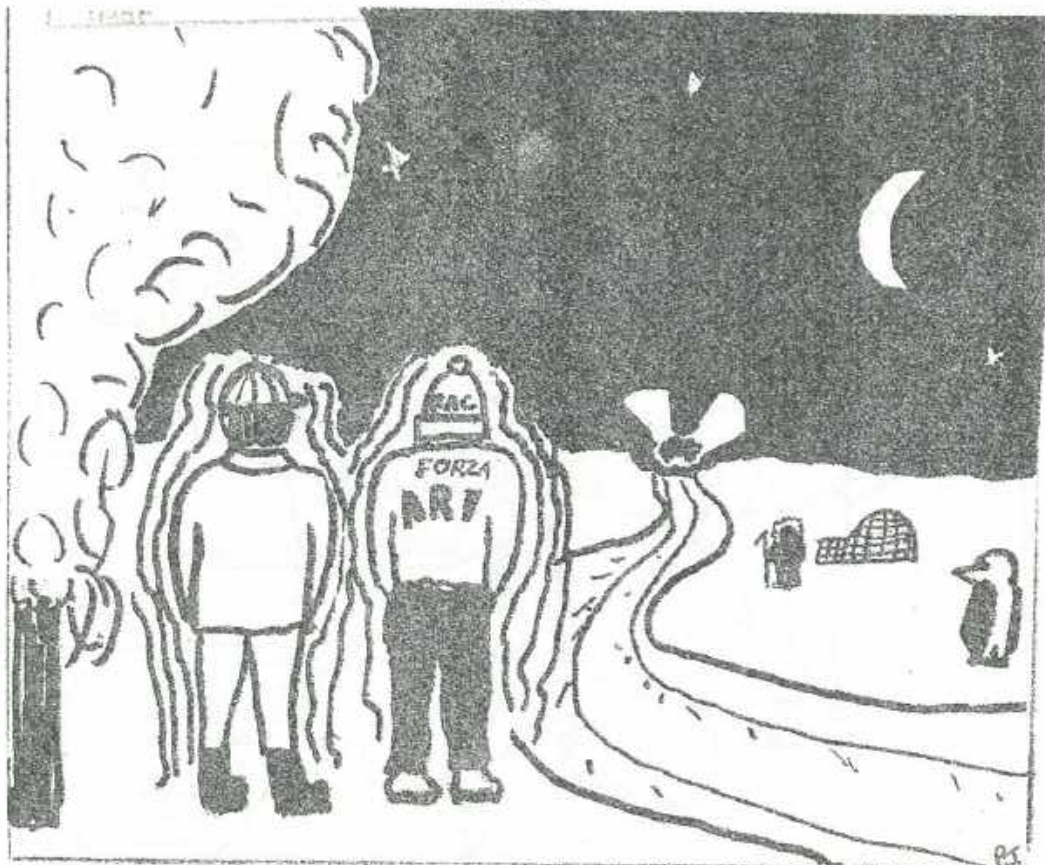
One of the main criticisms I would have of the event as a competitor would be the amount of transport miles one is asked to travel. Fortunately this has been rectified for 1990 by dropping Wales from the event and also a reduction from five to four days. These modifications whilst perhaps reducing the 'toughness' of the event will I'm sure make the event more enjoyable and manageable for all. Most spectator points seemed very good and despite all the traffic and parking hassle, spectators were well behaved. I'm sure the drivers must view the first day's 'stately homes' sections as a chore, as these stages are very mickey mouse and crews covered about 400 k's of transport for just 40 k's of competitive but these stages attract the majority of spectators due to the ease of accessibility and this is also where the sponsors get huge value for money via the TV cameras.

Its history now that Pentti Airikkala had a surprise victory but there seemed to be a lot of rumblings about the fact that some of the roads had been used on the Scottish rally and some crews, including the winners, may have had notes on this secret-route event. This of course would have put foreign crews (Lancia, Toyota) at a disadvantage. This is an age old argument though and the organisers have made the inevitable decision to make the event in 1990 fully pace-noted. This decision will have an enormous flow-on effect in British rallying but it remains to be seen whether it will be a positive or negative effect. Personally I think it's a shame that the individuality of the R.A.C. has been compromised but it was either yield to manufacturers' pressure or lose W.R.C. status altogether.

From my observations I think this would be the ideal event for an Australian crew with aspirations (are there any?) to tackle because of the similarity of terrain and the simple fact that they speak a form of Australian which may sound a small thing but must help a lot when tackling a foreign event like this for the first time.

Anyway I'll try and get to a European event as well and I'm prepared to be blown away.

- Pete.

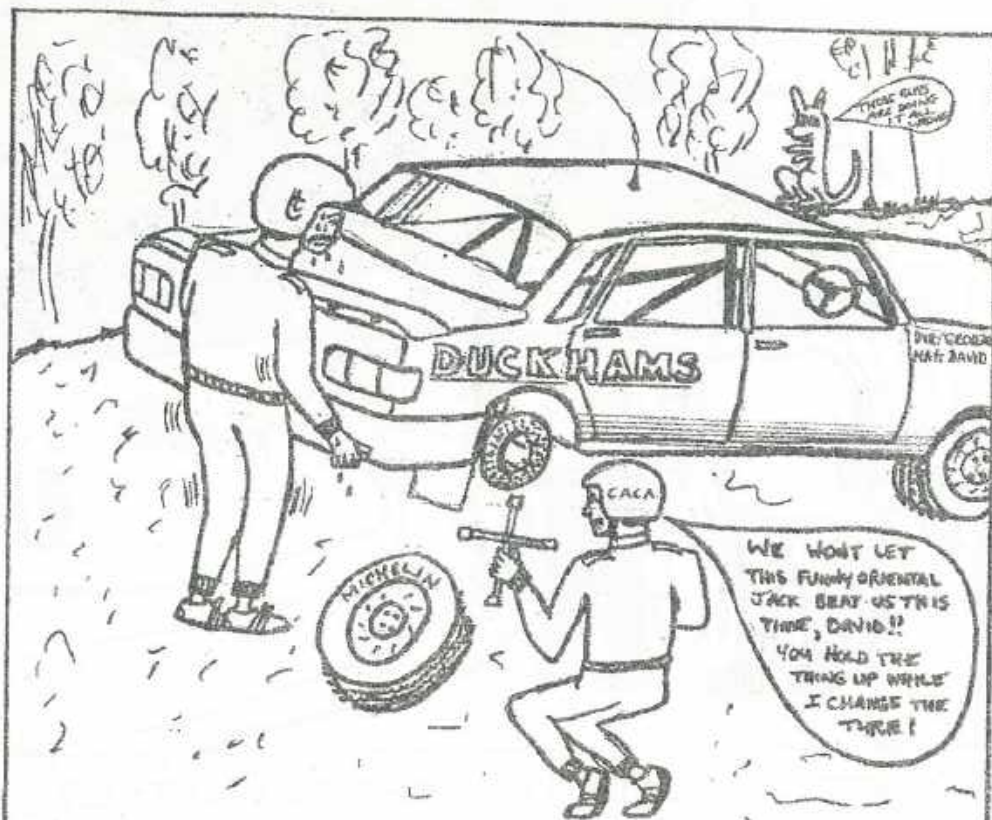


HEY PETE IS THIS THE FUN BIT YET?



THE MAY PERSONALITY PROFILE

- NAME:** Christopher Lane
- NICK NAMES:** Chirs, Jolly, Chuck-Able
- PROFESSION:** Full-time, extremely well paid rally navigator-no, not really he's a chemist; in fact, a turd tester.
- DRIVES:** A Fiat X1/9 with a history or the Logan City Council Laser or the mighty Transit Van.
- FAVOURITE FOOD:** Natural mineral water, carrot sticks, lettuce leaves, pumpkin seeds and PIZZA.
- LIKES:** Travelling around the country (doing rallies)
- DISLIKES:** Having to go work, just to use their computer and their stationery.
- AIM IN LIFE:** To be accepted into a nice quiet Jesuit monastery and find peace and contentment.



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PROPOSED CALENDAR:

MAY 30TH VIDEO OFF-ROAD - IRA BERK NISSAN 300, INGLEWOOD & STADIUM ACTION.

JUNE 5TH BOARD MEETING 7.30 P.M. B.S.C.C. CLUBROOMS

JUNE 6TH VIDEO - 1990 R.A.C. RALLY

JUNE 13TH MOTORSPORT QUIZ NIGHT CASH PRICES

JUNE 20TH NIGHT RUN

JUNE 24TH MOTORKHANA - BEENLEIGH RUM DISTILLERY - 9.30 a.m.

JUNE 27TH VIDEO - OFF ROAD; END OF FINANCIAL YEAR RAFFLE

JULY 3RD BOARD MEETING 7.30 P.M. B.S.C.C. CLUBROOMS

JULY 4TH VIDEO: BRITISH OPEN CHAMPIONSHIP

JULY 11TH VIDEO: HOW TO GO CO-DRIVING

JULY 18TH NIGHT RUN

JULY 22ND MOTORKHANA - BEENLEIGH RUM DISTILLERY - 9.30 A.M.

JULY 25TH ITALY NIGHT FREE PIZZAS and VINO TASTING

AUG 1st Horses' Birthday Party at the Clubrooms (free party hat for every horse)

AUG 3/4/5 BP RALLY QUEENSLAND ROUND 5 ARC. ROUND 5 QRC

AUG 8TH ARC POST MORTEM

AUG 15TH NIGHT RUN

AUG 19TH BIG KART TRACK OFF ROAD SHORT COURSE

MOTORKHANA

AUG 22ND VIDEO: OFF ROAD SPECTACULAR

+++++

As you can see "somebody" has been busy organising Wednesday night entertainment. Now Chris Lane has done his bit how about YOU coming along and making it worthwhile.....

An explanation is due to off-roaders - we had planned to hold a Long Course at Cherrabah 9/10 June - however, they were fully booked for that weekend. We looked at the following weekend but in the light of say 8 or 9 crews going to Griffith or Alice Springs! we felt that it would not be a viable proposition. For the moment we have postponed the event BUT Derrick Kennedy is looking at having a discussion re the calendar on the MAY 30th Off Road Video night. So make sure you come along.

The July short course was moved forward to the 5th May Goodyear Stadium Off Road Grand Prix but we still have the Grandchester Short Course lurking in the background. Plenty to think about and arrange.

Also to come is the Big Kart Track - 19th August, Braemar 13/14 October and of course Muldoonun 11th November.

Rally-wise there is the Novice Rally 8/9th September and Gallangowan 1/2 December



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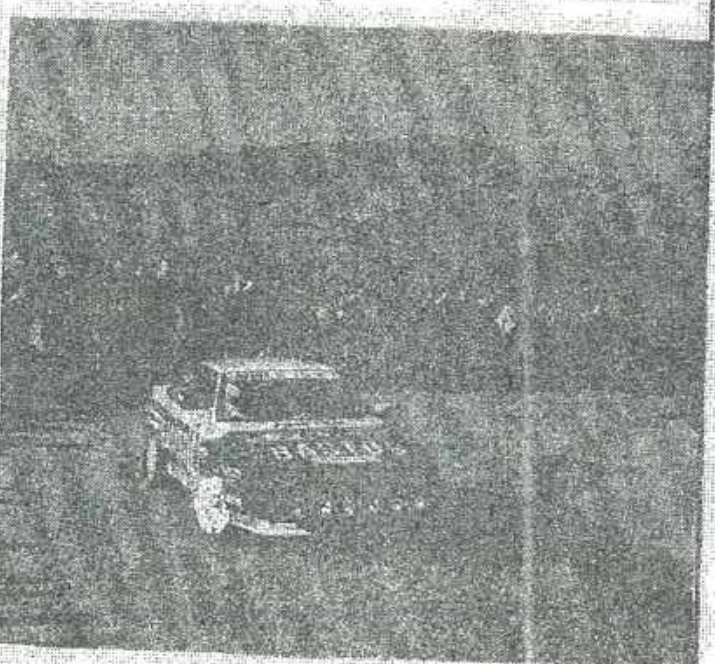
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