

# BRISPORT



## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



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OFF ROAD



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MOTORKHANA



MOTORKHANA

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# STARTLINE

I'm sorry, but I'm going to have to drag up one of my favourite subjects again folks!

Yes, I'm sure that some of you out there are aware of what I'm going to say. That Gold Coast Indy Car Race is on again!!

This time the organizers have announced that the Qld Government Eventscorp have dangled a cool one million dollar carrot in front of their nose, as well as backing another multi-million dollar loan towards the running of the event.

All the organizers have to do is obtain the sanctioning of CAMS to allow oz drivers to take part in the race, thus 'assuring' the whole thing of good spectator support.

The Gold Coast City Council have given their gracious support to the whole idea and a 4 1/2 km course has been chosen in Surfers Paradise somewhere, utilizing the Pacific Highway and surrounding streets.

Now here's where the old argument comes in. You will all remember that the 1988 CALTEX Qld Rally was CANCELLED because the Police would not, under any circumstances, allow the rally cars to exceed the 80kph speed limit on shire roads. At the most some may have reached 150kph on unoccupied bush dirt roads.

On the coast, these fragile open wheel 300kmh turbo-charged fuel-tanks will be running literally within metres of buildings and I assume, people.

I think the question is not really whether they should be allowed to hold the race, but that there has to be some consistency shown by the authorities in their decision making.

The new Qld Labour Government could take a leaf from the book of the ACT where spectacular bitumen stages were held in the heart of Canberra, only adding to the overall success of the ESANIA Rally.

A special stage around the lookout road of Mt. Coot-tha, straight after the quarry would be great viewing, as would a special stage across "THE JINKER TRACK" near Albany Creek.

All it takes is a change of attitude by the relevant ministers, which we may in fact already have. I hope the Directors of the BP Rally Queensland pursue these opportunities.

The last thing I want to do is preach like a politician, but I really crave for the success and public acceptance of our sport of rallying - particularly the 1990 BP Rally Queensland.

Onto other things - you may notice the new stars on the cover of this month's magazine. The old covers which by coincidence featured yours truly in the Motorkhana section actually stemmed from 1988, but there were a lot that had to be used up.

Now that they're gone, the 89 Champs have emerged, and Off-roader Bob Mowbray, Rally Navigator extraordinaire Neal Wesche and Motorkhana maniac Alan McConnell - you may all take a bow.

This time the covers will go from July to June - just like the financial year and at this time next year they will be changed for the 1990 champions.

I am very much looking forward to the running of this year's ARC and have offered my assistance to the organizers in any way, taking into account the fact that I will be a competitor.

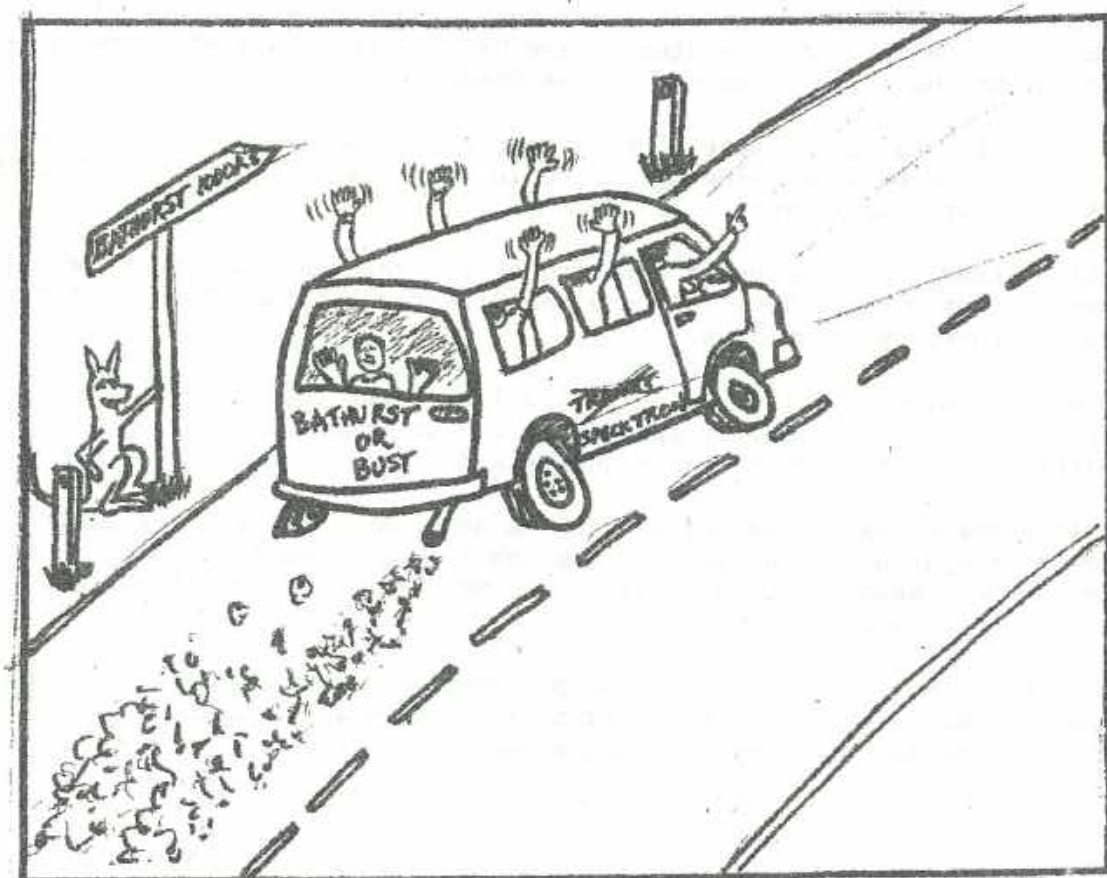
On the weekend of 2/3 June, I had the good fortune to accompany Chris Lane, Russell Reid, Brian Crisp and Lesley Trustum to Bathurst where some of us spectated the NSWRC Round 2 while Chris (Chuck) navigated for George Kahler in the Duckhams Mazda.

In my 'Startline' column last month, I said that the results for May Motorkhana and Night Run were included. Unfortunately, I missed that one slightly as the mag. was chock-a-block. They are, however, included in this issue.

For those fans of the magazine who may be out there (if any - sob, sob) you can catch more of my literatiations in Auto Action in the 'Queensland Competitives' column. Unfortunately, Iain Stewart has had to resign his commission as he is about to travel around the world with Greg Carr and the Lancia team. He has graciously given me the opportunity to fill his Garden Gnome's shoes.

SEE YOU FOLKS.

*Tom Smith*



## QUEENSLANDERS SOUND THE MATERHORN AT THE ALPINE

The Alpine Rally is an event with a remarkable history and background, and is one rally that nearly everyone wants to do at some time or another.

At the 1990 event, on the weekend of 28/29 April the Alpine was perhaps the most impressively entered rally for quite some time. At the top of the field of 50+ cars was an official Ralliart Mitsubishi Galant VR-4 for Ross Dunkerton, along with the Team Toyota Australia Celica GT-4 for Neal Bates.

The Sunshine State had two representatives who were capable of causing an upset and as the results show, finished a fantastic 3rd and 4th outright. George Kahler and Geoff Keys both brought out their immaculately presented Galant VR-4's for the Alpine and were aptly rewarded for their fine efforts.

Both cars were, as usual, prepared by Murray Coote and all credit goes to Muzza and his band of merry men for once more coming up with the goods.

Despite a couple of minor problems en route George and his intrepid navigator David Tolcher managed to stay pretty well in touch with the leaders and pulled up to a fine 3rd at the finish. Along the way, the team achieved a couple of fastest outright times just to show that it wasn't a fluke.

Geoff Keys and his new navigator Mike Rebecchi also put the proverbial cat amongst the pigeons and had the right foot down all the way to achieve Geoff's best ever ARC result in fourth.

Interestingly enough, there were 5 Galant VR-4's in the top six, split by, of all things, a Datsun 280Z in 5th place. I guess that the result is a sign of the times and an indication of things to come. Let's just hope that these two Banana Benders along with a number of others can stay with the pack and keep Queensland on the rostrum.

Roll on "BP QUEENSLAND RALLY", because we here in fair old Brissie should see a turnout like we haven't seen in a long time.

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THE WORKS HILLMAN TEAM DEBUTED THEIR NEW RECRUIT, TAR MAKINEN NAVIGATED BY BIT UMINEN- IN THE ALL-NEW 4WD 16 CYLINDER V8 TURBO IMP, BUT WERE OUTED ON SS1 WITH ASHTRAY FAILURE.

There's a rip of big-bore exhaust in the distance, the rattle of sixteen valves playing on the engine; through the trees you catch a glimpse of the red Escort as it hurtles towards your corner. Bam! It bursts into view with a cacophony of beautiful sounds from the throaty roar of full-blooded BDA to the scabbling rasp of the tyres on gravel. At full pelt it hurtles first to the right on full opposite lock, and then, still on full revs the back end sies to the left as the whole wonderful explosion of sound and colour shots through the right hander, still on full opposite lock, and then disappears into the echoes in the distance.

The crowd around you slowly emerges from the silence of wonderment and begin to nod approvingly and chatter about the whole experience. But shssh. There's another. Roaring and screaming another hot Escort appears into view, blue this time; sideways-but not as much-it slips past you in a straight line, flicks the rear end to the left for a split second, and dives into the depths of the forest. Hmmm; you think, he's got no chance . . .

Back at the finish, the red Escort appears, a slight dent to the rear wing, and you know he's been on the limit. He's won, surely.

Then the slow guy in blue appears, the car looking as fresh as the proverbial daisy . . . but what's this? He's smiling from ear to ear. People are shaking his hand. He's won! Our friend in red must have been off the road. The brave driver must have pushed it to the limits just once too often.

But no, you check the stage times hanging in the hotel foyer, the chap in blue has taken heaps of time out of everyone on every stage — how come?

It's a common misconception. Driving a car quickly, even on gravel, does not involve masses of oversteering and manhandling. If you're rounding a corner on full opposite lock, you're doing it wrong. Violent swings from one attitude to another are not the order of the day, however much adulation from the onlooking crowd you receive.

But before we explain why, perhaps a few of you are wondering what the hell oversteer is anyway . . . and for that matter, what's understeer. Opposite lock, hmmm, that's another one.

Perhaps we should explain. In simple terms, oversteer is when the back end of the car tries to overtake the front when you're cornering — that's when the car reaches that thrilling sideways stance. Understeer is when you turn the wheel and the car either fails to turn, or turns more slowly than you would want or expect. This results in the car ploughing nose-first into the trees when you want it to go left or right.

Opposite lock comes in when the car oversteers. When the back end of the car breaks away, for instance, to the left, while you are trying to turn a right hand corner, the skill of counter steering comes into play. This involves turning the steering wheel to the left, into the slide (even though you were initially turning right). If you balance it right, the car will actually hold its sideways attitude to the corner, and it will be facing the exit of the bend, allowing you to straighten the wheels and use the throttle to power the car through the bend and down the straight.

That's the idea. Full opposite lock occurs when you've allowed the rear to slide too far, and you've turned the steering wheel as far to the left as it will go. Only careful use of the throttle will get you out of that one.

Of course, you will realise by now that turning a car the opposite way you want to go is not on, logically. So how is this amazing feat performed? Well, for a start when you first approach the corner, you do attempt to turn the car the way you actually want to go, after that all hell breaks loose and the special skills come in. After that initial attempt at turning in, the steering is used to balance the car's attitude, and the throttle is used to turn the car (!) Confused? I am.

It's all a matter of balance. And this is where the initial story comes in. If you get the balance perfectly right every time, don't rush it and keep it smooth, and avoid getting too sideways when at all possible, you'll be very quick. If you keep overcooking it and end up flailing from lock to lock through the forests, it may feel and look very fast, but you're getting nowhere.

To help explain our theories on cornering, we'll take a basic 90 degree right hander, and with the aid of diagrams, explain the

technique. This is all based on pure theory extracted from several top-line professionals.

Imagine you are hurtling down a smooth forest straight flat in whatever gear and you clearly see this corner. You brake, hard. You

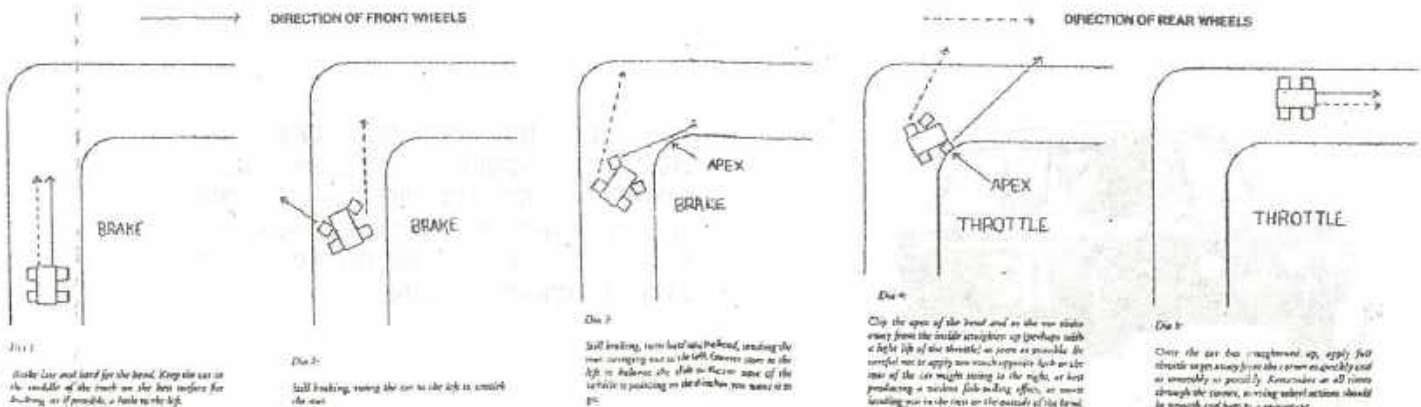
will also want to change down to the correct gear for the bend, which is best done before you finish braking. While braking, you want to keep the car in the middle of the track and out of the loose shale on the sides of the road, or at best, a little to the left. Just at the end of the braking area, you should swing the car to the left. There are several reasons for this. First, you'll have a wider line for the bend, and secondly, if you don't know how sharp the bend is, you will be able to have a better look and perhaps be able to brake later. But most importantly, it will unstick the rear end, and set the car up for the corner.

The next stage is to turn into the bend by turning the steering wheel hard, but not to sharply, to the right, pointing it at the imaginary apex. This will be done just before the bend. As the car swings around at the back, you should be off the brakes and onto the throttle. By this time, the car should be oversteering. You will also begin to apply a minimum of opposite lock. The throttle should be used then to turn the car — the harder you stamp on it, the more the tail will swing round. And on a good rally car, if you lift off gently, the tail should come back into line. The idea now is to straighten the car up once it's pointing in the right direction, and floor it out of the bend in a straight line. If you come out in a dramatic oversteering slide, then you're losing time because the back wheels are spinning too much and the car isn't being pushed forward at its optimum level.

The most important point is that all these movements should be performed in one smooth series of actions. That's the secret. Smoothly with as little drama as possible.

The basics are as follows. Use the brakes hard to turn the car with exaggerated, but smooth, movements of the steering wheel. First turn slightly in the opposite direction and then in the direction you want to go before the bend. Then use the throttle to turn the car against the oversteer through the bend and then straighten up coming out of the bend on full throttle.

One of the most basic rules is: Slow in, fast out. And remember smoothness is everything, and the car should only be sideways when it's slowing down.



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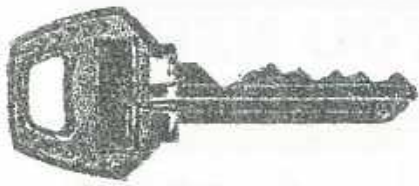
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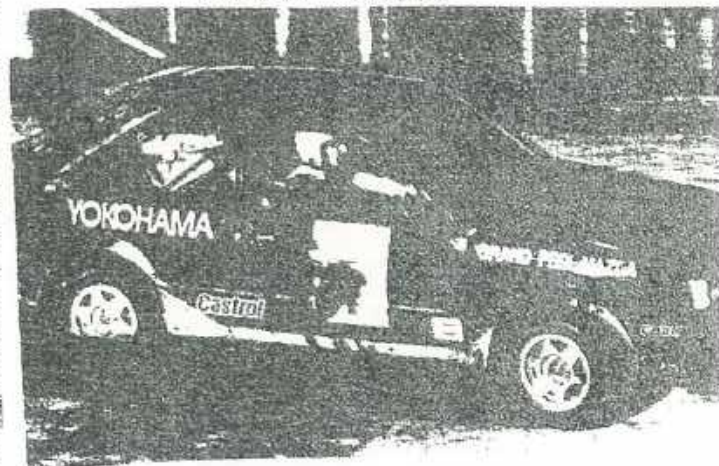
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FOR THOSE OF YOU OUT THERE WHO ARE INTERESTED IN THE  
1990 GEMINI RALLY SERIES, HERE IS A COPY OF THE REG-  
ULATIONS PERTAINING TO THE SERIES.

THIS TELLS YOU EXACTLY WHAT YOU CAN AND CANT USE AND  
WHICH GERMINIS YOU CAN OR CANT USE.(i.e. NO FRONTIES)

\*QUEENSLAND GEMINI RALLY\*

VEHICLE REGULATIONS EFFECTIVE: 1st JANUARY, 1990

1. CARS ELIGIBLE SHALL BE:

Gemini models manufactured by G.M.H. in Australia from 1st January, 1975, for the model ranges of TX, TC, TD, TE, TF and TG and must comply with the G.M.H./Isuzu Factory Workshop Manuals for any model variation.

The workshop Manuals referred to are identified by the following G.M.H. Part Numbers:

H0000	H379J1	G1612NE60	PFWE771
H37560	G1612AE891	PFAC891	G1612AE091
PFAC001	PFWE081	G1612NE02	PFWK131

and any other manuals subsequently issued by G.M.H. or Isuzu that are applicable to the above versions of the Australian built Geminis.

2.A All mechanical specifications must comply with the Workshop Manual and F.I.A. Recognition Document No. 5589 (CAMS HQ-SE). These specifications shall be deemed to include factory approved and recommended methods of assembly as well as specific component measurements.

B In particular, the size of the carburettor mounting flange on the inlet manifold will be no greater than that shown on page 15 of the F.I.A. Recognition Document No. 5589 (CAMS HQ-SE), i.e. 31.8 mm - 35 mm.

C Finish of all mechanical components must be as per Factory manufacturing standard as per original vehicle.

3. SUSPENSION:

A Suspensions may be modified so that all vehicles may take advantage of the "Radial Tuned Suspension" components as developed for the TD, TE, TF and TG series - such parts shall be as listed in the G.M.H./Isuzu Spare Parts Manuals for these models and applicable specification settings may be varied within these tolerances listed in the G.M.H./Isuzu Workshop Manuals for Australian produced Geminis. As G.M.H. Parts Departments do not service rear anti-sway bar mounting brackets as a spare part for TX and TC series vehicles, it is permissible to fabricate these components provided they are the same size and mounted in the same position as the original factory items.

B The front lower control arm mounting holes may be changed to enable standard front end wheel alignment specifications to be maintained; the holes must remain round and not "slotted" or "elongated".

4. Tyres will be steel belted radial tyres manufactured by Yokohama Tyre Australia Pty. Ltd.; some being "Yokohama AD11-165/80R13".

These tyres must be fitted for:

all rounds of any "GEMINI SERIES RALLIES";

all rallies where Geminis compete as "Queensland Gemini Rally" vehicles.

5. Wheels are free, provided that the wheel and tyre can be housed within the original bodywork.

6. All items of coachwork must be as per workshop manual specifications save that carpets and underfelt may be removed and fitment of a radip is not mandatory.

7. Supplementary gauges may be fitted within the cabin, but must be attached to the mechanical component concerned through the original manufacturers nominated outlet point.

8. \*Fuel used must be commercially available as per CAMS specification. (Refer Part 7 Appendix C, CAMS Manual.)

9. Pedal settings may be modified for position but the original mounting fixture must not be interfered with.

10. C.A.M.S. mandatory safety equipment must be fitted as per the CAMS Manual and includes roll cage, fire extinguisher, bannet pins, towing hooks, First Aid Kit and "Triangles".

11. VEHICLE WEIGHT:

A "THE MINIMUM WEIGHT OF ALL MODELS SHALL BE NINE HUNDRED AND TEN KILOGRAMS (910kg); VEHICLES MUST BE THIS WEIGHT AT ANYTIME, INCLUDING AT THE FINISH OF A RALLY".

B BALLAST: Any necessary ballast must be securely attached to the floor of the vehicle upon the rear passenger foot space and such ballast shall be noted in the Vehicle Log Book.

C WEIGHING: At the time of weighing a vehicle the following shall apply:

DRIVER AND NAVIGATOR - not seated in or upon the vehicle; Driver and Navigator's body - weight not included in the figure 910kg.

SPARE WHEEL - included in the figure 910kg.

JACK AND WHEEL BRACE - included in the figure 910kg.

LIQUIDS - shall be at the levels as presented, no topping up of same is permitted prior to vehicle weighing.

12. The fitting of CAMS approved replacement seats for the driver and navigator is permitted.

13. The fitment of an alternative steering wheel of smaller dimensions is acceptable, subject to the said steering wheel being of satisfactory commercial construction to the standards as applied by CAMS to steering wheels for other categories.

14. THE FOLLOWING COMPONENTS ARE FREE:

- (a) Spark Plugs
- (b) Ignition Coil
- (c) High tension leads
- (d) Springs and shock absorbers, BUT NOT mounting points or method of attachment.
- (e) Brake friction material
- (f) Exhaust system from rear of engine pipe.

15. Competitors are reminded that all vehicles must comply with N.C.B. Appendix C Part 2 - Paras. 1, 2, 4 and 5, and Schedule D - Parat. 1 to 13.

16. The Log Book Category must be endorsed by CAMS as Category 4: Group RC. Only vehicles issued with a log Book as above may compete in "Gemini Rally" competitions.

17. ALL MODIFICATIONS ARE FORBIDDEN UNLESS EXPRESSLY AUTHORISED BY THESE REGULATIONS.

18. Any alterations to these rules shall be advised to the Queensland State Council of the CAMS; SUCH ALTERATIONS TO THESE RULES SHALL NOT TAKE EFFECT UNTIL THE QUEENSLAND STATE COUNCIL OF THE CAMS HAS EFFECTED ENDORSEMENT OF SAME!

## MAY NIGHT RUN

David Robinson took pity on the impassioned pleas of the Night Run Series co-ordinator and volunteered his services as the organiser and director of the May event held on Wednesday the 16th.

As things worked out, we had a mammoth entry of five crews who showed up to try their navigational skills against that most evil of motoring events, the NAVIGATIONAL NIGHT RUN.

After releasing their iron-like grip on those little purple \$5.00 notes, they were sent on their merry way with the only task required of them to follow the simplest of instructions and come back with the answers to 24 questions.

Chris (Chuck-Able) Lane looked at me, and I looked at him, and we decided on a mutual basis that it was highly unlikely that we would even get half of the questions on offer. Hence we opted out of the running and the points for this month. First ones back were our own Ian 'Cresch' Bremner and his Navigator-come-Club-Secretary Glen Weston who had suffered a minor error in the interpretation of the instructions thus rendering them slightly confused.

The rest came gradually wandering in until there was only one crew to go - the Mk 2 Rally Cortina of Ray and Trish Evans. They eventually rocked in just as everybody else was about to leave and were late due to an oiled-up spark plug in the high-compression 1600 motor.

David marked each set of answers and came up with the final results which appear below:

1st	Paul Pyyvaara and Shaun Gray	Datsun
2nd	Dean Tighe and Brad Stratton	Turbo Stanza
3rd	Ray and Trish Evans	Cortina
4th	Ian Bremner and Glen Weston	Escort
5th	Robin Berardo and Claudia 'Bottoms'	Gemini

#### MERRY MAY - THE MOTORKHANA MONTH

Sunday 13 May - the yobs turn out in force for motorkhana mayhem at Beenleigh Rum Distillery.

An even dozen showed up, including some of BSCC's favourite sons and some visitors from other clubs.

There was a wide range of vehicles from the diminutive Honda Civic of Glen Weston to the Subaru RX-Turbo 'pretend' rally car of Ronnie Van Opstal. The management of the Beenleigh Rum Distillery who are nice enough to let us and a lot of other car clubs use their grounds, had decided to impose a small levy on competing vehicles. At \$1.00 per car, I think it's terrific value and this puny amount of money goes towards the maintenance of the riverbank we so often use.

Anyways after a big days motorkhana-ing, the winners laurels went to the Club's own flying Finn, Paul Pyyvaara in his half a Datsun 1600. Second outright went to Rod Petty, the new member in his very well sorted Gemini. Some of you may remember Rodney from way back - well, he's still around and has decided to grace BSCC with his membership this year. Good to have you R.P.

#### RESULTS

1st	Paul Pyyvaara	½ Datsun 1600
2nd	Rod Petty	Gemini
3rd	Glen Weston	Honda Civic
4th	Paul Gray	½ Datsun 1600
5th	John Kingcott	Escort
6th	M Keighley	Escort
7th	Shaun Gray	Datsun 1000
8th	Ian Bremner	Ford Escort
9th	Ray Evans	Mk 2 Cortina
10th	Helen Kingcott	Escort
11th	Ron Van Opstal	Subaru RX-Turbo
12th	Trish Evans	Mk 2 Cortina

## B. S. C. C. GOES TO SEALAKE 1990

On the June long-weekend I was fortunate to be able to go to Sealake in Victoria for Round 2 of the A.O.R.C. thanks to Terry and Maureen Rose. My trip began from Warialda on the Thursday night when we loaded the buggy and packed in every bit of warm clothing we could find. We joined the McMillans Whitbreads and the Osbornes in Dubbo and after a few stops on Friday to phone home we arrived on dark, just in time to set up camp.

After a quick shower it was off to the pub. Sealake is a small town about the size of Inglewood and the locals were happy to see us because we were from out of town and we had lots of money just waiting to be spend. After dinner we had just a few drinks and a bit of bulls\*\*t and we headed back to camp to sit around the fire

Next morning we headed for the track to do what we came for, go racing. The Sealake Off Road Club have some different ideas to us when it comes to running an off road race, were we start the day with a briefing and then a reconance followed by a prologue, however in Victoria we were faced with the prospect of just following everbody else. The thought of not being able to see the track before the race was of great concern to us and would be our undoing on Sunday.

The B.S.C.C. was well represented on the weekend, in Class 1 we had Doug McMillan and Lindsay Everleigh who have made the switch from Class 2 after blowing the motor at Inglewood. Jim Adness and Gary Handock were due for some good luck afer a run of DNF'S .Class 2 there was Bill and Carol Sharpe in there now familiar Golf powered Boss frame and Terry and Maureen Rose in the Warialda Auto Fort Hunter. Class 3 we had one of our best chances with our QLD. champs Bob and Jeanette Mowbray in there Bettie Wreckers buggy, also we had Greg and Alan Nicoll who made the long trip for the first time to capitalise on a good result at Inglewood. Stephen and Terry Hilton have now become regulars to Sealake and were looking for a good result.

Neville Taylor and Robert Oxley were there sporting a new paint job on there Ex-Jefferys Baja was our only reprentive in Class 4, Goodyears Ken Smith and Tom Orcher in there Class 8 Rodeo were flying the flag for there new sponsors.

The Prologue kicked off about 10 o'clock with the Class 5's going first, I was able to acquire a press pass which gave me good access to some photo spots Bill Sharpe, Doug McMillan and Bob Mowbray all made it into the top 25 but it was Peter Glover who blasted around to grap the top spot. The other members were well placed in there repected classes and all looking forward to Sunday.

Satuday night was much the same as Friday with the exception of 2 hours of rain, but I was right in my waterproof tent (or so I thought) I am not blaming anyone (Doug McMillan) but my bed was located in the spot were the water gathered from the overflow of the nearby watertank and at 2pm I found myself in the middle of a flowing river!! Talk about knowing who your friends are, with everthing I own was soaking wet I turned to Terry to give me a hand and he couldn't stop laughing and woke up bloody Doug McMillan who joined in and then everybody else, but remember guys I never forget (REVENGE IS SWEET!!!).

Sunday arrived too soon, and I was able to find some dry clothes and we headed for the track. The race kicked off at 9.30 am. and we had our first casualty with Terry and Maureen suffering an electrical and front end problem (well that's our story) Bill Sharpe also had problems after a coming together with another competitor and suffering damage to the back of the car but was able to get going after repairs.

Jim Adness was doing very well and was climbing up the field and so was Doug McMillan in his turbo Hunter. Greg Nicoll was circulating and by the end of the day came home 7th in class, not so lucky was Steven Hilton when on the last lap a tyre put him out. Before the race Nev Taylor told me he was going for a finish and if he didn't he would change to an aircooled but luckily for his motor he did finish and picked up third in class. Ken Smith did very well and kept going all day and scored a third in class.

Bob Mowbray had moved up into the top 10 by the end of the first 2 laps but he blew the motor on the last lap. But look out Jim Adness was doing very well and when the finishers started to line Jim came home 4th outright which is the best result for a B.S.C.C. member in a long time CONGRATULATIONS JIM!!! Doug McMillan also recorded a finish after suffering a fuel problem in the last lap but it still happy with the bigger motor and I fell he will soon right up the top.

As for everybody else in the race well they are not members of the club so it is pretty hard to write about them.

Our trip home was full of the usual dramas to many to mention but we did get home in one piece. Our next trip will be to Kempsey when we do it all again.

That's all for now  
DERRICK KENNEDY.

#### PRESIDENTS NOTES:

Well we are just about half way through the year and due to some bad weather we have had to postpone some events but hopefully we should be able to have all our events before it's over. We are still looking for people to run Rnd. 3 of the Q.O.R.C. At Braemar on the 13/14 of October.

I was not able to attend the last board meeting because I was at Sealake for Round 2 of The Aust. Off Road Championships. My thanks to Laurie for taking my place I hear everything went smoothly and the meeting finished before 10 o'clock which has to be a record.

In the next couple of months we will be extending Esme's office to allow for more room in the club room, also it will serve as a good base for the upcoming BP RALLY.

On the 1st of July the club will be running a Rally-Sprint at Darlington Park, the event will be similar to the event last December and will be open to all club members. Moss Lane will be directing the event and we will be having a B.B.Q. afterwards and it would be good if everyone could stay??? The Sub-regs are in this mag. but you better be quick as the event will be very popular as it was last year. You will be able to enter your Road, Rally or Off Roader (even a Transit van).

On the 3/4/5th of August the club will be running the BP RALLY QUEENSLAND and we are looking for people to man controls, it's a lot of fun and a good way to see the rally close up. Also if we are to get people to help at other events we must first help them.

Don't forget about club nights every Wednesday night check on the back page of the mag for nights coming up, attendance is still down so let's see what we can do about it.

If you have any problems or questions do not hesitate to contact me or write into the magazine, we are still very short of articles and stories about events.

UNTIL NEXT TIME  
DERRICK KENNEDY.

THE PREMIER PANEL BEATING RALLY 1990 - NSWRC2

ALTERNATIVELY TITLED "LOOK OUT FOR THE DITCH!!!"

"I'm depressed" said Russell, "We never get to go on interstate rallies anymore!"

Well, before you could say Pentti Arrikala or Hoots McSporran, old eagle-ears Christopher Lane had overheard the comments and was already planning a bus-load of banana-benders to go down to Bathurst to support the Queensland contingent.

Chris (Chuck-Able) was to navigate for George Kahler in the Duckham's Mazda 323 and they had been seeded car 1 in what was arguably the best and most well attended round of that State's series.

Also making the long trek south was Hannu McNab - better known to others as Stewart-Reid. Stewie was taking the Starion south to light the fire under some of the New South Welshmen as he had done a couple of years ago in his (relatively) mild Datsun 1600 "grunter".

The prospect of these two, combined with Rod Jones of Bathurst in his Galant VR-4, Wayne Bell in his first ever drive in a Datsun (1600 PRC), and a host of other very competitive drivers convinced us that a weekend away was certainly worthwhile.

Chris got down to it straight away and booked a beaut 2.4 injected Nissan Nomad to carry himself, me, Russell, Brian Crisp, Lesley Trustum and whom-ever-else down the Newell to Bathurst.

Well, Friday night (1st June) and I waited anxiously at home for the roar of that Datsun engine. At about 8.15 I thought I heard the cat fart. No, it wasn't the cat - Christopher had arrived with the beast - a Ford Spectron 2.0 with one of those carburettor-things. Oh well, we'll have to make do, because Hertz didn't have what we ordered.

We loaded up the rig, I kissed the cat goodbye and headed off to (i) Arana Hills to pick up Russell, (ii) Kallangur to pick up one of Stewie's service crew, (iii) Bardon to pick up Stewie's navigator and then (iv) on to Ipswich to pick and Brian and Lesley.

Then 7-up we hit the highway and aimed generally south where we kept going until we struck Stewie and Kerry just outside of Goondiwindi with one blown tyre and another deflator. We took the dead tyre on with us and found a servo which had a big fat wide 2nd hand B.F. Goodrich to fit the Falcon tow car's mag. (And everyone knows B.F.G.'s don't wear out).

The Van and Starion (on trailer) duly arrived and we fitted this new tyre and off we went, in a sort of convoy-type fashion.

We drove all night until about 7 a.m. (breakfast time) when, just outside of Gilgandra we decided to stop for petrol and food.

We slowed to about 60 k's as we approached a truckstop on the right hand side of the highway and Stewie started to the turn the tow car and trailer into the sweeping driveway. As I was driving the Spectron, I did much the same - then, at the point of no return, the Falcon trailer and Starion refused to slow down and it disappeared into a muddy spoon drain between the road and the Servo.

We all jumped out and ran over to help Stewie and Kerry out who, thankfully, were both unhurt. Apparently the brakes did not work when they were supposed to and the lot ended up in the ditch.

The Van was bent and the Starion damaged (but not written off) and a decision was made to return home. It was really not possible to start the rally with the car like it was so after farewelling each other, we jumped back in and Spectroned down to Bathurst (now 5-up).

The accommodation had been previously arranged so, after booking in we headed up to the mountain (Mt. Panorama) for the big press session. Upon arrival we found the very crumpled Suzuki Swift GTi of Rod Turnbull.

He had been "hooning" around to impress the camera crew and on one corner had "come a cropper", bending every (and I mean, every) panel on the little red Westype Suzuki - scratch one starter.

The Duckham's Mazda was not going all that well, still suffering from a mysterious miss which plagued it in NSWRC1. Unfortunately, the Rod Jones boys had either left it too late or hadn't managed to find the problem - thus putting George and Chris behind the 8-ball from the word "go".

The first stage incorporated part of the famous Bathurst circuit and finished with a couple of K's around Reid Park way up on top. It was rather chilly, even at midday on Saturday and I now know why they run the race in October!!



IN THE OPS AT THE START OF THE RALLY



THE MAZDA AT REID PARK ON TOP OF MOUNT PANORAMA.

The Mazda was farting around the place on right handers and the team started losing ground to the leaders right away. The VR-4 was quick but sounded a lot like a 6 cylinder Holden to me - sorry folks but I calls 'em how I sees 'em.

Sometime during the next couple of stages, George hit a soccer-ball-sized rock (on the navigator's side) which rolled under the car and bent the tailshaft. With impossible vibration problems, they finished the stage at 24kph and found the service crew who removed the offending item.

The next stage was done in Front Wheel Drive ("240hp through the front wheels is a bit of a handful") until another tailshaft could be scavenged. All this time the lead was slowly slipping away as Rod Jones set the pace. Craig Stallard in his ex-works Quickfit Mufflers Starion was very quick as was the ex-Wayne Bell Sprinter of Paul Kennedy.

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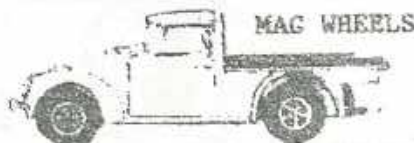
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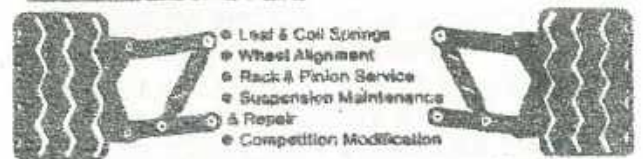


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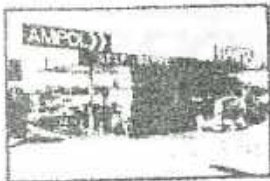
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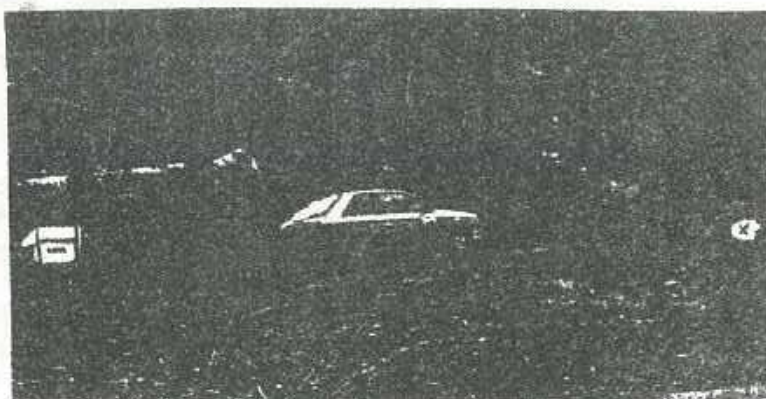
After Division Break, George managed to get back into the groove somewhat and by the penultimate stage was lying a creditable second. Jonesy was over four minutes in front, so the best that could be hoped for was the spot immediately behind him.

More trouble was about to strike however and with 6 K's to the end of the event, the turbo blew ending any chances for the lads.

By continuing to the end of the section and then driving into Bathurst, the guys were classified as finishers and achieved 6th outright, a result they were happy with under the circumstances.



CATHY, RUSSELL, BRIAN AND WESLEY  
AT 3 PM ON SATURDAY IN 'SUNNY  
CORNER'. YES! IT WAS COLD!!!



GEORGE AND CHRIS IN ACTION IN  
'SUNNY CORNER' FOREST ON SATURDAY  
AFTERNOON. WE QUEENSLANDERS LED  
THE CROWD DOWN TO UNBOO A STATION  
WHICH DROVE OFF THE ROAD NEAR THE  
'X'.

The presentation was at the big Bathurst nightspot and not a word of the Director's speech could be heard. We just sank a few schooners and partied on, returning to the motel at about 1 a.m. Considering we were planning a 7 a.m. start the next day, it was possibly a very brave move. I have forgotten to mention that Chris's sister Cathy had joined us on Friday night to watch her big brother in the forest and the plan was to return her to inner city Kirribilli in Sydney first thing in the morning.

We managed that without any dramas (despite Brian crying "\$50.00 fine" every time I even looked like going through a yellow light - those camera things abound down there), and then left Sydney at about 11.30 to come home.

After a very uneventful trip during which we all enjoyed the scenery, we arrived back in Brissie at about 11.45 p.m., having shared the driving all the way.

It was a fun weekend despite the disappointment everyone felt for Stewie and thanks go to Christopher for doing the preliminary organization.

The old Spectron wasn't such a bad old beast with it's 5 speeds and chronic understeer, and I don't think anyone got on anyone else's nerves the whole weekend.

TOM SMITH - P.S. It's a long way to go for a rally!!!

## GUESS WHO'S BUILDING A RALLY CAR?

There are a number of new rally cars being constructed at the moment and here's the good news, they're all "you-beaut", mega-stick PRC rally machines.

Progress on the Brett-ski Wright Gemini is rocketing along at a (very fast) snail's pace now that Brett has a professional to work on it for him.

At the Sportz Suspension workshop, John the bearded Goasdoue has just been given another roll-cage to build, this time for a Datsun 240/280Z. The car is that of Gary Marshall who until recently pedalled a PRC 510SSS (a la Datsun 1600). Now in a vehicle like that, one usually has things like an option 1 gearbox and an R200 slippery diff which can be whacked into your 240Z bodyshell to complement the fuel injected 2.8 litre motor. At least, that sounds like a logical idea.

Another new machine on the burner is a Toyota Sprinter for Bob Bingham. Bob, who is Warwick based also ran a Datsun 1600 in CRC form last year but after rolling it decided to put the poor beastie out to stud. Our spy, Tony Best (of the West) tells us that Bob bought a wreck which is now well on the way to being straight and has his hands on a 4AGE 16 valve motor with which to mate to the car. Although he may not set the rallying world on fire the package should be enough to get him up and running, fairly quickly and fairly cheaply.

Speaking of Sprinters, another road car was for sale as a wreck not long ago in a yard at Beenleigh. Word has it that someone from the South Coast has snapped it up and is readying that for a rally debut. No names have been given but I'm sure we'll find out soon enough.

\*\*\*\*\*  
On behalf of the Club and all it's members, I would like to say a big "GET WELL" to Midge Garth. Midge recently underwent a fairly major liver transplant operation in Brisbane and by all accounts is recovering nicely. Since the Garths moved to the beautiful downtown Tenterfield they have been somewhat missed, but certainly not forgotten. Don't forget to come and see us when you're back on your feet, Midge. Actually, if you're available you could do a control in a couple of weekhd's time(snicker, snicker).....  
\*\*\*\*\*

# DARLINGTON PARK COMES ALIVE AGAIN!!!

- After the incredible success of our  
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# BP RALLY QUEENSLAND

## **BP AUSTRALIAN RALLY CHAMPIONSHIP**



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If you consider yourself a possible stand-in Navigator and would like to register your name, please contact Esme at the Clubroom and she will be only too happy to take your details. REMEMBER, the ARC round is coming up!

\*\*\*\*\*  
IN FACT..... A Class 1 driver Adrian Carlson is looking for a navigator for BP RALLY QUEENSLAND. Please contact Esme 391 8881 if you want to offer your services. HE DRIVES A DATSUN 1200

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# BP AUSTRALIAN RALLY CHAMPIONSHIP

BP ARC NEWSLETTER

MAY 1990

BP Alpine - A Thriller and a Half:

We had rain, we had sunshine, we had drama in the field, we had accidents, we saw some fantastic motor sport and we all went away happy.

And that was the story of the 1990 BP Alpine Rally.

Congratulations once more to George Fury and Ross Runnalls, winners of the second round of the BP Australian Rally Championship. Pointscores are located elsewhere in the newsletter and they show that George now has a commanding lead over Ed Ordynski for the outright championship. It seems a pity George may not be continuing his foray into the sport he loves so much. Suffice to say we are just that bit richer for seeing him in a super competitive car once more.

The 1990 BP Alpine was a succession of bad luck stories. Firstly of Ross Dunkerton, who rolled during Special Stage 6 on Saturday morning. Ross can offer no excuses for this roll over as it has been seen several times on national television, courtesy of the lipstick camera mounted in the car and operating at the time.

It must have been fantastic footage, as it was even on the Hinch program on Friday night!

Many stories have circulated regarding how fortunate we were to see the misfortunes of Ross and Fred Cocentas, and the biggest thank you goes to Helen Lister, for changing the cassette tape in the VCR at the special stage start prior to Ross' demise. I guess it is something Ross would rather forget about, together with all the boys at Ralliaart who now have to rebuild the car, but it sure as heck made for spectacular TV footage!

Next hard luck story was that of Neal Bates, who came to grief very close to Ross' accident. Whilst the damage to Neal's Toyota Celica GT4 was not great, the lower control arm at the front was damaged which prevented continuing in the rally. Interestingly enough the smashed front and rear windows in the AVO coupe happened after the car had come to rest. Apparently during the accident Neal knocked over a sapling which landed on the bonnet and back window, effectively smashing them and for all the trailing competitors, looking like a roll-over.

Tails of woe continued with Geoff Keys, who destroyed a tyre on Saturday morning and had to contend with the indignity of running out of petrol on Saturday afternoon, whilst placed higher than ever before.

Then came the continuing saga of Western Australia's Rob Herridge in the "fastest Subaru in Australia". Robert at last count, changed three gearboxes and had countless number of punctures throughout the 1990 BP Alpine. His final placing belies the effort which he, his navigator and crew put into the competition. Certainly Robert, best of luck for your home State round on June 9!

The tails continued with George Kahler, the faster Pastor from Queensland, giving his navigator David Tolcher the fright of his life and doing a fair bit of damage to the immaculate Duckhams Galant VR4. Fortunately, George was able to continue, albeit with a vehicle in need of a rear end alignment to finish a splendid third.

And then we have the tail of "one stage" Eric Pietila. "Poor old" Eric struggled from fiasco to fiasco in the 1989 Australian Rally Championship and was determined to put up a good show in the BP Alpine. Eric started the event with everything going for him, no pressure, no sponsor, only himself to blame if something went wrong.



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BP AUSTRALIAN RALLY CHAMPIONSHIP

The third round of the 1990 BP Australian Rally Championship was conducted in Western Australia last weekend, and resulted in a win for local driver Rob Herridge. It was Herridge's first win in a national series event, and he became only the third West Australian to achieve that distinction.

The BP FOREST RALLY was run in uncharacteristically wet conditions, which resulted in the last two stages being cancelled.

Western Australian drivers took three of the top five places in the event which finished in Perth on Sunday 10th June. However, South Australia's Ed Ordynski has hit the front in the championship.

Half the 32 car field retired largely due to torrential rain and thick mist. Notable among these were Tasmanian Neal Bates, who damaged the rear suspension of his Toyota Celica in the first special stage in the grounds of Curtin University.

The Championship is at an interesting stage, with Ordynski on 42 points, New South Wales driver George Fury 40, Rob Herridge 30, George Kahler (Qld) 24 and Ron Cremen (NSW) 22 points.

The next event in the Championship will be the BP FESTIVAL STATE RALLY, to be held in Adelaide on 30 June and 1 July.

Results - BP Forest Rally, 9-10 June 1990

1. Robert Herridge/Dale Hynes (WA) Subaru RX 3:02.50
2. Ed Ordynski/Mark Nelson (SA) Galant VR4 3:07.26
3. George Kahler/David Tolcher (Qld, SA) Galant VR4 3:10.16
4. Jim Marden/Brian Harwood (WA) Subaru RX 3:10.58
5. Gerry McGroarty/Bob McGowan (WA) Corolla GT 3:12.09
6. Tolley Challis/Reg McKinley (WA) Galant VR4 3:17.01
7. Ron Cremen/Harry Mansson (NSW) Galant VR4 3:17.08
8. Tony Flood/Greg Flood (WA) Levin 3:23.07
9. Shane Seward/Paul Evans (WA) Civic 3:24.00
10. Clive Slater/Barbara Slater (WA) Starion 3:27.48

DRIVERS POINTSCORE AFTER 3 ROUNDS

(3 more to go)

- |               |       |                       |        |
|---------------|-------|-----------------------|--------|
| Ed Ordynski   | (SA)  | Mitsubishi Galant VR4 | 42 pts |
| George Fury   | (NSW) | Mitsubishi Galant VR4 | 40     |
| Rob Herridge  | (WA)  | Subaru RX Turbo       | 30     |
| George Kahler | (Qld) | Mitsubishi Galant VR4 | 24     |
| Ron Cremen    | (NSW) | Mitsubishi Galant VR4 | 18     |
| Neal Bates    | (ACT) | Toyota Celica GT4     | 15     |

NAVIGATORS POINTSCORE AFTER 3 ROUNDS

- |                 |       |        |
|-----------------|-------|--------|
| Mark Nelson     | (SA)  | 42 pts |
| Ross Rummells   | (Vic) | 40     |
| Dale Hynes      | (WA)  | 30     |
| David Tolcher   | (SA)  | 24     |
| Harry Mansson   | (NSW) | 18     |
| David Jorgensen | (Qld) | 15     |

He drove superbly throughout the event and played a classic walking game. Late on Sunday afternoon it was apparent that mechanical maladies would take some time to fix and his crew took the gamble and started operating on the car. That Eric ran out of late running time and was excluded from the event is now history and history probably best forgotten by some of the people from Woodongai! Well done Eric, you should be proud of your achievements and let's see how you go in future rounds of the BP ARC.

Best tail of woe for the event goes to Peter and Neil Sclay in the diminutive little Datsun 1200. Whilst not competing in the ARC component of the event, these two were the heroes of the rally fraternity, with their vehicle being regularly amongst the first 15 cars on the road. At the major spectator point on Sunday morning, the 1200 decided to get all coy and show its underbody to the spectators, effectively putting its crew on their side. Quick action by some enthusiastic spectators ensured the car was on all four wheels swiftly and the car was on its way. Rumour has it that the crew lost only 15 seconds on that stage!

On a more serious note, Simon Brown and his directing team from the Light Car Club of Australia had some pretty big shoes to step into, after "the Alpine" had been steered from the helm since 1979 by Stuart Lister. I'm sure I speak for all those concerned in saying that Simon acquitted himself very well and we all eagerly await next year's BP Alpine Rally.

RESULTS - BP ALPINE RALLY, ROUND 2, 1990 BP AUSTRALIAN RALLY CHAMPIONSHIP

DRIVER	STATE	VEHICLE	TIME
1 GEORGE FURY	VIC	MITSUBISHI GALANT VR4	4:50.05
2 ED ORDYNSKI	SA	MITSUBISHI GALANT VR4	4:56.18
3 GEORGE KAHLER	QLD	MITSUBISHI GALANT VR4	4:58.18
4 GEOF KEYS	QLD	MITSUBISHI GALANT VR4	5:00.36
5 DAVID GREIG	VIC	DATSUN 240Z	5:03.51
6 RON CREMEN	NSW	MITSUBISHI GALANT VR4	5:05.02
7 PETER FYFE	VIC	MAZDA 123 4WD	5:05.11
8 JOHN REYNOLDS	NSW	MAZDA 123 4WD	5:05.40
9 PAUL GOVER	VIC	TOYOTA CELICA GT4	5:08.55
10 LES WALDEN	TAS	MAZDA 323 4WD	5:10.16

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MANY THANKS FROM ALL AT "IRA BERK NISSAN 300"  
EASTER 1990 INGLEWOOD



## "THE ULTIMATE OUTBACK EXCITEMENT EVENT"

That was how the Organisers, the Outback Desert Racing Club, described the 1990 Wynns Desert Race, and they weren't wrong. It all started back in early April, with a phone call from Ian Hedley, to tell me the Milbrodale Mountain Classic was to be postponed till later in the year, due to severe flooding in the Singleton area. Ian asked if I had any info on what he called "a very interesting event" near Alice Springs. My negative reply brought a "beep" from the fax machine and a set of Supp. Regs for the said event. One look at this important document, and a few phone calls had fellow B.S.C.C. member, and partner in crime, Don Williamson, making "a deal with his wife", and deciding he "had to go".

Monday 04/06/90; at 10 p.m., we pulled out of downtown Broken Head, bound for the Alice. Fortysix hours later, at 8 p.m. Wednesday we rolled into Britt's Rentals (our Alice Springs sponsors) depot and unloaded the Jeep, before heading for bed in our Britts Rentals motorhome, (which was very kindly provided for the duration of our stay).

Thursday saw us given full use of Britt's very extensive Workshop facilities, for last minute servicing etc. Thursday night's starting Position Ballot saw us with 3rd away in the 4 W>D> Class, and 23rd away outright.

Friday, we pre-ran the course in the Landcruiser, (no race vehicles allowed), and what a course it was. How about 34 km, yes you read right, 34 km of 10 meter wide formed gravel road, (graded by the organisers especially for the event), as well as sandhills, rocky outcrops, desert tracks and assorted creek crossing, with Bulldust patches to make it all worthwhile.

Scrutineering at Shell Mt. Gillen, on Saturday afternoon caused no problems.

Sunday morning at 7 a.m. cars were flagged away, from the start line near Alice Springs Airport, at one minute intervals, with us away at 7.23 a.m. The first section to the Checkpoint at Deep Well was fairly uneventful, with track surfaces varying from sandy, to fast smooth, to bloody rough. Part of the next section, to Rodinga included the very fast formed road section, where we managed to "pull a lose" at full noise in top gear. We were lucky enough to find a place to leave the road at 175 kph and do no damage. The Rodinga to Bundoomba Station section included many kilometres of the old Ghan Railway embankment, complete with thousands of discarded rail spikes, and a few old sleepers thrown in to keep us on our toes. Bundoomba was the halfway point, and we easily made the 2 hours cut-off time. Bundoomba to Mt. Squires checkpoint was fairly uneventful except of a few rugged rocky outcrops, and one very large, steep, soft, sandhill. From Mt. Squires things really got interesting with over 20 kms of the last section, continuous whoopy-dos. The last few kilometres included the awesome Finke River Crossing. Five hundred metres of soft, deep drift sand with 4 metre banks either side. The end of the first day's section and the Camp was a few k's south of the Finke, where we were treated to a hot cooked lunch (included in a very low \$200 entry fee), which was very welcome.

Sunday afternoon consisted of service time, refuelling etc.

Monday morning's 3 .a.m. start for the return leg saw us on our way back to Alice Springs, which was completed without any real drama except for another full noises "off" on the fast graded section. At the Finish Line in Alice Springs we were greeted with a hot Bacon and Egg Breakfast (also included in the entry fee, as was Dinner on Sunday night at Finke).

We finished 4th in Class and 20th Outright, which pleased us greatly, and made it all seem worthwhile.

The four course Presentation Dinner on Monday night was very well attended, and we departed Alice Springs, after saying our goodbyes to our many new friends, at 1 p.m. on Tuesday, arriving in Brisbane 8 p.m. Thursday.

Yes, "proper" Off Road Racing is alive and well this side of the United State, and yes, we are definitely going back next year.

Ian Wilkinson

---

FOR SALE - Scalextric model of Lakeside (approx. 4'x6')

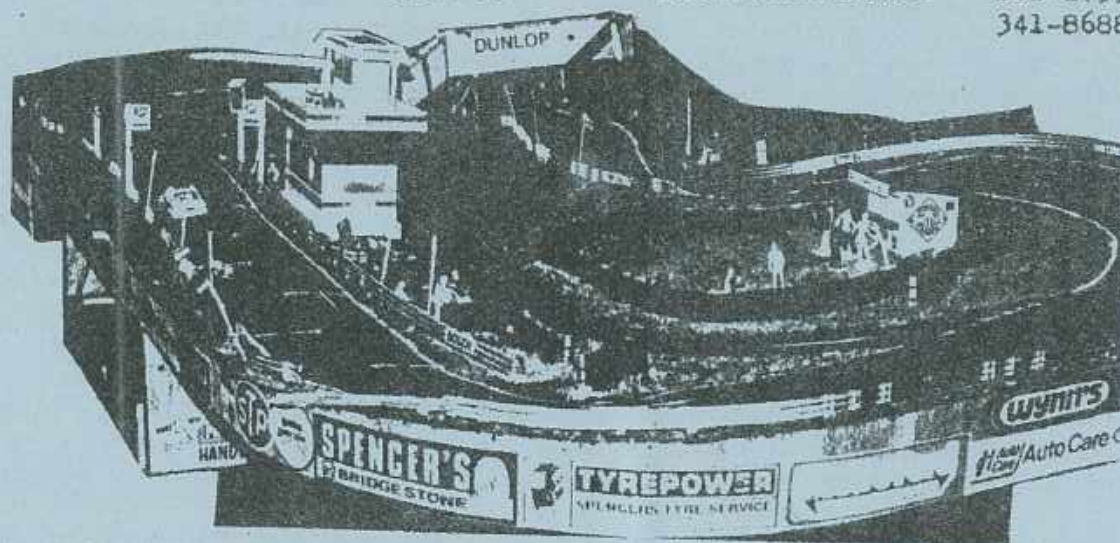
Set up on table top with storage drawer and control panel, extra track, 6 cars and misc. figures and tools. Needs minor repairs.

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808-2755 (W)

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CLUB CHAMPIONSHIP

1	LAURENCE	SVENSON	23
2	DERRICK	KENNEDY	19
= 3	GLEN	WESTON	18
	ROBIN	BERARDO	18
5	PAUL	PYVARRA	15
6	SHAUN	GRAY	12
= 7	BILL	SHARPE	11
	MOSS	LANE	11
	DAVID	ROBINSON	11
	ALAN	NICOLL	11
	JANELLE	SVENSON	11
	MAL	CLARKE	11
=13	DEAN	TIGHE	10
	GREG	NICOLL	10
	DICK	BOARDMAN	10
	PAUL	GRAY	10
=17	GEORGE	KAHLER	9
	ROD	PETTY	9
	R.	McCULLOCH	9
	RICHARD	ANDERSON	9
	BRETT	WRIGHT	9
	BRIAN	SWINTON	9
23	JOHN	CRANE	8
=24	GRAEME	HILL	7
	BOB	MOUBRAY	7
	MARTIN	GIBSON	7
	HAROLD	JAMES	7
=28	STEVE	BLACKBURN	6
	TONY	FEHLHABER	6
	TRISH	EVANS	6
	JOHN	KINGCOTT	6
	RAY	EVANS	6
=33	IAN	MACDONALD	5
	MATTHEW	KEIGHLEY	5
	IAN	BREMNER	5
=36	NEAL	WESCHE	4
	IAN	HAMWOOD	4
=38	TOM	STEVENSON	3
	TOM	SMITH	3
	WARWICK	MENDHAM	3
	CRAIG	BROWN	3
	CAROL	SHARPE	3
=43	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	HAUREEN	ROSE	9
7	JUDY	HARTNETT	8
8	TANYA	SMITH	7
9	JACKIE	SONDBERG	6

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 MOUBRAY		11 11
	GRAEME HILL	11	11
	MARTIN 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
	ROONEY 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

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

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
	RICHARD	ANDERSON		11	11
	ROSS	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	FERGUSSON	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
	TRISH	EVANS			1	1
	PAUL	GRAY			1	1
	PAUL	PYYVAARA			1	1
	RAY	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

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	JUN
1	DAVID	ROBINSON	11	11	11	9
2	GLEN	WESTON	11	11	8	11
3	DEAN	TIGHE	11	10	10	6
= 4	SHAUN	GRAY	11		11	9
	JOHN	CRANE	11		11	9
= 5	TRISH	EVANS		9	9	11
	RAY	EVANS		9	9	11
	ROBIN	BERARDO	11		7	11
8	PAUL	PYVAARA	11		11	22
9	PAUL	GRAY	11			9
10	IAN	BREMNER	11		8	19
11	PHILLIP	ARMSTRONG				11
=12	BRAD	COOK				9
	TRACEY	SMITH				9
=14	CHRIS	LANE		8		8
	TOM	SMITH		8		8

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PROPOSED B.S.C.C. CALENDAR:

WED 27 JUNE VIDEO - OFF ROAD INGLEWOOD TAPE II - END OF FINANCIAL YEAR  
RAFFLE

THE SUN 3 1 JULY BOARD MEETING - BSCC CLUBROOMS 7.30 P.M. DARLINGTON PARK  
WED 4 JULY VIDEO BRITISH OPEN CHAMPIONSHIP & 1989 WORLD RALLY  
CHAMPIONSHIP

WED 11 JULY VIDEO: HOW TO GO CO-DRIVING

WED 18 JULY NIGHT RUN

SUN 22 JULY MOTORKHANA CHECK WITH IAN BREMNER 262 1222 RE VENUE

WED 25 JULY ITALY NIGHT FREE PIZZAS AND VINO TASTING

WED 1 AUG HORSES' BIRTHDAY PARTY AT THE CLUBROOMS (FREE PARTY HAT FOR  
EVERY HORSE )

FRI 3 AUG BP RALLY QUEENSLAND START: KING GEORGE SQUARE 12 NOON  
4 AUG  
5 AUG MT. COOT-THA QUARRY AND THEN FINISH IN QUEEN STREET MALL!!!

TUES 7 AUG BOARD MEETING 7.30 P.M .

WED 8 AUG A R C/BP RALLY QUEENSLAND POST MORTEM

WED 15 AUG NIGHT RUN

SUN 19 AUG MOTORKHANA AND BIG KART SHORT COURSE

WED 22 AUG VIDEO: OFF ROAD SPECTACULAR

WED 29 AUG MOTORSPORT QUIZ NIGHT CA\$H PRIZES

TUES 4 SEPT BOARD MEETING 7.30 P.M.

WED 5 SEPT VIDEO  
SAT 8 SEPT BAILEY POWERLINES NOVICE RALLY

WED 12 SEPT VIDEO

SUN 19 SEPT MOTORKHANA  
WED NIGHT RUN

WED 26 SEPT HOME MOVIES:

+++++  
BIG KART OFF ROAD SHORT COURSE

SUNDAY 19TH AUGUST 1990

AT THE BIG KART TRACK  
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BAILEY POWERLINES RALLY

8TH SEPTEMBER 1990

NOVICE RALLY -

FURTHER DETAILS NEXT ISSUE

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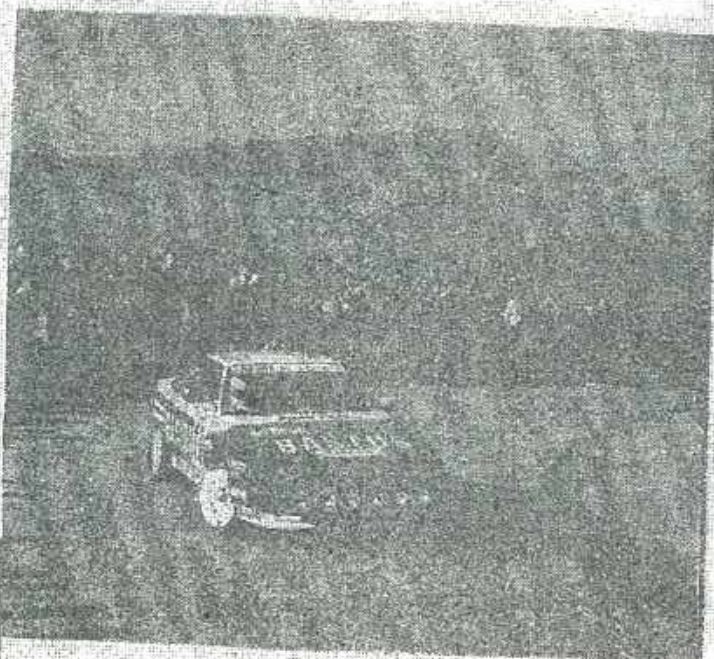
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| Pacific Hwy, Springwood                                  | <b>PH 208 4333</b> |

A/hrs Henk Kabel Ph. 300 2617