

BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



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OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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STARTLINE

"Tis the reason to be silly" - tra la la la la la la la la. Yes you guessed it participles, it's Christmas time. And what happens at Christmas time? You all give the magazine Editor (your favourite person) lashings of pressies.

There is actually one more monthly mag. to come your way for 1990, but I thought I'd get you all in the mood just a little early.

The big Car Club Xmas Party is coming up fast on Friday 23rd November and by the time you've got this issue in your hot little hands, there should be stories galore abounding out there about who got legless, and who embarrassed who by removing their underwear (without taking off the top layer!).

Unfortunately, I won't (wasn't) be able to make it as I have an important previous engagement which came up at the last minute. Besides that I decided after my last session with alcoholic beverages that I'd never drink again - until the next time!

Some of you out there with memories may remember that I was going to the Violent Femmes concert. Well, I went and so did PDJ and another friend John. It was a hoot of a night and we had a ball. There's no other associated car club story that goes with this - I just thought I'd let you all know so that you could be jealous.

Unusual things can, and usually do, happen. The remaining few had just left the Club the other night after listening to a few Barry Cook stories (as well as being a fast driver, Cookie also tells a good yarn) when a one marked Police car and one unmarked vehicle pulled up looking for "a guy in a red Alfa who appeared to be following a girl".

Yes we all knew it - Goasdoue was the bandit! Whilst he had been standing there talking to us he must have snuck out, quietly started the car and then found someone to follow - all while we waited.

Tricky bugger he is!

Eventually, the luckless long arm of the law ('Allo 'Allo 'Allo, wot's all this then?) admitted that maybe they had been led on a wild goose chase. It was only after they left that we realised that John's lil' red Spud was parked on the wrong side of a "NO STANDING" SIGN. 'Dork of the Day' material if you ask me!

Now for an item of importance. George Kahler is the first man ever to win Rally Championship titles from 2 different States in the one year, and that is an achievement to be very proud of.

In addition to that, he came second in the Australian Championship on (dare I say it) a lot smaller budget than the winner, Ed Ordynski.

Congratulations from everybody in B.S.C.C. to George and his Duckhams Galant VR4 and Duckhams Mazda 323 for this fine achievement.

After his win in the Moby Vic's Beerburrum Forest Rally, he accumulated enough points to be unbeatable in the points-tally with one round to go (Gallangowan).

Nevertheless the rally at Gallangowan should be a danged hoot with an anticipated big field of quality entries.

Barry Neuendorff has devoted a lot of time and effort to this event and anyone who is not involved should certainly go on up to cop an optic.

The Keema Club Rally on Sunday morning promises to be a true spectacle with the infamous Svenson/Kennedy pairing out to protect their reputation in the diesel cruiser.

Let's finish the year on a high note and make the Gallangowan weekend a social and competitive success.

See y'all at Galloon-Galloon.

A handwritten signature in black ink, appearing to read "Tom Smith". The signature is written in a cursive, slightly slanted style. A long horizontal line extends from the end of the signature across the page.

OFF ROAD SCENE

By Derrick Kennedy

Since last month alot has happened, the biggest being the Milbrodale Mountain Classic. I am very pleased to report that it was won by Doug McMillan who is a member of our club.

From all reports Doug drove a faultless race in very dusty conditions to win his first long course. On behalf of all the club members CONGRATULATIONS on a job well done.

Up until Milbrodale Doug has not had a good year. Inglewood he blew a motor 3km from the start. Sealake, a fuel pump. Kempsey, running 5th O/R blew a motor. Griffith, put the car on it's lid. Braemar, Blew the motor when he was leading the race. If I where him I would have thrown a match in the fuel tank and take a much easier form of motor sport like Rallying.

While I am on the subject, I was fortunate to be invited to Warialda for a weekend to see all the B. S. C. C. members. I was surprised to find so many of them down there. My host for the weekend where Terry & Maureen Rose who had arranged a good old fashion Barbie on Saturday night.

Flying Bryan Basham was there as well as Bryans navigator David Moor who keeps a copy of Brisport in the Dunny. Also I discovered that David is a very talented cartoonist and hopefully he will send us a sample to put into the Mag.

Doug & Annette McMillan showed up and we took it upon ourselves to make up some signs giving Doug a hard time, which was alot of fun. My favourite was the one with a drawing of a buggy on it's lid and next to it was written CAUTION McMILLAN AHEAD.

I will say this, all the signs went home in the back seat of their car. Sunday was spent looking at some land which could be used for an Off Road race. Nothing is definite yet but if we could get to use it, it would be a race not to miss. I will keep you up to date on that one.

Now onto the local scene, this saw the running of the final round of the pub series at Toowoomba. I have had some reports about the event, I did hear that Barry Johnson beat Laurence but my next question to Laurence was what did you break, because that's the only way Barry would beat him.

As you may or may not know the National Off Road Advisory Panel met last month and after an indepth conversation with our representative Barr Massey, CAMS look like putting a 200 dollar levy on all Off Roaders to pay for their shortfall. I personally think this is outrageous.

Other things to come out of the meeting was the abolishment of the annual tech inspection which was a complete waste of time and money. Iso the confirmation of next years National dates - Inglewood 23rd & 24th March: Griffith 4th & 5th May: Sealake 8th & 9th June: Kempsey 20th & 21st July: Walkerie 20th & 21st September.

On the 10th & 11th of November the Annual Toyota Bush and Beach Rally was run around Toowoomba, Chinchilla and Brisbane. The event for all reports was faily well run and I am pleased to report that one of our members Greg Bernard who was navigating for Errol Gordon won the event. (good one Greg).

A little bird told me that a certain well known Photographer and Writer spat the Dummy on the weekend when his navigator went home on him. Also the same said person must of being having a heavy month because the week before he csused a stir at the Presentation at Toowoomba over a Trophie. Hey Man I think it might be time you realised that there are no Sheep Stations up for grabs and just cool down. Behaviour like that only aggravates people and is certainly not what this sport is about.

While I am on the subject of sticking it up people, I also heard for a very reliable source that I was the centre of a conversation at a campfire at Braemar. Unfortunately I was not there to defend myself, but saying things like Derrick Kennedy makes alot of money out of running Events is the biggest joke I have ever heard. When I think of the hundreds of hours and the money I have spent running Off Road Events, to have things like that said about me.

I'm not too concerned about it because I know most of the competitors appreciate the work that the people running the races do, but it is a shame that you have a few Wankers who get full of piss and bad manners shooting their mouths off. My advise to those people is run an event yourselfs and see how easy it is. (Translation:- 'go shit in your hand and Clap')

By the time the Mag comes out Darlington Park would have already been run. A funny thing happened to me the other night, I had just returned from Warialda when the phone rang. This voice on the other end (Laurence) said 'are you taking the Ute to Darlington Park'. My first thought was he wanted to drive the ute, but why, it's so slow that even Ronny's RX Turbo can beat it. Then he went on to say that if I wasn't taking the ute I could drive his car, 'what the Landcruiser' I said, 'no mate 144 the Porky'. After I picked myself up off the floor all I could say was 'what ute, I don't even know a ute'. (thank-you your Majesly)

I must admit I am alittle anxious about sitting behind the wheel of one of the fastest Offroaders in Australia, my only hope is that I don't embarress myself. But since Koralbyn 1984 I have only driven Moss's class 6 last year at Darlington. I figure if I can just keep in front of Juha Bremner I would of had a good day.

My article would not be complete if I didn't make mention of one of our honorary members. Inglewood Forester Keith Roach. Keith has been renamed Flipper because he has just rolled his second Forestry Ute. Good One. (You should take up Rally Driving) For those of you who don't know, Keith is the person responsible for the tracks, and he tells me that he has found some better one's for next year. If it is anything like the tracks he gave us this year, look out.

While I am talking about Honorary members, another one is Allison Foster also from Inglewood. Allison was the first person I contacted to find out about the situation at Inglewood, and she has helped me ever since. Her husband Russell owns the Caltex Star with his brother Gary.

Just recently I visited Inglewood to start arranging things for next year and I found out that a copy of Brisport finds it's way to the Service Station. So I would like to say a big HELLO to all the staff of the Caltex, especially Suzie, Joey and Liz(woolly). There that's my lunch taken care of.

We will be going to Inglewood again next year on the 9th & 10th and the 16th & 17th of March to set up for the race. If you have never been to one of these weekends I suggest you do, because they are a lot of fun. Picture this, you put Doug McMillan, Terry Rose and Bill Sharpe in the same room, throw in 2 dozen stubbies and sit back. (what a scream), by the end of the night all their cars are over 500 horsepower.

Speaking of the same said people, I am pleased to say that both Doug and Terry have written in this month to set the record straight. It makes for some interesting reading and it is good to hear what other people have to say, instead of just listening to me all the time. But as I always say there is nothing stopping you from writing in.

Until next time

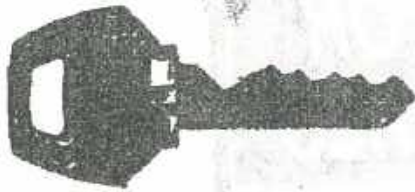
DERRICK.

DARLINGTON PARK AUTOCROSS 25TH NOVEMBER, 1990

PROVISIONAL RESULTS

CAR No	ENTRANT/DRIVER	CLASS	LAP 1	LAP 2	LAP 3	LAP 4	TOTAL	PLACE CLASS
144	L. SVENSON	OFF ROAD	1-31.90	1-25.15	1-19.74	1-26.78	5-53.57	1
310	R. SAMS	OFF ROAD	1-39.23	1-35.12	1-36.27	1-33.57	6-24.19	8
3	S. TORPEY	ROAD	2-00.17	1-43.27	1-48.00	1-43.60	7-15.04	11
5	R. VAN OPSTAL	ROAD	1-43.17	1-33.88	1-48.78	1-33.32	6-39.15	4
6	A. JOHNSTONE	RALLY	1-46.17	1-37.06	RETIRED	-	-	-
1287	W. BARLOW	OFF ROAD	1-35.32	1-32.67	1-32.29	1-30.12	6-10.40	4
7	C. LOY	ROAD	1-49.22	1-40.06	1-38.17	1-34.48	6-41.93	5
8	V. GEES	RALLY	2-01.57	RETIRED	-	-	-	-
10	P. GOODMAN	RALLY	1-53.75	1-41.99	RETIRED	-	-	-
11	R. BERARDO	ROAD	1-48.47	1-41.44	1-42.51	1-49.02	7-01.44	8
12	P. GRAY	RALLY	1-43.30	1-35.38	1-41.96	1-34.80	6-35.44	7
14	I. BRENNER	RALLY	1-41.18	1-34.75	1-38.44	1-32.86	6-27.23	4
144A	D. KENNEDY	OFF ROAD	1-41.13	1-36.59	1-34.17	1-26.66	6-18.55	7
310A	J. SAMS	OFF ROAD	1-48.90	1-41.34	1-38.60	1-34.94	6-43.80	10
16	G. McLANE	RALLY	1-39.50	1-37.88	1-35.67	1-35.35	6-28.40	5
17	B. COOK	RALLY	1-34.20	1-30.02	1-28.72	1-27.16	5-59.60	1
18	A. BATES	RALLY	1-50.89	1-42.02	1-41.09	1-42.48	6-56.48	9
19	M. KEIGHLEY	RALLY	1-36.51	1-46.33	1-33.27	RETIRED	-	-
21	T. BOARDMAN	ROAD	1-47.20	1-38.31	1-40.89	1-38.06	6-44.52	6
22	S. MUNRO	RALLY	1-45.41	1-35.41	1-40.28	1-41.71	6-46.81	8
23	R. EVANS	RALLY	1-47.07	1-43.10	1-44.27	1-42.31	6-56.75	10
25	G. HORTON	ROAD	1-42.13	1-37.37	1-37.49	1-35.47	6-32.46	2
4	P. JOHNSON	ROAD	1-54.38	1-37.84	1-40.98	1-37.65	6-50.85	7
1287A	S. CTWAY	OFF ROAD	1-34.64	1-31.61	1-33.24	1-29.49	6-08.98	3
144B	J. SVENSON	OFF ROAD	1-44.71	1-35.27	1-40.56	1-35.94	6-36.48	9
310B	G. MILLER	OFF ROAD	2-00.54	1-44.31	1-46.18	1-40.14	7-11.17	11
9	S. SUTER	RALLY	D.N.S.	-	-	-	-	-

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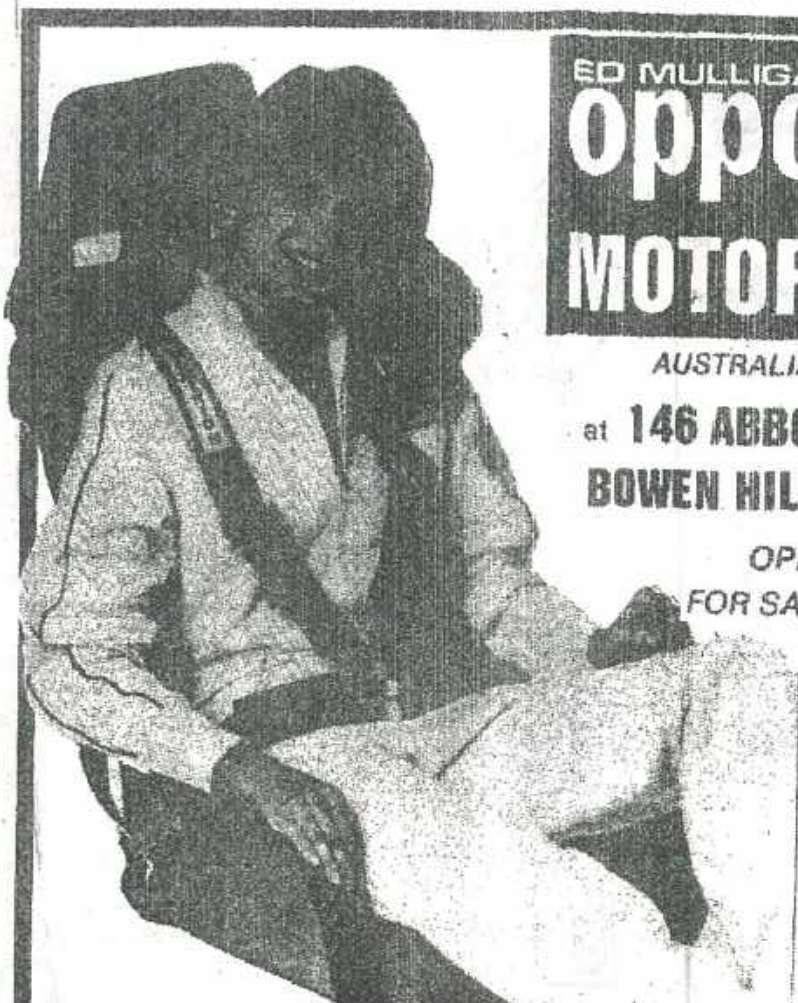
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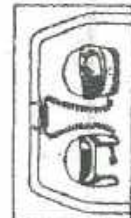


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THE MOBY VICS BEERBURRUM FOREST RALLY

The weekend of 3/4 November was the running of the fifth round of the Queensland Rally Championship in the forest of Beerburrum. Organised by Gary Hewson and his band of merry men (and women) from the GCTMSC the event was scheduled to be about 130 km in competitive length after a 4pm start. After a very wet night the big win went to George Kahler/ Lofty Drews in the Duckhams Gaiant VR4...SSS...

POS	SS1	SS2	SS3	SS5
1	Kahler 0:06:15	Kahler 0:04:57	Kahler 0:05:09	Griffith 0:05:12
2	Reid (Stew) 0:06:28	Reid (Stew) 0:05:02	Batts 0:06:06	Reid (Stew) 0:05:15
3	Clarke 0:06:31	Clarke 0:05:02	Clarke 0:06:16	Clarke 0:05:19
4	Griffith 0:06:35	Griffith 0:05:05	Griffith 0:06:19	Jones (D) 0:05:25
5	Boardman 0:06:35	Jones (D) 0:05:05	Rose 0:06:23	Kahler 0:05:28
6	Jones (D) 0:06:37	Boardman 0:05:17	Boardman 0:06:24	Gees 0:05:36
7	Rose 0:06:47	Dawson 0:05:17	Dawson 0:06:27	Dawson 0:05:37
8	Gees 0:06:57	Rose 0:05:19	Reid (Stew) 0:06:32	Bell (R) 0:05:40
9	Dawson 0:07:00	Gees 0:05:20	Gees 0:06:32	Batts 0:05:43
10	Fackrell 0:07:01	Bell (R) 0:05:28	Bell (R) 0:06:40	Rose 0:05:45
11	Bell (R) 0:07:02	Batts 0:05:35	Lawless 0:07:01	Boardman 0:05:57
12	Batts 0:07:04	Bates 0:05:41	Reid (Stev) 0:07:02	Jones 0:06:02
13	Bates 0:07:14	Lawless 0:05:43	Jones 0:07:10	Lawless 0:06:06
14	Reid (Stev) 0:07:26	Fackrell 0:05:48	Bates 0:07:16	Reid (Stev) 0:06:07
15	Mahoney 0:07:33	Reid (Stev) 0:05:52	Mahoney 0:07:18	Mahoney 0:06:13
16	Lawless 0:07:34	Jones 0:05:53	Casper 0:07:24	Meacham 0:06:18
17	Jones 0:07:39	Mahoney 0:05:57	Meacham 0:07:25	Casper 0:06:20
18	Casper 0:07:42	Meacham 0:05:57	Fackrell 0:07:27	Bradford 0:06:23
19	Bradford 0:07:46	Casper 0:06:03	Bradford 0:07:33	Bates 0:06:24
20	Collingwood 0:07:55	Bradford 0:06:12	Collingwood 0:07:44	Collingwood 0:06:31
21	Meacham 0:08:15	Collingwood 0:06:12	Schmidt 0:07:48	Schmidt 0:06:38
22	Schmidt 0:08:18	Schmidt 0:06:27	Pilgrim 0:08:29	Pilgrim 0:06:49
23	Bell (J) 0:08:20	Bell (J) 0:06:46	Bell (J) 0:09:00	Fackrell 0:06:54
24	Pilgrim 0:09:46	Pilgrim 0:07:22	Jones (D) 0:15:38	Bell (J) 0:06:59
25	Neuendorff 0:20:41	Neuendorff	Neuendorff	Neuendorff
26	Anderson	Anderson	Anderson	Anderson

POS	SS7	SS8	SS9	SS10
1	Reid (Stew) 0:04:53	Kahler 0:12:52	Kahler 0:07:37	Griffith 0:05:43
2	Griffith 0:04:54	Reid (Stew) 0:13:09	Griffith 0:07:56	Kahler 0:05:46
3	Kahler 0:04:55	Jones (D) 0:13:25	Reid (Stew) 0:08:13	Jones (D) 0:05:52
4	Jones (D) 0:05:05	Griffith 0:13:43	Jones (D) 0:08:18	Reid (Stew) 0:05:53
5	Dawson 0:05:06	Rose 0:13:50	Rose 0:08:26	Gees 0:06:14
6	Bell (R) 0:05:11	Dawson 0:13:53	Gees 0:08:27	Bell (R) 0:06:14
7	Boardman 0:05:13	Boardman 0:14:09	Dawson 0:08:28	Batts 0:06:16
8	Batts 0:05:16	Gees 0:14:09	Batts 0:08:36	Boardman 0:06:25
9	Gees 0:05:17	Bates 0:14:43	Bell (R) 0:08:37	Dawson 0:06:35
10	Reid (Stev) 0:05:20	Reid (Stev) 0:15:05	Boardman 0:08:38	Reid (Stev) 0:06:56
11	Clarke 0:05:24	Batts 0:15:16	Bates 0:08:55	Rose 0:07:24
12	Lawless 0:05:25	Jones 0:15:30	Reid (Stev) 0:08:55	Bates 0:08:04
13	Bates 0:05:31	Bell (R) 0:15:32	Jones 0:09:17	Mahoney 0:08:32
14	Rose 0:05:34	Mahoney 0:15:42	Mahoney 0:09:20	Collingwood 0:08:41
15	Casper 0:05:41	Collingwood 0:15:50	Collingwood 0:09:42	Schmidt 0:09:27
16	Collingwood 0:05:44	Casper 0:16:05	Meacham 0:09:44	Lawless 0:09:32
17	Jones 0:05:45	Meacham 0:16:28	Schmidt 0:10:26	Pilgrim 0:10:31
18	Mahoney 0:05:46	Schmidt 0:17:04	Bell (J) 0:13:43	Meacham 0:11:59
19	Schmidt 0:06:19	Bell (J) 0:18:47	Pilgrim 0:13:52	Jones 0:12:06
20	Pilgrim 0:06:19	Pilgrim 0:18:53	Casper 0:14:14	Casper 0:13:32
21	Meacham 0:06:23	Lawless 0:19:01	Lawless 0:15:58	Bell (J)
22	Bell (J) 0:06:55	Clarke	Clarke	Clarke
23	Bradford 0:20:42	Bradford	Bradford	Bradford
24	Fackrell	Fackrell	Fackrell	Fackrell
25	Neuendorff	Neuendorff	Neuendorff	Neuendorff
26	Anderson	Anderson	Anderson	Anderson

POS	SS11	Time
1	Griffith	0:16:59
2	Kahler	0:17:18
3	Reid (Stew)	0:17:58
4	Bell (R)	0:19:02
5	Batts	0:19:12
6	Gees	0:19:37
7	Dawson	0:20:31
8	Boardman	0:21:17
9	Collingwood	0:21:20
10	Jones	0:22:18
11	Lawless	0:22:31
12	Pilgrim	0:23:34
13	Bates	0:23:39
14	Mahoney	0:24:30
15	Schmidt	0:24:39
16	Casper	0:31:51
17	Reid (Stev)	0:46:24
18	Jones (D)	0:59:51
19	Rose	
20	Meachan	
21	Bell (J)	
22	Clarke	
23	Bradford	
24	Fackrell	
25	Neuendorff	
26	Anderson	

Appearing below is a set of results from the Rally showing outright placings along with class results. Due to the wet weather, the event was cut to only 11 stages and all stage times appear.

The results show George Kahler/Lofty Drews to have taken the outright win, as a result of which they have taken an unbeatable lead in the Queensland Rally Championship.

Hence the expected battle at Gallangowan will not affect the Championship lead.

RESULTS

<u>POSN.</u>	<u>CREW</u>	<u>CAR</u>	<u>TOTAL</u>	<u>CLASS POSN</u>
1.	GEORGE KAHLER / LOFTY DREWS	GALANT VR-4	1.10.17	1st 5
2.	MARK GRIFFITH / NEAL WESCHE	MAZDA B2B	1.12.26	2nd 5
3.	STEWART REID / DAVE AMBROSE	STATION T.	1.18.23	1st 4
4.	VIV GEES / NOEL PHILP	FALCON TUDOR	1.18.09	2nd 4
5.	ROD DAWSON / DENNIS GIBSON	GEMINI	1.18.54	1st 2
6.	GARY BATTIS / TONY GARVEY	SWIFT GTi	1.19.04	1st 1
7.	ROB BELL / DAVE CUMMINS	ESCORT	1.19.26	1st CRC
8.	DICK BOARDMAN / SIMON WHITE	CORDIA T.	1.19.55	3rd 4
9.	DAVID BATES / RON PETERS	DATSUN 1600	1.27.27	2nd CRC
10.	LIAM MAHONEY / TIM MAHONEY	FORD LASER'S	1.30.51	2nd 2
11.	ALLEN JONES / LANCE JONES	CELICA	1.31.40	3rd 2
12.	BEN SCHMIDT / IAN HUTCHINSON	GEMINI	1.37.06	4th 2
13.	MAL LAWLESS / MARCLAW LAWLESS	DATSUN 1600	1.38.51	1st 3
14.	JIM PILGRIM / JOHN ROGERS	FIAT 124	1.45.35	3rd CRC
15.	MARK CASPER / JUDY CASPER	DATSUN 1600	1.48.52	2nd 3
16.	STEVE REID / GEOFF REID	CORDIA KETO	1.49.07	2nd 1
17.	DAVID JONES / TIM LAWLESS	COMMODORE	2.05.16	4th 4

COFFS HARBOUR ARC-6 or THE DAY OF THE WOMBAT

Well it seemed perfectly logical for a whole bunch of Queenslanders to head down to Coffs Harbour on the central NSW Coast to contest the final round of the Australian Championship. Not necessarily to score mega-points and steal the title out of Ed Ordynski's hands (which was impossible anyway), but purely to contest a high profile rally against some fierce opposition.

The picturesque centre of Coffs Harbour makes a great setting for a rally and with the HQ based at the new Pelican Resort - everything should have been hunky-dory.

The banana-benders who decided to make the trip south included George Kahler/Lofty Drews, Geoff Keys/Mike Rebecchi, Bruce Dummett/Dave Hill, Stewart Reid, Mal Clarke/Steve Ross, Richard Anderson/Mike Ryan, Brian Crisp/Chris Lane, Gary Batts/Tony Garvey, Dick Boardman/Simon White, Mick Page/Ian Syme and last but not least the garden gnome himself Iain Stewart.

Also performing official duties on the event, this time in the zero car (Pete Glennie's Subaru) was Murray Coote who appeared to be enjoying himself immensely.

Richard had decided to head down to run the rally, in an effort to win his class (1601-2000cc) and take out the Australian class award. With him he took us, the mighty, prepared for anything, win-at-all-costs service crew consisting of John Goasdoue, Me (Tom Smith), John Griffin, David Nash and David Robinson. We were intent on getting the Avanti Alfa to the winner's podium but unfortunately, the wheels fell off the big effort, despite the "MARSUPIAL MOTORSPORT-WOMBAT RALLY TEAM" stickers on all team vehicles.

The start of the event was at a large shopping centre in the northern part of Coffs, where there were tyre changing competitions, sky divers and aerobics displays before a special stage through the bitumen carpark. Some competitors were rather spectacular, with Stewart Reid doing multiple spins and 'lighting up the bags' in the big HP Starion for the benefit of the assembled throngs. Richard/Mike performed well, using racing lines and finishing the short stage very cleanly.

A transport south to the first forest stage followed and the service crews waited a short distance after the end of the stage.

When Car 24 (the one after Richard) arrived, we knew there was something wrong. The guy told me that the Alfa was on its side in the stage, so we immediately returned to the stage start control and carefully made our way in to the car and crew.

The road was badly cut up and changing surfaces had slightly caught the team out. When the outside front wheel caught a bank, the car fell over and sustained a modicum of damage. The worst part was that Mike's hand was slightly rolled on as

the car went over, luckily only bruising things and not breaking any bones.

After that episode and a Doctor's advice that Mike would be okay, we all took the car back to the Resort and then headed off spectating. This was to produce the most exciting part of the weekend.

Along with seeing some of Australia's best rally exponents in action, we also had a project to fulfil. Whilst climbing atop a 2 metre high hollow stump, John Griffin dropped his Ray-Bans down the guts of it and 4 of us disassembled the Brumby ute in an effort to get enough equipment to rescue the aforementioned sunnies. It was a sight to behold, and the other assembly of spectators there appreciated the show as well. (Thanks to Glen Eggins who also assisted).

That done we adjourned to the Resort for some relaxing tonic and a bite to eat, before hitting the sack pretty early.

The next morning, while the remaining competitors collected their cars from a very makeshift Parc Ferme, we collected our goods and chattels and hit the road, bound for Brissie.

Just on the outskirts of Coffs, there was a road sign with 'Hoys Road' written on it. This was to prove ominous as local driver Wayne Hoy in his 280Z took out a well earned 3rd place, just 1 second behind the high-tech VR4 of Tasmania's Les Walkden.

All in all it was an enjoyable weekend despite the disappointments and it was excellent to see the final results. Prominent finishers included George/Lofty who took 5th outright, securing enough points for George to steal the NSWRC right out from under the noses of the Blues. 6th outright in yet another consistent drive was Geoff Keys/Mike Rebecchi and a great 10th went to Mal Clarke/Steve Ross. Finishing 15th was Brian Crisp/Chris Lane in the Subaru (Chris was just beaten to the navigator's NSW title by 1 point) and 2 places back in 17th was Dick Boardman/Simon White in the Cordia Turbo, after oil-loss problems all weekend. Battsy/Garve drove well in their all-new Suzuki Swift GTi on its debut event, but there were some DNFS in the forms of Stewie Reid (busted gearbox), Bruce Dummett (broken trailing arm) and Mick Page (hit stump). Regardless, the Qld assault was brilliant and should be stronger next year.

TOM SMITH



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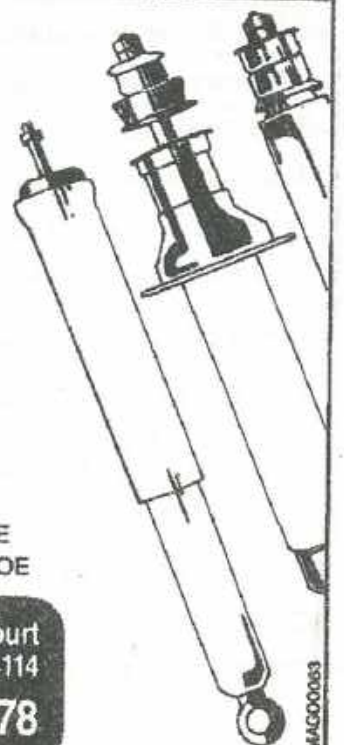
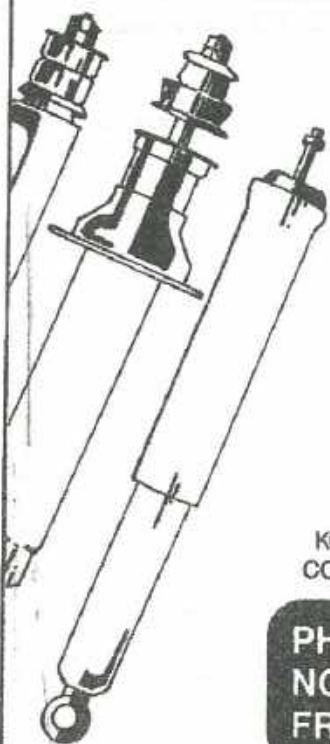
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Q.S.C. NEWS

The following items of interest have appeared in the October issue of "Q.S.C." News. Unfortunately there was not a lot which I felt was relevant but I did manage to extract some points of interest that were discussed.

- (i) The Rally Advisory Panel is extremely concerned that Clubs are not following the correct procedure to apply for Directors Upgrading.
- (ii) The Rally Advisory Panel recommended to State Council that to become a Grade One Director, the person concerned must be graded at least a Grade Two Director.
- (iii) Minutes from N.R.C. - R.A.P. had not yet received a reply from C.E.O. concerning a desire that GP.N. eligibility should include Australian vehicles modified to FESA GP.N requirements. Assumption was made that this is OK?
- (iv) N.R.C. has suggested that the duration of ARC events be shortened to 40 hours and input is requested from Clubs.
- (v) RAP recommended to State Council that a person be appointed to co-ordinate the proposed Inter Club Challenge - Bob Bell (GCIMSC) volunteered for this position.

Alan McConnell, that quietly spoken young lad from the quiet streets of Graceville has done it yet again. After taking the 1989 Australian Motorkhana Championship from some very fierce competition, he has backed that up with another win in the 1990 Title. Congratulations from all Club members go to Alan and his incredible Mini-Special on this pretty special achievement. Let's hope there are many more to come.

On behalf of the committee and Club members, I would like to express the condolences of the Brisbane Sporting Car Club to the family and friends of Geoff Beavis, who tragically lost his life in a road accident during the middle of November.

Geoff became somewhat famous as 'that crazy guy with the Volvo' who ran in the initial Motor Show Rally back in 1988, and did very well to boot.

Although not a regular attendee at many events he looked forward to competing in his stepping stone from the Volvo - an old Corona which again, he pushed to its full ability.

Geoff's always happy face will be gone but not forgotten.

LOOKING FOR THAT PARTICULAR CHRISTMAS PRESENT???

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An Unfortunate Life

(The continuing saga of a factory rally team, warts and all.....)

In this round of the championship the Hillman equipe was without the regular V8 4WD 4WS supercharged turbo quad-cam Imp (with the 55/65 torque split) of Tar Makinen and Bit Umenen and instead debuted the new Junior Team. Vehicle chosen for this project was the very latest from the factory- the Minx RS. This vehicle, which was developed personally by Stabulo Boss, uses technology direct from Life Racing hence the W configuration of the 16 cylinder 1200 cc powerplant. With 7 valves per cylinder, triple spark plugs per cylinder and a seven speed gear knob Stab was quietly confident of a good result in this rugged event. " Well, I've been involved with rallying for many, many.. weeks now and all my knowledge has gone into this car. Eventually Hillman see this car taking over from the Imp as our primary rally attack vehicle".

Chief engineer Nick O'Penn and Stab were responsible for selecting the lucky novice drivers to get a works drive and came up with some deserving young talent crying out for such a break. After a highly successful season in the Longreach and District motorkhana championship young Doug Senna is one fortunate fellow chosen. The co-driver selected for Senna also has just had a good year and picked up the Stradbroke Island night Run championship. Of course it's none other than Norm Prost. "I've never actually met Senna," says Prost, "but I'm sure we will get on well, I'm just that kinda guy".

The crew selected for the teams second car is a mystery as neither driver of the vehicle Randy Lustbucket or her twin sister Lolita who has landed the navigators job, seem to have any motorsport pedigree to recommend them. Boss assures us though that Randy has seen "Days Of Thunder" twenty-seven times and that Lolita has told him were to go so many times she would "be a bloody beaut navigator".

Unfortunately we didn't have the opportunity to observe the talent of either crew when the Senna/Prost Minx developed a minor oil leak on the first transport section . When quizzed on why this should stop the car Boss said that "It was losing about a litre a minute and we didn't have that much oil in the ute".

The misery for the team was complete when , after looking in the car Randy realised it was a manual and she explained to Mr. Boss that she only had an automatic licence. When it was suggested to Stab that there was a rather simple solution to this problem for the next event he agreed and "I reckon i'll have the T-Bar in for next time no worries".

For the next event the team hope to run the Imp and the Junior Team and would dearly love to complete at least one special stage with one of the cars, a task which has so far eluded them . The 'Evolution Two' Imp is currently in the throws of homologation and a spokesman for the team reckoned on an improvement in horsepower of 80%. When it was suggested that this figure seemed a little outrageous the spokesman confirmed that "you will now see a genuine 115 Bhp from the Imp V8 - no worries".

We applaud the dedication of this foundling team and wish them well in all future events and look forward to seeing how Senna/Prost and the Lustbucket twins develop over the next few months .

PDJ

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ALICE SPRINGS AUSTRALIA

**SOUTHERN
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RALLY**

A major international car rally will make its debut on the Australian motor sport scene in May, 1991.

In what is to become an annual event the rally will be known as the SOUTHERN CROSS INTERNATIONAL RALLY, reviving the name of the great Southern Cross events held in Australia in the seventies.

To be held 16 to 19 May, the four day course will start and finish in Alice Springs in the Red Centre of Australia.

Totalling a distance of 2230 kilometres the course will loop around Alice Springs after the start on Thursday, 16 May then head for Ayers Rock where competitors will stay overnight on Friday, 17 May.

1160 kilometres will make up the 34 Special Stages, the longest being 73 kilometres.

In line with international rallying vehicle eligibility for the Southern Cross will be Group A and Group N cars. Both groups will cater for classes of up to 1300cc, 1301 to 1600cc, 1601 to 2000cc and 2001cc and over.

Entries for the event open with Sydney based Automotion Australia on 7 January, 1991, and close on 19 April 1991. Regulations and entry forms will be available for issue in

PRESIDENTS NOTES

July 1991 Queensland round of the ARC. The wheels are in motion already. The Board has chosen Dennis Brown to direct the meeting and I now ask everyone to get behind him to make the Event a huge success.

If anyone is wanting to help out please contact Dennis or Esme as it takes alot of people to stage such an event. It is becoming far to regular that the same people are running all the events in the club.

I can think off the top of my head alot of people who have done donut to help out. Not only do they do nothing but they criticize the people who are. If you happen to be one of these people and you take offence to what I say, get off you bums and do something about it.

Even if it's just a small thing you do to help, we don't ask for much but anything is better than nothing. Don't even wait to be asked, use some initiative and volunteer. Just think of the types of events we could have if everyone helped.

The Club is going through some massive changes at the moment, we have thrown away all the old ideas and now in the process of rewriting the book on how the B. S. C. C. should be run. No longer will we have to work with equipment that is out of date and as reliable as a second watch.

We have a new photocopier and the fax machine is now on. In the next couple of months we will be updating the radios which will be able to not only improve communications but will be able to link up to the forestry network.

Other things in the pipeline are a computer system that can be used by Esme at the club rooms and also a laptop that can be used at events. The clocks are on the chopping list as well, and in time (get it) we will be upgrading to a system of clocks will 100th of a second and printout capabilities.

Also earmarked is the P. A. system, track signs, tents and generator. All these things will assist us in the running of bigger and better events, and the better the event the better the club.

Onto to other things. Get your dairy out and write in on the 23rd of November, the B. S. C. C. Christmas Party. It will be held at the Pacific Golf Club. There will be a hot and cold smorgasboard and some free drinks, also there will be a D. J. so you can rock your socks off till late. It will be a great opportunity for everyone to get together for a fun night.

For tickets see any board member, they will be more than happy to sell them to you, (\$30) each.

Well I am starting to run out of room, so I will sign off. Try and give some thought about what I have said, I most certainly don't want to be in the second best motor sport club and I am sure you don't either.

Goodbye for now

Derrick

OLD CHAMPIONSHIP CLASS POINTS

		ROUND 1 GYMPE	ROUND 2 TWEED	ROUND 3 BUNPA	ROUND 4 B.P.	ROUND 5 MOBYE	TOTALS
CLASS 1 (up to 1300cc)							
S. REID	TOYOTA COROLLA KE70	-	9	6	9	4	28
G. BATTS	SUZUKI SWIFT GT	9	-	9	-	9	27
T. COLLINGWOOD	HONDA CIVIC	-	6	3	6	6	21
A. JOHNSTONE	SUZUKI SWIFT GT	4	-	4	-	-	-
M. PAGE	MAZDA 323	6	4	-	-	-	-
C. DEVERE	DATSUN 1200	-	-	2	3	-	-
CLASS 2 (1300 - 1600cc)							
J. GOASDOVE	TOYOTA SPRINTER AEB6	9	-	9	9	-	27
R. DAWSON	GEMINI	6	-	2	-	9	17
L. MAHONEY	LASER 'S'	-	9	-	-	6	15
B. SCHMIDT	HOLDEN GEMINI	-	-	1	6	3	10
A. JONES	TOYOTA CELICA	-	-	4	-	4	8
R. BROWNING	MAZDA 323 GTD	-	-	6	-	-	6
A. CLUNES	FORD LASER S	-	-	-	4	-	4
B. PACKRELL	LOTUS CORTINA	-	-	3	-	-	3
CLASS 3 (1600 - 2000cc)							
M. LAWLESS	DATSUN P510	-	9	6	-	9	24
R. ANDERSON	ALFETTA	-	-	9	9	-	18
M. CASPER	DATSUN P510	4	3	1	3	6	17
B. NEVENDORFF	PEUGEOT 205GTI	-	-	4	6	-	10
G. BELL	FORD ESCORT	9	-	-	4	-	9
K. PACKRELL	ESCORT RS2000	-	-	3	-	-	7
J. CARELESS	DATSUN P510	6	-	-	-	-	6
G. BATTS	ISUZU ZZ	-	6	-	-	-	6
G. MEACHAM	ISUZU FF60	-	4	2	-	-	6
CLASS 4 (over 2000cc)							
STEWART - REID	STARION T	9	9	-	9	9	36
DICK BOARDMAN	CORDIA TURBO	4	6	3	5	4	21
JOHN FERGUSON	MAZDA RX-7	6	-	6	3	-	15
DAVID JONES	COMMODORE V8	-	3	9	-	2	14
MIV GEES	FALCON TURBO	1	1	1	5	6	8
DAVID CARLTON	MAZDA RX 3	-	4	4	-	-	4
DAVID JOHANSON	DATSUN 280Z	2	-	2	-	-	4
MARK TAYLOR	MAZDA RX2	3	-	-	-	-	3
T. O'DOWERTY	MAZDA RX2	-	2	-	-	-	2
S. BRADFORD	STARION T	-	-	-	2	-	2
T. KABEL	MAZDA RX-7	-	-	-	1	-	1
CLASS 5 (4WD)							
G. KAHLER	MAZDA 323/ GALANT VR4	9	9	3	9	9	39
M. GRIFFITH	MAZDA 323	3	6	4	4	6	23
M. CLARKE	MAZDA 323	6	-	9	6	-	21
B. REVILLE	SUBARU RX-TURBO	2	-	6	-	-	8
P. GLENNIE	SUBARU RX-TURBO	4	-	-	3	-	4
G. SUMMERSVILLE	SUBARU RX-TURBO	-	-	2	-	-	3
P. LOCKHART	HOLDEN RODEO	-	-	-	2	-	2
C. NIXON	TOYOTA CELICA GTA	-	-	-	2	-	2
C. LOGAN	MITSUBISHI GALANT VR4	-	-	-	1	-	1
B. CRISP	SUBARU RX-TURBO	1	-	-	-	-	1
CRC							
B. BELL	ESCORT 2.1	6	4	-	9	9	28
J. ROSE	DATSUN 1600	3	9	-	6	-	18
J. BELL	TOYOTA CELICA	2	3	9	-	-	14
D. BATES	DATSUN 1600	-	6	-	-	6	12
A. PERACE	ESCORT	9	-	-	-	-	9
C. LEE	LANCER	4	-	-	4	-	8
J. FILGEM	FIAT 124	-	-	-	-	4	4

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1990 QUEENSLAND RALLY CHAMPIONSHIP - DRIVERS

NAME	QRC1	QRC2	QRC3	QRC4	QRC5	GLOWMAN	TOTAL	TOTAL POINTS
George Kahler	29	29	3	29	29	0	119	116
Stewart Reid	24	24	0	15	21	0	84	84
Mark Griffith	6	18	7	16	21	0	68	62
Mal Clarke	14	0	29	21	0	0	64	64
John Goasdoue	21	0	21	9	0	0	51	51
Gary Batts	9	7	17	0	15	0	48	48
Dick Boardman	4	16	3	7.5	7	0	37.5	34.5
Rob Bell	12	4	0	13	13	0	42	42
David Jones	0	7	24	0	3	0	34	34
Stephen Reid	0	12	7	9	4	0	32	32
Richard Anderson	0	0	11	19	0	0	30	30
John Fergusson	8	0	16	3	0	0	27	27
Viv Gees	1	1	1	7.5	16	0	26.5	25.5
Rod Dawson	7	0	2	0	17	0	26	26
Malcolm Lawless	0	11	6	0	9	0	26	26
Jim Rose	3	15	0	7	0	0	25	25
Dave Carlton	0	12	10	0	0	0	22	22
Tim Collingwood	0	4	3	6	7	0	20	20
Adrian Pearce	19	0	0	0	0	0	19	19
Mark Casper	4	3	1	3	6	0	17	16
Liam Mahoney	0	9	0	0	6	0	15	15
David Bates	0	6	0	0	8	0	14	14
Jan Bell	2	3	9	0	0	0	14	14
Andrew Johnstone	4	0	4	4	0	0	12	12
Bruce Reville	2	0	10	0	0	0	12	12
Greg Summerville	0	0	0	11	0	0	11	11
Barry Neuendorff	0	0	4	6	0	0	10	10
Glen Bell	9	0	0	0	0	0	9	9
Mike Page	6	3	0	0	0	0	9	9
Peter Glennie	8	0	0	0	0	0	8	8
Alan Jones	0	0	4	0	4	0	8	8
Craig Lee	4	0	0	4	0	0	8	8
Ben Schmidt	0	0	1	4	3	0	8	8
Keith Fackrell	0	0	3	4	0	0	7	7
Rod Browning	0	0	6	0	0	0	6	6
John Careless	6	0	0	0	0	0	6	6
Alan Cutts	0	0	0	6	0	0	6	6
Geoff Meacham	0	4	2	0	0	0	6	6
Chris DeVere	0	0	2	3	0	0	5	5
David Johanson	2	0	2	0	0	0	4	4
Jim Pilgrim	0	0	0	0	4	0	4	4
Alan Clunes	0	0	0	3	0	0	3	3
Brian Fackrell	0	0	3	0	0	0	3	3
Mark Taylor	3	0	0	0	0	0	3	3
Steve Bradford	0	0	0	2	0	0	2	2
Peter Lockhart	0	0	2	0	0	0	2	2
Chris Nixon	0	0	0	2	0	0	2	2
Troy O'Doherty	0	2	0	0	0	0	2	2
Brian Crisp	1	0	0	0	0	0	1	1
Tony Kabel	0	0	0	1	0	0	1	1
George Logan	0	0	0	1	0	0	1	1

GOODYEAR STADIUM OFF ROAD

As you know the Goodyear Stadium will be held on the 12th of January. This is an event not to be missed, and will be one of the highlights of the Queensland Off Road calendar.

Moss is Directing the event and I will be assisting him. I have been put in charge of the H.Q. and I will need about 30 people to help out on the night. I need people to time and score. As the event will be run at a furious pace, we are looking for people who won't break under pressure.

If you feel you have what it takes to do this very important job, please give me a call on (07)8924682 or Janelle on (07)2613349

Derrick Kennedy

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VICE PRESIDENT.....	LAURENCE SVENSON	261 3349	266 8133
IMMEDIATE PAST PRESIDENT.....	PETER MARCOVICH	395 1722	208 3944
SECRETARY.....	GLEN WESTON	379 1080	
TREASURER.....	JOHN QUINN	892 5182	
ASSISTANT TREASURER.....	MICHAEL COLLINS	824 1855	824 1855
CLUB CAPTAIN.....	IAN BREMNER	343 8351	846 1031
BOARD MEMBERS:			
(Meet 1st Tuesday each month 7.30 p.m.)			
STEVE BRADFORD	DENNIS BROWN		
MALCOLM DUNNETT	JOHN GOASDOUE		
CHRISTOPHER LANE	MOSS LANE		
KERRY PAYNE	ALAN NICOLL		
BRIAN SWINTON	ERROL BAILEY		
ADMINISTRATION OFFICER.....	ESME GIBSON	345 3435	391 8881
CAMS DELEGATE.....	PETER MARCOVICH	395 1722	208 3944
AUDITOR.....	DENIS HANRAHAN		
EDITOR.....	TOM SMITH	353 1116	834 2714
REGISTRAR.....	PETER L SMITH	379 2066	
REFRESHMENTS OFFICERS.....	IAN BREMNER/GLEN WESTON		
PROPERTY OFFICER.....	MOSS LANE	209 6620	209 6620
SPORTING SUB-COMMITTEES:			
OFF-ROAD - Chairman	LAURENCE SVENSON	261 3349	266 8133
Michael Collins, Moss Lane, Malcolm Dunnett			
RALLY - Chairman	JOHN GOASDOUE	800 4530	800 5533
Richard Anderson, Brett Wright			
MOTORKHANA OFFICER	IAN BREMNER	343 8351	
NIGHT RUN OFFICER	IAN BREMNER		
SOCIAL SUB-COMMITTEE CHAIRMAN	CHRISTOPHER LANE	398 1991	209 9155
PROMOTIONS AND MARKETING	STEVE BRADFORD	345 3199	

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1ST DECEMBER
2ND DECEMBER
4TH DECEMBER

KEEMA CLASSIC RALLY
KEEMA CLUB RALLY
BOARD MEETING 7.30

05-Dec-90 WEDNESDAY.....Video: 1990 World Rally Championship--Argentina & 1000 Lakes
12-Dec-90 WEDNESDAY.....Christmas Breakup Party at Clubrooms/Videos: Australia & San Remo
19-Dec-90 WEDNESDAY.....Video: 1990 World Rally Championship--Australia & RAC
26-Dec-90 WEDNESDAY.....Boxing Day

FULL 1991 PROPOSED CALENDAR IN DECEMBER MAG.

SPECTATOR
INSTRUCTIONS
AVAILABLE
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AT THE CLUB.

KEEMA CLASSIC RALLY
FINAL ROUND QUEENSLAND RALLY
CHAMPIONSHIP
1st DECEMBER 1990
START: 12.30 PM SUNNYBANK HILLS
SHOPPING CENTRE
DIVISION BREAK: GALLANGOWAN OVAL

KEEMA CLUB RALLY
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GALLANGOWAN
START: APPROX 9.00 am
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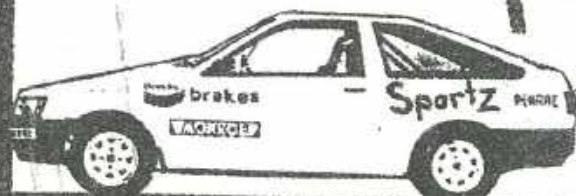
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