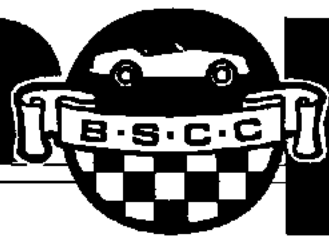


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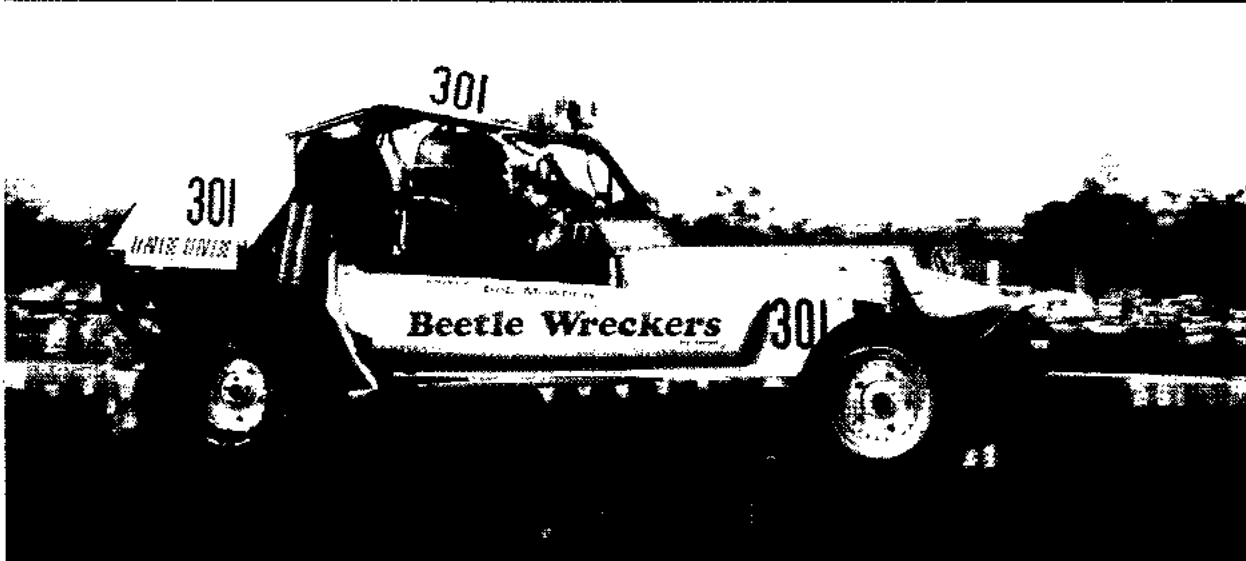
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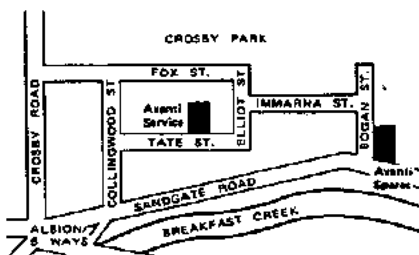
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STARTLINE*****STARTLINE

Hello again Brisbane Sporting Car Clubbers!

Before I go any further this month I would like to apologise for what would appear to be a thin-ish magazine this month.

The reason of course is that I've been on holidays, rec leave, R & R. I'm sure that all of you readers out there would want your editor to be fit and healthy and able to provide very interesting stories and items of reading pleasure, so, off I went.

Having only returned half-way through the month and not having a typewriter handy I have only been able to throw together a few items to add to the enormous amount of waiting contributions from eager and budding journalists.

We had another very successful Gympie QRC last month and I feel somehow that the longstanding title of "The 4GY" may now have been superseded by "The Cleanaway".

I, for one, hope that the sponsoring company 'Cleanaway' was happy with their involvement with the rally. The publicity surrounding the event was quite good, especially in the Gympie and Cooloola Coast area and I can assure you that spectator points were very well attended - a couple were actually crowded!

The event was fantastic over all and we have a full report enclosed for your perusal. The unfortunate part of the rally was the fire which burnt the Audi of Dick Boardman.

The next round of the Queensland Rally Championship is the Tweed City Rally to be held on 23 April. Unfortunately we only had 30 entries for the first round in Gympie so lets hope that a few more rally cars and crews show up for further events.

The other big news at the moment is the impending first round of the ARC which will be held in Tasmania on April 5,6,7. Queensland will be very well represented with George Kahler and Lofty Drews in the 'BP Corse Plus' Galant, Geoff Keys in his VR-4 and the yet to be seen Mazda 323 GTX of Murray Coote.

Sitting alongside Murray will be the one and only Coral Taylor, previously of this here Club and now Sydney-resident.

Murray and Coral appear to be hot favourites for a big win in the event but they will be up against some fairly stiff competition from a plethora of other pretty hot combinations.

The weekend of 23/24 March (my brother's birthday, by the way) sees the running of the IRA BERK Nissan 300 at Inglewood, being round 1 of the AORC.

Our very own president Derrick of the Kennedy clan is the Event Director and if past performances are anything to go by, this year should also produce some excellent racing with the big boys from down south coming up to display their wares.

In closing I must say that I want everyone to come up to Beerburrum on Saturday 18 May for the Cibic-GP Cars Forest Rally. Once again GP Cars have generously agreed to support the event and once again we hope to be able to offer free licensing for first-timers.

There will be class for 'Road-Cars' as usual and a class for 'Rally-Cars' so if your competition vehicle is in the garage undergoing

repairs, drag out the Sigma Station Wagon and take it for a hurl.

The roads have been successfully used in the past and are quite smooth enough for standard suspension.

So come out and make the rally a huge success. I'm the Director this time so I hope I can fill the shoes of those who preceded me in the job.

Bye for Now!!!



ANNUAL GENERAL MEETING

Yes, for those of you out there who didn't know what the letters AGM stand for, that's it.

The AGM is being held on Wednesday 27th March and it is important that you all show up to register your interest in the running of our Club.

There may be positions that need filling and You just may be the person to fill the job. All Committee positions are up for re-election so if you want to have a say in the politics of our fine BSCC then put up your hand and volunteer for something, anything.

It's not fair that we have the same old people doing the same jobs year in and year out.

Here's a thought. Why not have someone from the OffRoad side of the Club become an Off-Road Editor for the mag. At least that way that side of the club would get plenty of coverage.

I've said it before and I'll say it again. I don't go to Off Road Events and consequently I can't report on them. There, the challenge has been issued, now let's see what becomes of it.

You all may have noticed that there was a new Rally Drivers Seeding List in the last magazine. That was put together by John 'SPORTZ' Goasdone and will be presented in an up-to-date format before every event.

However there still seems to be some confusion from various quarters about why Mr.X lies here on the list when Mr.Z beat him twice in Forteen rallies and it's just not fair and I'm taking my rally car and going home-you can't treat me like that!!

Well the story is that each individual DFI is calculated from the individual's results over a set period of time. Therefore if a driver sets some woeful times early on in that period of time then those bad results will affect him later on.

A prime example is that of Ronnie Burns a couple of years ago. When he built his Corolla AE70 it was very standard and very slow. After a lot of development and cost the car went heaps quicker but Ron was penalised with low seeding and low starting positions even though he was gaining top five results. Does that help? You must realise that when the period of time changes, your bad results will be left out and your latest results will be included, hopefully improving your seeding and your starting position.

ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club Limited to be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba on WEDNESDAY 27th MARCH 1991 commencing at 8.00 p.m.

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

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

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

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|---------|--------------|-------------|
|---------|--------------|-------------|

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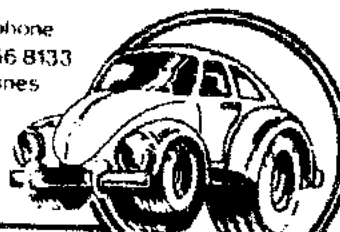
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THE CLEANAWAY COOLOOLA CLASSIC RALLY

Once again this club hosted the opening round of the Qld Rally Championship and once more the top roads of Gympie, both Forestry and Shire, were used.

We had familiar faces in the organising Committee in the forms of Errol Bailey, Brian Swinton, Brian Everitt and the girl who was voted at school "Most-likely-to-be-an-Event-Secretary", Esme Gibson.

It was Brian Everitt however who for this rally contributed so much time and effort in order to make it a success. It was Brian who with his local knowledge (being a Gympie-ite) looked over the old roads used previously and found some more roads for the eager 1991 competitors.

He also managed to make the initial contact with the Gympie 'Cleanaway' Office which led to further negotiations and a substantial financial sponsorship.

I think that before any more is said, young Brian (as opposed to mature Brian and old Errol) should be congratulated by everyone in the club for his grandiose efforts.

The event once again had a Saturday morning start at Goldfields Plaza Shopping Centre and featured a 4GY caravan on-site and Gympie's Lady Lord-Mayor to wave away the crews.

Although the numbers were a little bit down with only 32 starters, it was a quality -ridden field with George Kahler up there at no.1 in his new "BP Course Plus" Galant VR-4, Bruce Dummett, Rod Browning, Richard Anderson, Mark Griffith (and me), Dick Boardman (more about Dick later) and many others.

You had your veritable squadron of Suzuki Swift GTi's with Gary Batts and Grampa Hall (as Chris Nixon puts it), Andrew Johnstone and a newcomer in the shape of Dean Tighe who is making a concerted effort on the rally scene this year in his Group N example. Also we had our own John Goadsoue and Neal Wesche in their newly constructed Mazda 323 4WD (Group N). The vehicle was quite literally 2½ cars only 5 weeks before and it was some long nights and full weekends which saw the machine standard with basic rally safety equipment fitted. The crew would put up the drive of the event to reap a well-deserved top three placing.

The rally was once again plagued by rain and the rumour is that Errol "Rain-Bringer" Bailey will be asked to direct the first "Drought Stricken Ethiopia Rally".

Stages in Division 1 just over near Imbil were a little wet to start with and then extremely wet which made competitive driving a little difficult. The conditions did not however delay anything and the rally was off on it's usual well-organised schedule.

Helping in the Zero Car were Alan Clunes and 'the Garden Gnome' Iain Stewart in Clunesy's Laser Sports. Division Break was back at the Driver Education Centre as usual and after a suitable service break the field started Division 2 which took the cars out to the great Shire roads to the north-west of Gympie. Included in this Division was the great, incredibly fast "Bauple" stage (my personal fave) where the last 7k's are driven almost flat out.

The organisers had taken the opportunity of using the great Mothar Mountain Speedway Circuit for a special spectator stage and it was pleasing to see quite a few turn out to see the action, Quickest around the circuit was the Kahler/Drews black Galant who beat the Griffith/Smith Mazda by only one second.

After a further Division Break when the scores were tallied so far the field set out again to the third Division near Glastonbury and Widgee (to the west of town).

It was during this night time Division that we had the tragic Audi Quattro accident which saw Dick and Simon get out of the car after a minor bank-nudge only to see it catch fire under the bonnet and slowly burn itself away. Even the rally car's extinguisher, that of a road block official and Richard Anderson's (the following rally car) couldn't put out the blaze. It was a very sad sight and everyone feels for the loss of the unique car.

Because of that accident the final stage was cancelled and Director E. J. Bailey transported the balance of the field back to the Driver Education Centre in Gympie.

Shortly after the cars had arrived at the finish, the Official scorers Esme and Shane Smithies just about had the totals tallied up.

It was pretty obvious that George and Lofty had kept up their very good record and taken out another QRC. Safe in second place were Mark Griffith and myself in the Mazda 323 and John Goasdoue and Neal Wesche in their (Neal's) new Mazda 323 Group N.

Fourth in a top performance was another Mazda, this time the frontie 323 of Rodney Browning and Terry 'Gus' Gusterson and rounding out the top five were Battsy and 'Gramps' John Hall in the top little Suzuki Swift GTi (also Group N).

One of the performances of the rally went to Ian Bailey and his navigator Ross Munro in the ex-Gary Batts Gemini twin-cam ZZ. In their first rally, the guys finished a very creditable 6th outright - this pair might be a combination to watch in the future. There were quite a few other very creditable performances as well.

Overall, the Gympie round of the QRC was excellently run and all congratulations go to the organising committee and their band of voluntary helpers. Once again the Gympie townsfolk and authorities made everything very easy and the weekend was a total success.

From a competitor's point of view everything ran very well to schedule and the road quality was again outstanding. I think that those crews who opted out of this particular event missed out on perhaps the best QRC of the year. Everything else will now have to follow the standard set.

Due to George not wishing to qualify for the State Championship Mark and I now lead the Championship scores with a maximum of 29.

Everyone is now looking forward to the second round of the Championship on April 23.

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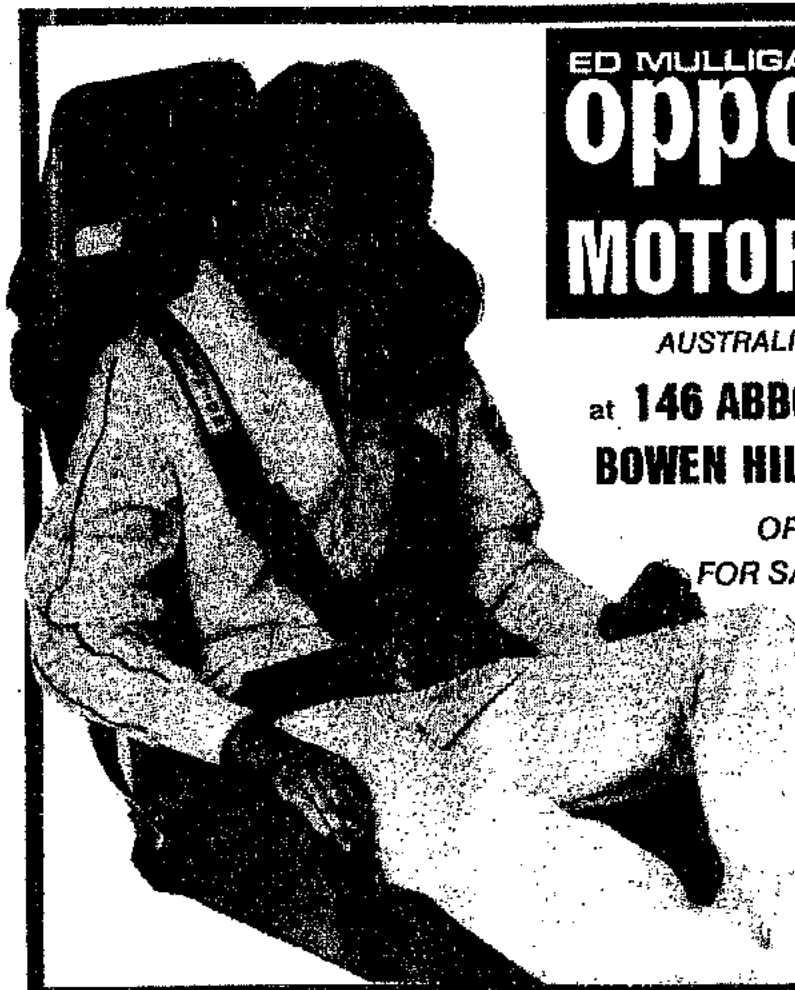
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| POS | SS1 | SS2 | SS3 | SS4 | SS5 | POS |
|-----|---------------------|---------------------|---------------------|---------------------|---------------------|-----|
| 1 | Kahler 0:04:13 | Browning 0:03:30 | Kahler 0:16:00 | Kahler 0:08:03 | Kahler 0:04:39 | 1 |
| 2 | Griffith 0:04:21 | Goasdoue 0:03:36 | Griffith 0:16:43 | Griffith 0:08:30 | Griffith 0:04:47 | 2 |
| 3 | Bates (D) 0:04:25 | Bailey 0:03:36 | Bailey 0:16:46 | Mahoney 0:08:31 | Jones (D) 0:04:53 | 3 |
| 4 | Boardman 0:04:29 | Griffith 0:03:37 | Mahoney 0:16:49 | Browning 0:08:32 | Goasdoue 0:04:54 | 4 |
| 5 | Browning 0:04:30 | Jones (D) 0:03:37 | Bates (D) 0:16:48 | Bailey 0:08:34 | Boardman 0:04:56 | 5 |
| 6 | Anderson 0:04:31 | Dummett 0:03:39 | Tighe 0:16:50 | Boardman 0:08:34 | Dummett 0:04:56 | 6 |
| 7 | Bell (R) 0:04:34 | Briarose 0:03:39 | De Vere 0:16:55 | Goasdoue 0:08:38 | Gees 0:04:57 | 7 |
| 8 | Jones (D) 0:04:34 | Bell (R) 0:03:40 | Briarose 0:17:02 | Bell (R) 0:08:42 | Batts 0:05:07 | 8 |
| 9 | Dummett 0:04:37 | Mahoney 0:03:40 | Rogers 0:17:05 | Bates (D) 0:08:46 | Browning 0:05:09 | 9 |
| 10 | Gees 0:04:39 | Bates (D) 0:03:41 | Bell (R) 0:17:07 | Lewis 0:08:47 | Bell (R) 0:05:09 | 10 |
| 11 | Batts 0:04:40 | Anderson 0:03:41 | Goasdoue 0:17:08 | Fackrell 0:08:53 | Bates (D) 0:05:12 | 11 |
| 12 | Goasdoue 0:04:43 | Gees 0:03:41 | Fackrell 0:17:11 | Anderson 0:08:53 | Fackrell 0:05:15 | 12 |
| 13 | Fackrell 0:04:56 | Batts 0:03:41 | Browning 0:17:15 | Jones (D) 0:08:54 | Tighe 0:05:17 | 13 |
| 14 | Bailey 0:04:56 | Tighe 0:03:42 | Gees 0:17:15 | Briarose 0:08:58 | Mahoney 0:05:20 | 14 |
| 15 | Taylor 0:04:57 | De Vere 0:03:42 | Jones (D) 0:17:18 | De Vere 0:09:04 | Johnstone 0:05:22 | 15 |
| 16 | Lewis 0:04:57 | Collingwood 0:03:43 | Batts 0:17:23 | Batts 0:09:04 | Lewis 0:05:26 | 16 |
| 17 | Collingwood 0:04:59 | Rogers 0:03:44 | Lewis 0:17:30 | Rogers 0:09:05 | De Vere 0:05:26 | 17 |
| 18 | Lawless 0:05:00 | Kahler 0:03:47 | Fackrell 0:17:30 | Fackrell 0:09:09 | Taylor 0:05:27 | 18 |
| 19 | Mahoney 0:05:00 | Fackrell 0:03:47 | Boardman 0:17:47 | Tighe 0:09:13 | Cross 0:05:28 | 19 |
| 20 | Tighe 0:05:01 | Taylor 0:03:47 | Collingwood 0:17:58 | Cross 0:09:29 | Neuendorff 0:05:30 | 20 |
| 21 | Cross 0:05:03 | Boardman 0:03:49 | Cross 0:18:18 | Dummett 0:09:34 | Briarose 0:05:33 | 21 |
| 22 | Johnstone 0:05:04 | Lewis 0:03:50 | Taylor 0:18:30 | Collingwood 0:09:37 | Collingwood 0:05:34 | 22 |
| 23 | De Vere 0:05:04 | Lawless 0:03:52 | Johnstone 0:19:05 | Taylor 0:09:37 | Bailey 0:05:35 | 23 |
| 24 | Briarose 0:05:04 | Fackrell 0:03:54 | Neuendorff 0:19:07 | Gees 0:09:40 | Fackrell 0:05:35 | 24 |
| 25 | Neuendorff 0:05:14 | Cross 0:03:58 | Bates (A) 0:19:46 | Johnstone 0:10:03 | Rogers 0:06:02 | 25 |
| 26 | Fackrell 0:05:17 | Benson 0:03:58 | Anderson 0:20:03 | Neuendorff 0:10:09 | Benson 0:06:31 | 26 |
| 27 | Benson 0:05:22 | Johnstone 0:04:00 | Bergmann 0:20:28 | Bates (A) 0:10:57 | Bates (A) 0:06:40 | 27 |
| 28 | Rogers 0:05:26 | Neuendorff 0:04:03 | Benson 0:27:33 | Benson 0:11:20 | Bergmann 0:08:20 | 28 |
| 29 | Bates (A) 0:05:45 | Bates (A) 0:04:11 | Dummett 0:39:00 | Bergmann 0:13:00 | Anderson 0:08:35 | 29 |
| 30 | Bergmann 0:10:18 | Bergmann 0:04:16 | Lawless | Lawless | Lawless | 30 |
| 31 | Cote | Cote | Cote | Cote | Cote | 31 |
| 32 | Lee | Lee | Lee | Lee | Lee | 32 |
| 33 | Meacham | Meacham | Meacham | Meacham | Meacham | 33 |

Well straight away George and Lofty take fastest in the new all-black VR-4 from Griffith and young David Bates in his recently rebuilt Datto. Dick has started well in the Quattro and the remainder of the top ten is very close indeed. On ss2 rodney Browning takes quickest by virtue of the very wet roads and John and Neal in the new323 are just behind. The black VR-4 suffered a spin which lost the crew some time, but that's the way it goes. On SS3,4 and 5 the top 2 are the same - Galant,Mazda with Mark proving he's more than just a pretty face(BLeahh).Bailey in the ex-Batts Gemini ZZ shows the right stuff as does Liam Mahoney and Dean Tighe. Chris Devere does a doozy on some roads he should know pretty well. The rest of the field remains consistent, but it's early days yet!!!

| POS | SS6 | SS7 | SS8 | SS9 | SS10 | POS |
|-----|---------------------|---------------------|---------------------|---------------------|-----------------------|------|
| 1 | Rogers 0:03:15 | Kahler 0:14:31 | Jones (D) 0:04:58 | Kahler 0:00:40 | Kahler 0:08:58 | 1 |
| 2 | Griffith 0:03:26 | Griffith 0:14:40 | Kahler 0:05:03 | Griffith 0:00:49 | Griffith 0:09:18 | 2 |
| 3 | Boardman 0:03:29 | Goasdoue 0:15:29 | Griffith 0:05:09 | Anderson 0:00:50 | Anderson 0:09:23 | 3 |
| 4 | Kahler 0:03:30 | Batts 0:15:43 | Batts 0:05:10 | Bell (R) 0:00:51 | Goasdoue 0:09:26 | 4 |
| 5 | Jones (D) 0:03:30 | Anderson 0:15:44 | Bell (R) 0:05:10 | Gees 0:00:51 | Boardman 0:09:32 | 5 |
| 6 | Gees 0:03:30 | Browning 0:15:49 | Browning 0:05:11 | Bates (D) 0:00:51 | Browning 0:09:41 | 6 |
| 7 | Goasdoue 0:03:36 | Jones (D) 0:15:58 | Anderson 0:05:13 | Batts 0:00:52 | Gees 0:09:43 | 7 |
| 8 | Bell (R) 0:03:39 | Bates (D) 0:15:59 | Goasdoue 0:05:15 | Goasdoue 0:00:52 | Batts 0:09:50 | 8 |
| 9 | Anderson 0:03:39 | Gees 0:16:05 | Bailey 0:05:17 | Bailey 0:00:52 | Tighe 0:09:53 | 9 |
| 10 | Batts 0:03:40 | Mahoney 0:16:10 | Gees 0:05:21 | Tighe 0:00:52 | Bailey 0:09:55 | 10 |
| 11 | Browning 0:03:41 | Bailey 0:16:18 | Mahoney 0:05:24 | Rogers 0:00:52 | Bell (R) 0:09:56 | 11 |
| 12 | Bailey 0:03:41 | Bell (R) 0:16:35 | Tighe 0:05:24 | Briarose 0:00:52 | Briarose 0:10:05 | 12 |
| 13 | Mahoney 0:03:42 | Boardman 0:16:40 | Rogers 0:05:25 | Taylor 0:00:52 | Mahoney 0:10:11 | 13 |
| 14 | Bates (D) 0:03:47 | Tighe 0:16:57 | Bates (D) 0:05:26 | Neuendorff 0:00:52 | Taylor 0:10:34 | 14 |
| 15 | Fackrell 0:03:48 | Fackrell 0:16:58 | Collingwood 0:05:26 | Mahoney 0:00:53 | De Vere 0:10:36 | 15 |
| 16 | Fackrell 0:03:50 | Lewis 0:16:58 | Fackrell 0:05:27 | Fackrell 0:00:53 | Johnstone 0:10:38 | 16 |
| 17 | Taylor 0:03:52 | Johnstone 0:17:02 | Johnstone 0:05:27 | Browning 0:00:54 | Cross 0:10:40 | 17 |
| 18 | Tighe 0:03:55 | Briarose 0:17:10 | Boardman 0:05:33 | Collingwood 0:00:54 | Collingwood 0:10:51 | 18 |
| 19 | Briarose 0:03:55 | Rogers 0:17:18 | De Vere 0:05:35 | Lewis 0:00:54 | Neuendorff 0:10:52 | 19 |
| 20 | Lewis 0:03:56 | Taylor 0:17:21 | Briarose 0:05:37 | Cross 0:00:54 | Benson 0:11:17 | 20 |
| 21 | Johnstone 0:03:56 | Cross 0:17:53 | Lewis 0:05:39 | Jones (D) 0:00:55 | Bates (A) 0:11:25 | 21 |
| 22 | Collingwood 0:03:57 | Collingwood 0:18:01 | Taylor 0:05:46 | Benson 0:00:55 | Bergmann 0:11:35 | 22 |
| 23 | De Vere 0:03:59 | De Vere 0:18:17 | Cross 0:05:47 | Bergmann 0:00:55 | Bates (D) 0:11:35 | 23 |
| 24 | Cross 0:04:04 | Neuendorff 0:18:19 | Neuendorff 0:05:50 | Johnstone 0:00:56 | Rogers 0:11:35 | 24 |
| 25 | Neuendorff 0:04:06 | Benson 0:18:39 | Benson 0:05:04 | De Vere 0:00:56 | Fackrell 10.77 | 25 * |
| 26 | Benson 0:04:08 | Bergmann 0:20:11 | Bergmann 0:06:28 | Boardman 0:00:57 | Lewis 10.19 | 26 * |
| 27 | Bergmann 0:04:21 | Bates (A) 0:20:25 | Bates (A) 0:06:33 | Bates (A) 0:00:57 | Jones (D) | 27 |
| 28 | Bates (A) 0:04:24 | | | | Neuendorff | 28 |
| 29 | Dunnett | Dunnett | Dunnett | Dunnett | Dunnett | 29 |
| 30 | Lawless | Lawless | Lawless | Lawless | Lawless | 30 |
| 31 | Coote | Coote | Coote | Coote | Coote | 31 |
| 32 | Lee | Lee | Lee | Lee | Lee | 32 |
| 33 | Neachan | Neachan | Neachan | Neachan | Neachan | 33 |

When was the last time that you saw a VW set fastest time? In SS6 Rogers does it in his GTI Golf While Mark and Tom are the fastest of the little 4wd's. Again Dick is right up there in the Audi. Viv Gees sets a good time in the hugely, hippopotamic Falcon on this, a rather short stage. On SS7, Battsy and his new Navigator "Young" John Hall perform brilliantly in a Group N Suzuki to grab 4th fastest, while Richard Anderson and his cohort Ian Reddix are a proverbial Bee's penis away. SS8 sees Dave Jones in the big V8 Commodore take a quickie and again just behind the 4wd's is that midget 1300 again. Down the field, Crossie is getting used to the new Suzuki Swift 4wd Sedan with new Navy Del Garbett alongside. Terry Lewis is pushing along in his all new Capri (no, not the convertible type, it's a genuine grunty V6) which is very well presented. SS9 is the one you've all been waiting for, the quick dash around the Mothar Mountain Speedway where George was quick but only by a sec. from Mark's Mazda. Following up the field only 9 seconds away is Alan Bates who is out to prove a point this time and finish, and finish he does.

| POS | SS11 | SS12 | SS13 | SS14 | SS15 | POS |
|-----|---------------------|---------------------|---------------------|---------------------|---------------------|-----|
| 1 | Kahler 0:08:23 | Kahler 0:11:22 | Kahler 0:05:53 | Kahler 0:04:53 | Kahler 0:07:55 | 1 |
| 2 | Goasdoue 0:08:49 | Browning 0:11:45 | Browning 0:06:11 | Browning 0:05:11 | Browning 0:08:24 | 2 |
| 3 | Anderson 0:08:52 | Anderson 0:11:51 | Goasdoue 0:06:20 | Griffith 0:05:11 | Griffith 0:08:20 | 3 |
| 4 | Griffith 0:08:53 | Goasdoue 0:11:59 | Anderson 0:06:21 | Anderson 0:05:12 | Bailey 0:08:29 | 4 |
| 5 | Bailey 0:09:00 | Griffith 0:12:00 | Bailey 0:06:21 | Batts 0:05:16 | Batts 0:08:31 | 5 |
| 6 | Batts 0:09:02 | Batts 0:12:13 | Griffith 0:06:23 | Tighe 0:05:17 | Anderson 0:08:39 | 6 |
| 7 | Mahoney 0:09:12 | Tighe 0:12:13 | Batts 0:06:28 | Goasdoue 0:05:19 | Goasdoue 0:08:39 | 7 |
| 8 | Tighe 0:09:15 | Gees 0:12:22 | Gees 0:06:30 | Gees 0:05:19 | Tighe 0:08:48 | 8 |
| 9 | Boardman 0:09:20 | Bailey 0:12:25 | Tighe 0:06:31 | Bailey 0:05:21 | Mahoney 0:08:46 | 9 |
| 10 | Gees 0:09:23 | Taylor 0:12:44 | Mahoney 0:06:33 | Mahoney 0:05:32 | Boardman 0:08:54 | 10 |
| 11 | Brimrose 0:09:31 | Mahoney 0:12:46 | Bell (R) 0:06:41 | Bell (R) 0:05:34 | Bell (R) 0:08:55 | 11 |
| 12 | Collingwood 0:09:39 | Boardman 0:12:48 | Boardman 0:06:42 | Boardman 0:05:35 | De Vere 0:09:02 | 12 |
| 13 | Bell (R) 0:09:41 | Bell (R) 0:12:48 | Johnstone 0:06:46 | De Vere 0:05:38 | Collingwood 0:09:09 | 13 |
| 14 | De Vere 0:09:47 | De Vere 0:12:54 | De Vere 0:06:48 | Brimrose 0:05:41 | Gees 0:09:19 | 14 |
| 15 | Browning 0:09:49 | Collingwood 0:13:06 | Brimrose 0:06:56 | Johnstone 0:05:44 | Johnstone 0:09:30 | 15 |
| 16 | Cross 0:09:49 | Neuendorff 0:13:16 | Taylor 0:07:00 | Collingwood 0:05:49 | Bergmann 0:09:50 | 16 |
| 17 | Johnstone 0:09:52 | Johnstone 0:13:35 | Cross 0:07:03 | Cross 0:05:53 | Neuendorff 0:09:52 | 17 |
| 18 | Taylor 0:10:03 | Cross 0:13:43 | Collingwood 0:07:10 | Bergmann 0:06:01 | Cross 0:10:01 | 18 |
| 19 | Neuendorff 0:10:22 | Brimrose 0:13:49 | Neuendorff 0:07:22 | Neuendorff 0:06:08 | Benson 0:10:06 | 19 |
| 20 | Benson 0:10:30 | Benson 0:14:13 | Bergmann 0:07:25 | Bates (A) 0:06:22 | Bates (A) 0:10:17 | 20 |
| 21 | Bergmann 0:10:47 | Bergmann 0:14:31 | Benson 0:07:29 | Benson 0:06:27 | Brimrose 0:10:39 | 21 |
| 22 | Bates (A) 0:12:01 | Bates (A) 0:14:45 | Bates (A) 0:07:50 | Taylor 0:06:29 | Taylor 0:10:41 | 22 |
| 23 | Jones (D) | Jones (D) | Jones (D) | Jones (D) | Jones (D) | 23 |
| 24 | Bates (D) | Bates (D) | Bates (D) | Bates (D) | Bates (D) | 24 |
| 25 | Fackrell 9.38* | Fackrell 12.50* | Fackrell 6.56* | Fackrell 5.42x | Fackrell 9.15* | 25 |
| 26 | Lewis 9.56* | Lewis 13.20* | Lewis 6.54* | Lewis SSI | Lewis | 26 |
| 27 | Rogers | Rogers | Rogers | Rogers | Rogers | 27 |
| 28 | Fackrell | Fackrell | Fackrell | Fackrell | Fackrell | 28 |
| 29 | Dummett | Dummett | Dummett | Dummett | Dummett | 29 |
| 30 | Lawless | Lawless | Lawless | Lawless | Lawless | 30 |
| 31 | Coote | Coote | Coote | Coote | Coote | 31 |
| 32 | Lee | Lee | Lee | Lee | Lee | 32 |
| 33 | Heachan | Heachan | Heachan | Heachan | Heachan | 33 |

Heading into the night time stuff and Kahler starts pulling away. Who said he'd just be out cruising around? Goasdoue and Wesche crack a second fastest and this is in a completely standard car. From SS12 to SS15 Rod Browning got mad. He dropped a plug lead on SS11, hence the rotten time but at the next start, he "...slowly took off his helmet, removed hi brain and got back in the car...". This resulted in 4 second fastest times- maybe one day we'll see Rod in a real 4wd of some sort! Richard's Alfetta has come to life and he's back into it except for SS15 when he and Ian were forced to follow a herd of Brumbies (no, not the Subarus the horses for about 3 k's) which docked a heap of time. Bailey, Mahoney and Tighe are still there and, for young fellas they're doing very well. The 'All-blacks' are still taking time off the rest of the field and at this point in time Mark and Tom are sitting safely in second outright, aware that they won't catch the Galant but hoping for one little flat-tyre, that's all just one flat. The battle for the other placings is hard to pick and it's not until the return to QDEC that we know just who goes where.

| POS | SS16 | T16 | POS |
|-----|---------------------|---------------------|----------------|
| 1 | Kahler 0:19:12 | Kahler 2:07:02 | Kahler 1 |
| 2 | Griffith 0:19:53 | Griffith 2:12:08 | Griffith 2 |
| 3 | Goasdoue 0:20:19 | Goasdoue 2:15:02 | Goasdoue 3 |
| 4 | Browning 0:20:30 | Browning 2:16:02 | Browning 4 |
| 5 | Batts 0:20:30 | Batts 2:17:10 | Batts 5 |
| 6 | Bailey 0:20:41 | Bailey 2:17:47 | Bailey 6 |
| 7 | Boardman 0:20:44 | Boardman 2:19:49 | Tighe 7 |
| 8 | Tighe 0:21:13 | Tighe 2:20:13 | Bell (R) 8 |
| 9 | De Vere 0:21:35 | Bell (R) 2:21:23 | Mahoney 9 |
| 10 | Johnstone 0:22:09 | Mahoney 2:22:27 | Anderson 10 |
| 11 | Collingwood 0:22:14 | Anderson 2:24:23 | De Vere 11 |
| 12 | Bell (R) 0:22:21 | De Vere 2:25:10 | Collingwood 12 |
| 13 | Taylor 0:22:52 | Collingwood 2:28:07 | Johnstone 13 |
| 14 | Anderson 0:22:56 | Johnstone 2:29:09 | Briarose 14 |
| 15 | Cross 0:22:56 | Briarose 2:30:22 | Taylor 15 |
| 16 | Neuendorff 0:23:14 | Taylor 2:30:32 | Cross 16 |
| 17 | Mahoney 0:23:59 | Cross 2:30:59 | Neuendorff 17 |
| 18 | Bergmann 0:24:21 | Neuendorff 2:34:16 | Bates (A) 18 |
| 19 | Bates (A) 0:24:39 | Bates (A) 2:47:05 | Benson 19 |
| 20 | Benson 0:25:22 | Benson 2:50:02 | Bergmann 20 |
| 21 | Briarose 0:25:51 | Bergmann 2:52:55 | Gees 21 |
| 22 | Gees | Gees ERR | Jones (D) 22 |
| 23 | Jones (D) | Jones (D) ERR | Bates (D) 23 |
| 24 | Bates (D) | Bates (D) ERR | Fackrell 24 |
| 25 | Fackrell | Fackrell ERR | Lewis 25 |
| 26 | Lewis | Lewis ERR | Rogers 26 |
| 27 | Rogers | Rogers ERR | Fackrell 27 |
| 28 | Fackrell | Fackrell ERR | Dunnett 28 |
| 29 | Dunnett | Dunnett ERR | Lawless 29 |
| 30 | Lawless | Lawless ERR | Cote 30 |
| 31 | Cote | Cote ERR | Lee 31 |
| 32 | Lee | Lee ERR | Meacham 32 |
| 33 | Meacham | Meacham ERR | Boardman 33 |

Well there you have it. The finishing order for SS16 is the way it finished, nearly. Mark managed to catch up some time over the longer stage but George declined to come up with a flat tyre. The results were finalised at this stage because of the fire in the Audi on SS17 and despite the fact that some cars made it through the Director had no choice but to cut the rally short and transport the rest of the field back to the finish. Everyone was a little cut-up about what had happened to Dick and Simon and the pleasure of finishing well was dampened somewhat. There was little left of the Audi to salvage unfortunately but the presentation still went ahead on Sunday morning. It was then that George revealed that he wasn't there to score points and this gave the lead in the QRC to Mark and Tom. The event was brilliant all round and all those involved deserve a big fat pat on the back. From Errol Bailey, Brian Swinton Brian Everitt and Esme to all the volunteers that make the weekend.

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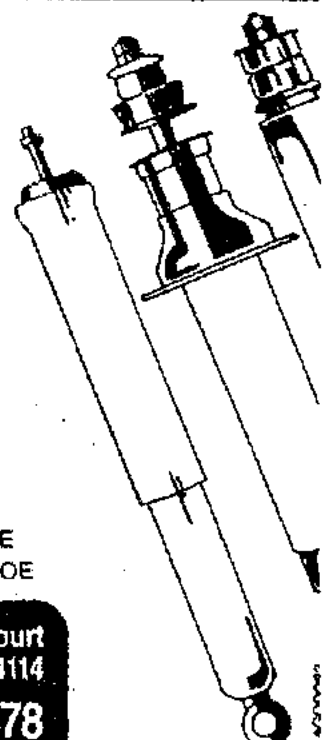
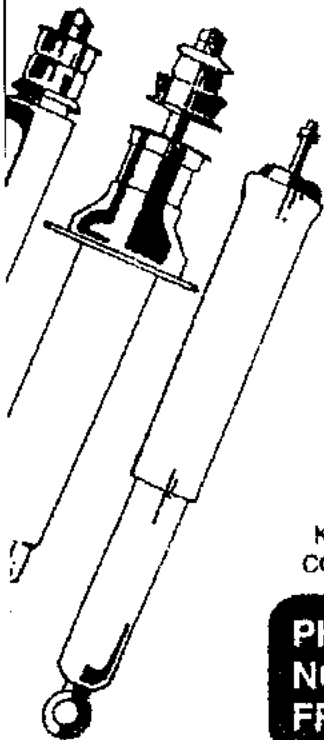
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EXTREME CAUTION - RADIATION!!!!

Some of you may have read in the local press recently about a decision by the authorities to relocate a radioactive waste dump site.

It seems that the very expensive site at Redbank Plains which was built by the National Party government amid great controversy will be closed down by Gossie's boys and relocated.

The problem is that they have indicated two possible sites to use - either Esk State Forest or Beerburrum State Forest!!

Very logical thinking boys!!? Why not throw an incredibly dangerous situation into one of the two closest recreational forest areas in Brissy.

It makes more sense to me to actually freight the waste material out to some quite distant place well away from all civilisation. If they've got something they want to get rid of then why not carry the costs and get it far away from all of us.

I also don't want to lose either forest as a potential rally site and I don't think that the innocent third party (ie us!) should lose out.

TOM SMITH

**** *****

THE GOLD COAST INDY CAR GRAND PRIX

NO, I didn't end up going to this supposedly spectacular event but I did watch the thing on the goggle box.

The lead up to the first ever Indy Car race in Oz was very expensive and very impressive and maybe that's where the loss of nearly \$7 mil. was incurred. I just wonder how much of the loss is going to be covered by the Government coffers(read: TAXPAYERS MONEY).

Maybe if there are any readers out there who attended, he, she or it may wish to piece together a short story on what it really was like. I've been told that former Editor and Mega-rally star Peter D Johnson was in attendance so maybe we can tweak his nipple and get him to put pen to paper.

The television coverage was pretty good and I personally thought the Nascars were fantastic! Wow, trying to stop about 2000kg of fairly basic spec. racing car looked pretty exciting and it's no wonder that the orgy-nisers provided for modifications to the braking system to make the things stop or at least try to.

They had one of those 'Celebrity Races' in Laser S 1.8 4 door pretend race cars, complete with half roll cages (very safe indeed). The big winner once again was super footy player and part time driver of just about anything, Wally Lewis. Wally won a similar race down at the 1990 real Grand Prix and it seems that the performance he put on at the Parklands Off-Road Spectacular wasn't a fluke either. The boy really can drive and maybe we should get him into a rally car at some stage. HMMM? very interesting idea.

Finally I must offer my deepest thoughts that those Indy cars really didn't look a lot different to F1 stuff and I wonder what would happen if they were both on the track at the same time. Also did anyone else notice that the Nascar drivers tend NOT to wear driving gloves!!! Now that really got to me.

Tom Smith (Roving Reporter)

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QSC NEWS

The following items are listed for your interest and appeared in the January issue.

Q.R.A.P.

The Rally Panel recommended that a memo be sent to all Scrutineers that scrutiny prior to rally events is for safety and eligibility as per the CAMS Manual. The eligibility is in relation to the requirements of the CAMS Manual and is NOT a roadworthy inspection.

The Rally Panel recommends that the date for QRC2 be changed to 20/21 April.

Applications have been received from the following people:
Eric Stanley Barry Hamilton Paul Makela Micheal Craig Paul Murfet
All these people are being approved as Grade 3 Directors.

The Rally Panel held discussions re PRC rules and recent changes to Australian Group A engine modifications.????

Our RACQ spy Chris Lane tells us that the RACQ have advised of certain locations for RED LIGHT CAMERAS throughout Brisban. They are

- (1) Cnr Mains and Kessels Roads, Macgregor
- (2) Cnr Ipswich and Archerfield Roads, Darra
- (3) Cnr Cleveland and Gateway Arterial Roads, Belmont
- (4) Cnr Gympie and Rode Roads, Kedron
- (5) Cnr Gympie and Stafford Roads, Kedron
- (6) Cnr Junction and Sandgate Roads, Clayfield

Be Careful when you are in these areas and wherever else for that matter.
Drive Responsibly!!!!

JIM PILGRIM advises that the 1991 CLEANAWAY COOLOOLA CLASSIC is now on video. The programme comprises approx. 15 minutes of interviews etc. from Goldfields Plaza, Gympie together with action footage from spectator points and Mothar Mountain Speedway. The video runs for a full 60 minutes and every effort has been made to include as many contestants as possible in the coverage.

At \$18 per copy (plus \$2 postage) he has tried to keep within everybody's budget. INTERESTED???

Then contact Jim on 282 5320 to order your COPY NOW.....

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 SOCIAL CALENDER 1991

| When | What's On |
|--------------------------|---|
| 20-Mar-91 WEDNESDAY..... | Video: FAI International 1990 |
| 27-Mar-91 WEDNESDAY..... | AGM |
| 03-Apr-91 WEDNESDAY..... | Video: 1990 Australian Rally Championship |
| 10-Apr-91 WEDNESDAY..... | Video: 1990 World Rally Championship Review |
| 17-Apr-91 WEDNESDAY..... | Video: The Greatest Years of Rallying...The '70s |
| 24-Apr-91 WEDNESDAY..... | Video: The Greatest Years of Rallying...The '80s |
| 01-May-91 WEDNESDAY..... | Video: The 1990 British Open Rally Championship Review |

B.S.C.C. PROPOSED EVENTS CALENDAR:

| | | |
|-----------|----------|---|
| MONDAY | 24 MARCH | FINAL NIGHT RALLY SCHOOL |
| WEDNESDAY | 27 MARCH | ANNUAL GENERAL MEETING |
| TUESDAY | 2 APRIL | BOARD MEETING |
| WEDNESDAY | 3 APRIL | NIGHT RUN -- SEE NOTICE IN MAG. |
| TUESDAY | 7 MAY | BOARD MEETING |
| SATURDAY | 18 MAY | SHORT COURSE OFF ROAD |
| SATURDAY | 18 MAY | GP CARS - CIBIE FOREST RALLY - Hopefully supp regs out early April |

+++++

JUNE Proposed LONG COURSE OFF ROAD

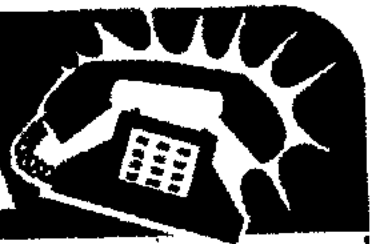
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