

# BRISPORT



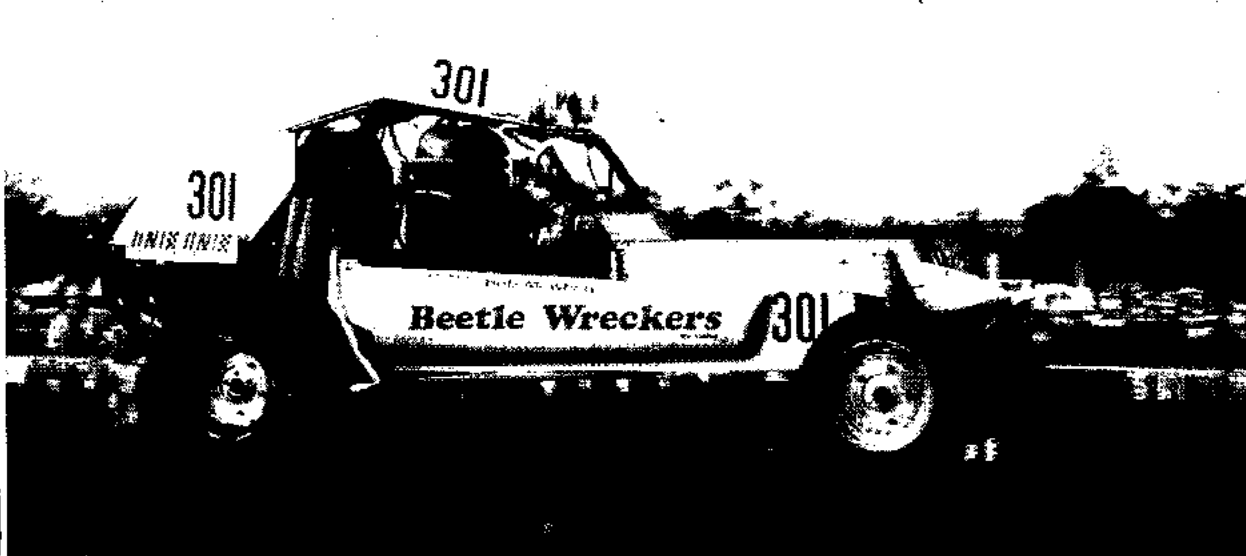
## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF  
ROAD



OFF  
ROAD

MOTOR  
KHANA



MOTOR  
KHANA

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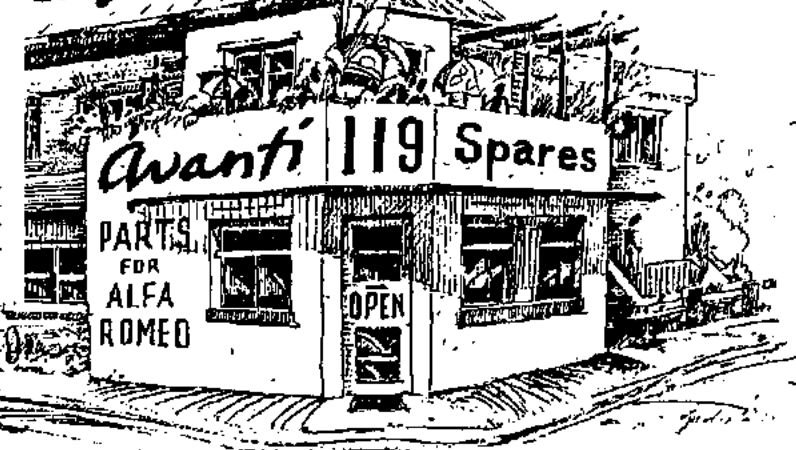
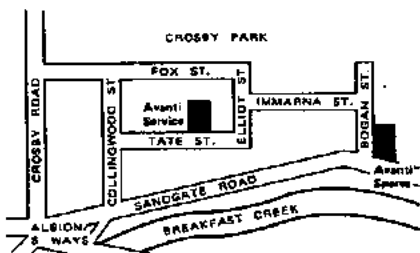
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# STARTLINE

Ya know what really irks me? It's when the TV stations (who are so gracious that they find time for motor sport - that's sarcasm, that is) show a telecast of a particular event and, rather than use someone knowledgeable in that line of the sport - they use Darryl Bloody Eastlake.

When I managed to see a short piece from the Oz Bike GP on the news, my ears got bashed with the 'Big Dazza' yell as he was suddenly Australia's answer to Murray Walker.

Why, oh why can't they utilise some of the sports own and try to negate major embarrassment. Admittedly, sometimes it comes across okay, but most times I cringe.

Last year's Commonwealth Bank Rally was the same. Here's the vastly talented BBC reporter Tony Mason whose specialty is World rallying, and he's next to Daz who is proclaiming that "... yes, that car 15. He's some young Australian bloke I've never heard of - Edward Ordinsky, or something like that ..."

It's a real worry when the Australian competitors who should receive some respect in their own country, are total strangers to the guys calling the TV shots.

A few years ago, some of the boys and myself went to Sydney for a 2GO-Rally which started at 'Old Sydney Town'. At the main spectator point, some guy who didn't say much at all, carefully named the next competitor as "... Ross Dunkington." He's only our best known rally driver for goodness sake!

Onto other matters and the AGM raised it's ugly head on 27 March. All of you who weren't there should be ashamed - I won't name names but you know who you are! (There's not enough bloody room anyway).

I have been to 5 of these Annual General Meetings but this one was by far the least well attended. We were honestly lucky to have enough different people to fill the positions on offer. Actually I think Dennis and Sherry Brown's baby girl was next to be voted in but we got distracted - RATS!

We say goodbye to our outgoing pres. Derrick Kennedy and thank him for his efforts over the past 12 months. His speech was, gulp, moving to say the least. Welcoming his replacement was a simple task as last year's vice-pres. Laurie Svenson has jumped in and taken hold of the reigns.

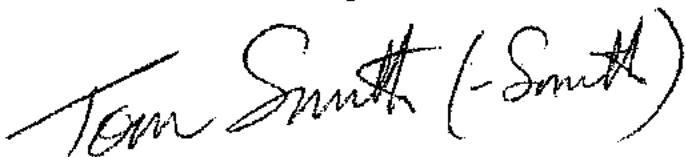
Other title holders and board members etc are mentioned elsewhere in the mag. Somehow I personally walked out of the clubroom with a 'BOARD MEMBER' badge on my lapel. I always promised myself that this sort of thing wouldn't happen until someone else became Editor. Well I broke that promise but here's one I won't be breaking.

This is my last year as big Ed. As of next year, I intend to further my education and this job just doesn't fit into my plans. So readers, faithful to the hilt, you have 8 months to come up with a replacement and it's no fairytale threat this time! I figure I've done my bit so it's time for someone else to put pen to paper.

In the meantime I'll try to come up with as much readable magic that I can think of. In fact I'll try to come up with some extra-special bullshit for the rest of the year.

Well that's about it from me this month. As you read through the next 20 pages or so, don't be shocked, don't be scared - because remember ... 'In the BSCC no-one can hear you scream!'

Tom (Big Ed) Smith-hyphen-Smith



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### THE JAMES HARDIE 12 HOUR RACE

Actually, to someone of my vintage the title of this concept bears a remarkable resemblance to a certain BSCC organised rally held about 5 years ago.

Ah, but I digress. The "J.H. 12HOUR" Easter race meeting was a great concept I thought and the television coverage was good tucker for Mr Average like me.

As much as these Group A cars are supposed to be the sort of car you and I can hop into at our local Dealer, the showroom standard type vehicles in the "J.H. 12 HOUR" were really the cars we could identify with.

Of course it was a superb win for Peter Fitzgerald/Alan Grice and Nigell Arkell in the mighty Toyota Supra but that particular car is a real performer and it's high gearing and long legs probably suited the Bathurst circuit rather well.

The drive of the event definitely went to the second placed Ford Laser TX3 Turbo which was on the pace all day and just kept on circulating.

The various other classes were reasonably well attended although one can understand a little apprehension by prospective competitors on the first occasion of the race. It can only get better.

Although it will never take over the mantle of the Tooheys 1000 as Australia's top tin top race, this event should survive and can only grow in stature.

James Hardie have done the right thing in once again becoming involved as that company's name is synonymous with the mountain.

I truly think that the organisers will be turning away entries next year and that we, the viewing public will be seeing a huge range of new and varied cars.

It's also a place where rally drivers can take their rally cars to have a burn on the bitumen, as evidenced by the performance of Rod Jones and George Fury in the Galant VR-4.

To sum up I, as a TV spectator thought it was great value and could see the possibilities of perhaps starting a racing career in the sort of event.

Now as to my plans- I have to convince John Goasdoue and Neal Wesche to convert the Mazda 323 BFMR into a race car (we could still use the Michelins) Alternatively, I have a full sponsorship proposal ready to go with which I feel I could absolutely dominate the 0-700cc Class. Yes I'm Talkin' NIKI.....

TOM SMITH

## BRISBANE SPORTING CAR CLUB PRESIDENT'S REPORT.

It is my pleasure to present my President's report to you tonight.

When I first took office 12 months ago, I set some Goals which I felt where necessary to ensure the survival of the Brisbane Sporting Car Club.

They where firstly the upgrading of equipment. A fax machine was necessary to allow Esme access to Cams in both Brisbane and Melbourne, this machine has also proved it's worth when it comes to receiving information from competitors.

Next on the hit list was the seating arrangement in the Club Rooms, and as you may notice we have now fixed that problem.

After years of trying to have some sought of communication at Rallys and Off Road races, the board decided to look at an alternative. We decided to purchase 15 Philips Radio's which have already had a test run at Gympie and Inglewood, and proved to be most successful.

Finally the Board has approve the purchase of 12 Teg Huler Clocks with Electro Cells, which are the same Clocks that are used in all major International Rallys. There is also alot of interest from other States in regards the hiring of the Clocks.

Last year the Brisbane Sporting Car Club was allocated both the Queensland Rounds of the A. O. R. C. and the A. R. C. these Events were very successful and on behalf of Errol Bailey, and Myself would like to extend our appreciation to Esme for her tireless work in helping us run these Events.

I would like to thank the Event Directors of all the Rallys and Off Road Events, namely, Graeme Hill, Brian Swinton, Brett Wright, Moss Lane, Errol Bailey, Rod Sams, Neale Wesche, Ian Macdonald and Barry Neuendorff. For without there hard work and effort the Events would have been such a huge success.

The Motorkhana and Night Runs were held during the year with the minimum of fuss with Special thanks to Ian Bremner. The Board is still on the look-out for a permanent venue and hopefully this year we will find one.

The Brisport Magazine is continuing to be circulated every month thanks to Tom Smith and Esme for putting it together.

Last year the Club ran a Stadium Off Road Event and one at the start of this year. A special mention must go to Moss Lane for all his effort in putting them together and I feel that they will prove to be a real winner in the future.

The Social sub-committee headed by Chris Lane ran a number of good activities during the year, topped off by a very enjoyable Christmas party.

Also Rod Browning and his team ran a Rally school with enormous success, and is a great way to introduce members to the Club.

As for the future of the Club I feel that we must all band together to help out, instead of just letting the same old few run all of the Events.

We must concentrate on encouraging new Members by running more Club Events. This I feel is where the Club has the most success.

In closing I would personally like to thank Esme for putting up with me and my outspoken manner. She has always been there when I needed her and is a real asset to the club.

Also to my Vice, Laurence Svenson who has sat in for me on occasions, and advised me when I needed it.

To the Executive Committee, Peter Marcovich, Glen Weston, John Quinn, Dennis Brown and Brian Swinton who worked tirelessly all year.

Finally the Board who turn up every Month and look after the running of the Club and making sometimes very hard decisions.

Once again Thank-you for giving me the opportunity to be your President I hope I came up to your expectations and I look forward to a bright future for the Brisbane Sporting Car Club.

DERRICK KENNEDY.

\*\*\*\*\*

HONORARY MEMBERS

Geoff Clare - Queensland Forest Service

Sgt Dennis Cross

Rod Browning

John Daley - J D Promotions

Merv Caton - Ira Berk Nissan

Allison Foster - Inglewood

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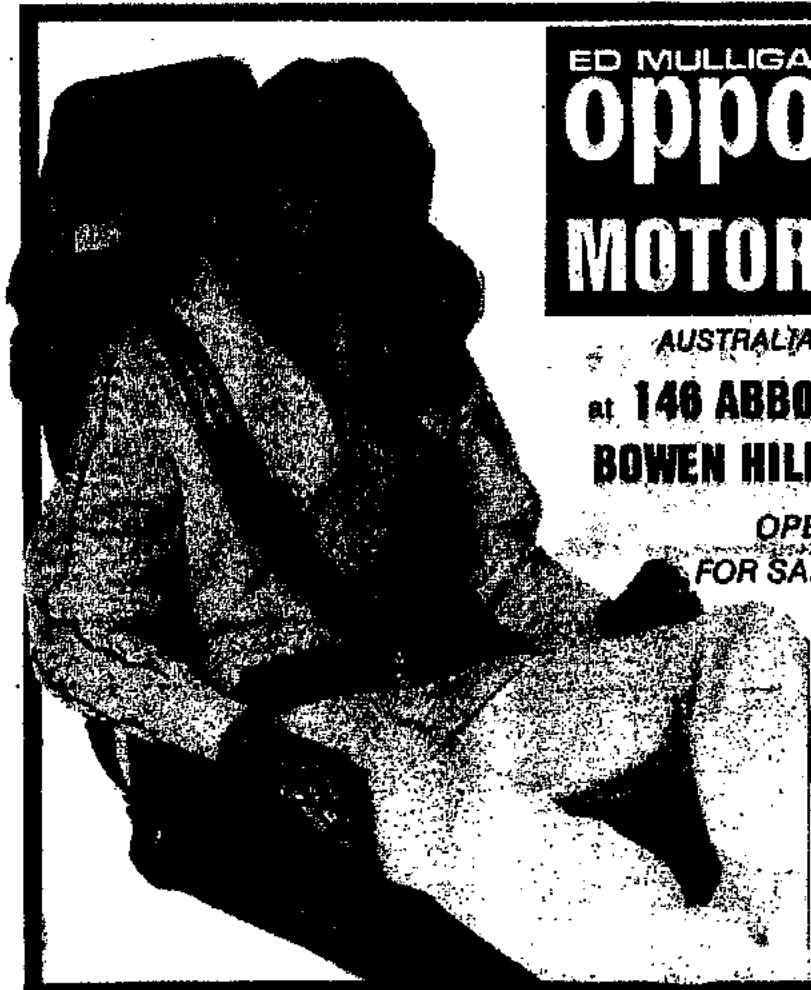
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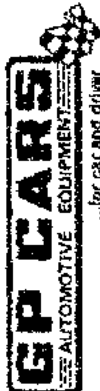
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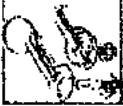









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### QSC NEWS

Below is an extract of relevant material from the February issue of 'QSC' News, containing material for Off-Road and Rally interest.

- (i) A presentation is to be held on Friday 14 June 91 for the presentation of 1990 State Championship awards and other various items.
- (ii) Lengthy discussion was undertaken regarding the scoring procedure in the Q.O.R.C. There will be no restriction on the number of rounds run to be eligible for points (to be accumulative over 3 rounds). Points allocation to be 10, 7, 5, 3, 2 for 1st to 5th in class and 1st to 5th outright will receive 10, 7, 5, 3, 2 with O/R and Class points not to be combined.
- (iii) Ettamogah Pub Off Road Series will be the same as Q.O.R.C. with provision for O/R placings.
- (iv) Date change of GP Cars Cibie Rally to 18 May 90.
- (v) J Goasdoue has been approved as Rally Course Checker and Rally Scrutineer.
- (vi) D Moore has been appointed a Grade 3 Rally Director.  
M Griffith has been appointed a Grade 3 Rally Director.
- (vii) Following the resignation of Peter Marcovich from the Rally Advisory Panel, John Dobbie has been appointed Acting Chairman - note this means an additional vacancy exists on R.A.P.

---

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THE FOLLOWING ITEMS HAVE BEEN EXTRACTED FROM  
THE CAMS MOTORSPORT BULLETIN OF MARCH 91.

**1991 OFF ROAD CHAMPIONSHIP**  
**SERIES SCRUTINEER**

The National Council considered a recommendation from the National Off Road Committee that there be no Series Scrutineer in 1991, but that the Chief Scrutineer of each event be supported by experts, including class representatives. The Council decided however that the Championship was such that a Series Scrutineer was as important as a Series Steward, and has appointed Mr Eddie Villanova to that position for this year.

**POINTSCORE**

The National Off Road Committee has been reviewing the structure of the National Championship, both as to the number of national champions, the situation of class champions, and the pointscore system. Recently, the National Council adopted a recommendation that in each class, and in general classification, points be awarded to the first ten places as 20, 15, 12, 10, 8, 6, 4, 3, 2 and 1 respectively.

For 1991, only the outright champion driver and co-driver will appear as the off road champions in the records. Class winners will be awarded plaques as class champions.

In 1992, it is proposed that all class champions will be regarded as full champions, and that there will in all likelihood not be a "outright" champion. It is also expected that there will be some rationalisation of the number of champions, if not the number of classes. For example consideration may well be given to having one buggy champion. An analogy for example is the Touring Car Championship, where although classes may be conducted, there is still only one champion.

The matter clearly needs further consideration, and this the National Off Road Committee will be providing in 1991.

**REGISTRATION FEE**

The Off Road Committee having put to the National Council a proposal that the registration fee should be varied, it has been decided that the fee will be replaced by each competitor paying an additional \$20 entry fee, which fee will be remitted by the organisers to CAMS. Thus there is no requirement for separate series registration by off road competitors. The fee of \$100 will be returned to those championship contenders who have already paid it - in fact many have been returned by now. Any competitor who has paid the original fee, and has not yet had it returned, should contact the regional office, which will make arrangements to do so.

**BP AUSTRALIAN RALLY CHAMPIONSHIP**

The registration fee for the BP Australian Rally Championship has been varied such that competitors participating in a round of the championship in the State of (CAMS) registration of the relevant vehicle will not be required to pay the registration fee. Such competitors will have the same rights of privileges as if they were registered in the championship, eg they can score points and win prizemoney.

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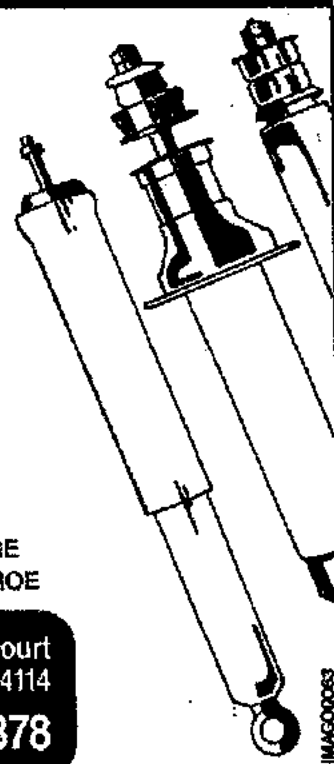
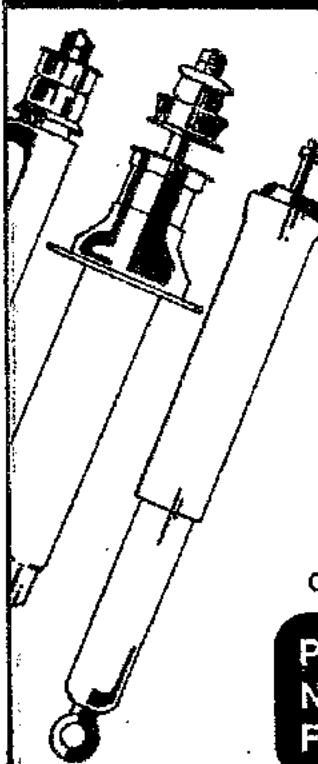
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# BP RALLY QUEENSLAND



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- \* ROUND 4 OF THE QRC



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\*\*\*\*\*

CAMS announces that the sign-on night for new Stewards will be held on Thursday 23 May 91 at "Friendship House", 20 Balfour Street Newfarm  
 -Registration 7.45pm, Meeting 8.00pm -Chairman Bruce Nichol  
 Interested parties should advise CAMS at 9 Nash St. Rosalie Q 4064

\*\*\*\*\*

The Holden Sporting Car Club advises of further dates for their Club Motorkhanas which will be held at Caltex Coomera.  
 12 MAY; 9 JUNE; 14 JULY; 8 SEPTEMBER; 13 OCTOBER; 10 NOVEMBER

\*\*\*\*\*

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## APRIL OFF ROAD RALLY CHALLENGE NIGHT RUN

The great off road/rally challenge night run was not much of a challenge . Only 4 rally teams and ONE off road crew participated . This we thought was a pretty poor showing all round . What made it all the more frustrating was the fact that 3 more crews did front but had failed to obtain 3rd party extensions for a number of reasons and thus because of the rules were unable to start .

The off roadies were represented by the team of Alan & Greg Nicoll who inspite of never participating in a night run came along to give it a go . The lads ran into a few problems interpreting the instructions but put in a very creditable performance for first timers .

The first instructions consisted of a mud map of the streets across Hawthorn street on the other side of the Freeway . We started to get a little concerned forty minutes after the start when nobody had been back to the clubrooms for a particular instruction . They should have been past approximately 15 minutes after the start .

Paul & Michael Gray turned up 5 minutes later and assured us the instructions were correct but it was very easy to count a no through road as a cross road . This road caught everybody evidently as we could hear a Datsun in the distance with an obviously frustrated Glen at the wheel .

One by one all crews came through for their next instruction and zotted off at a great rate of knots while the directors hopes of an early night faded with the taillights .

Paul & Michael Gray were the first crew home about 11 pm not having any more problems and clean sheeting the answers . Alan Bates & Tony Best also clean sheeted .

A small postscript for those who find it inconvenient to attend Night Runs . One crew travelled down from the Sunshine coast to compete . Another crew arrived back from Nowra on the south coast of NSW at 4 pm and still managed to run in the Night Run even though their performance did suffer because of their tiredness .

The Directors Ray & Trich Evans would like to thank all the competitors and we hope that you enjoyed the run .

### RESULTS

=	1ST	PAUL & MICHAEL GRAY	DATSUN 1600
		ALAN BATES & TONY BEST	
	3RD	DEAN TIGHE & LYNDALL PARR	SUZUKI SWIFT GTI
	4TH	ALAN & GREG NICOLL	TORANA
	5TH	GLEN EGGINS & GRAHAM POWLES	DATSUN 1600

CAMS head office advises that it has another 50 carburettor restrictor plates for Class 6 off-road vehicles and accordingly the restriction on their issue is now lifted.

Please note that the CAMS-issued model is now required to be fitted to all Class 6 off road vehicles.

\*\*\*\*\*  
OFF ROAD NUMBERS

If you require permanent off-road competition numbers, you are required to submit a written request to Andy Clark the Executive Officer of the NORC at CAMS. Please contact the Brisbane Office who will provide you with the necessary form for you to complete and return.

\*\*\*\*\*  
Off Road bits and Pieces

Barry Massey is the Queensland representative on the 1991 National Off Road Committee. The Australian Off Road Series Scrutineer for 1991 is Eddie Villanova. It is not the role of the Series Scrutineer to be Chief Scrutineer; Chief Scrutineers will have to be appointed by the Club and the Series Scrutineer will be on hand to assist where necessary.

The AORC Registration Fee has been changed from the original once only payment of \$100 to a fee of \$20 per Championship event, even in your home state. This means you will score points in each round in which you compete.

The issue of classes is being looked at at the moment and the following name changes have been suggested:

Class1-Unlimited 2 seater:Class2-super 1600:Class3-formula 1200:Class4-Baja  
Class5-2wd enduro:Class6-Challenger:Class7-Production 4wd:Class8-Unlimited 4wd  
Class9- Unlimited single seater.

It has been suggested that Class 1 and 9 be merged as there is little difference in performance.

A recommendation was made by the NORC that all Off Road vehicles carry 2 Fire Extinguishers each of a minimum 0.9kg.

Regulations require a fire wall between the occupants and the fuel tanks, part of which is the filler neck. The firewall must therefore also cover the filler neck.

If unsatisfactory in future AORC rounds the first instance will be noted in the log book. That vehicle will be allowed to start that event only; until the necessary modifications have been carried out.

RESULTS - BP RALLY TASMANIA - 7 APRIL 1991

ROUND 1 - 1991 BP AUSTRALIAN RALLY CHAMPIONSHIP

	<u>Driver</u>	<u>Co-Driver</u>	<u>Car</u>	<u>Time</u>
1.	Murray Coots	Coral Taylor	Mazda 323 4WD	3:50.57
2.	Noel Bates	Mike Taylor	Toyota Celica GT4	3:58.52
3.	George Kahler	Lofty Drews	Mitsubishi Galant VR4	4:01.19
4.	Wayne Hoy	Andrew Bennett	Nissan 280Z	4:04.10
5.	Barrie Smith	Rod Horsley	Nissan 280Z	4:07.12
6.	David Eadie	Chris Shearer	Subaru Legacy RSR	4:11.00
7.	Norm Fritter	Steve Ross	Toyota Celica GT4	4:11.01
8.	Doug Webb	Lorraine Webb	Holden Commodore Turbo	4:11.02
9.	Bob Nicoli	Brian Harwood	Daihatsu Charade GTI	4:13.26
10.	Jason White	Balt Vandenberg	Mazda 323 4WD	4:13.43

}  
Wow!!  
2 Seconds  
apart.



## OFF ROAD GOSSIP BY DERRICK KENNEDY

Well it's that time of the month again when I sit down and try and think of something interesting to say about off-roading. I apologise for not writing anything last month, my only excuse is that I was a little busy.

Before I go any further, you may notice that my name doesn't appear as President anymore, my reason for resigning the position is my ever increasing work load and I feel that I could not give the time expected of a President. I feel our new leader will be very capable in the position.

Let's get into it, Inglewood, as far as a race was concerned went off very well. I must say I am very grateful for everyone who helped me out again. They always seem to come out of the woodwork every year, if only we could convince some of the Rally people to come out and help.

I suppose it must be that Inglewood is too far away for them, but when think of all the times I have sat out on a checkpoint in the middle of the night, in the middle of nowhere, waiting for a sweep car. I will certainly be thinking twice next time I am asked to help out, unless everyone starts pulling together and acting like a club.

Now where was I, oh yes Inglewood. As all my regular readers will know that over the last 12 months I have been giving a hard time to Doug McMillan saying things like the DNF King, well this year he has completely shot me down in flames. No longer can I get some real good value out of stirring the old boy up.

At Inglewood Doug and his trusty Navie Lindsay Eveleigh came home Second outright and first in Class 1, which is the best result of a BSCC member in a National. Not only has Doug got the QORC by the short and curlies but with a little luck on his side, he could go all the way.

If anybody wants to know why now Doug is doing so well, just take a look around his car. I don't think I have seen a more complete Off-Roader, and rumour has it that he is heading to the US for the sole reason of purchasing a Gearbox, the weak link of any Off-Roader.

Talking about good Off-Roaders did anyone have a close look at Ken Smiths new missile. He ran a very creditable third in class, which is not bad for the first run. Ken tells me that there is still along way to go with the car so it is defiantly one to watch.

Another pleasing thing about Inglewood was to see Bill Hammond take out first in class 5 in the Moedt ute. My first introduction to off-roading was with Gary Moedt, for those who never knew Gary, he was one in a million. He had incredible talent when it came to building and driving Off-Roaders, and his passing-on 5 years ago was a devastating blow to us all.

I can still remember the day he started to put together that Ute, he went to the wreckers and found an old F100 chassis, brought it home, and just started to stick things on it, and about a week later he was driving it.

Other vehicles to his credit were a subaru which stood about 3 foot off the ground, a Jeep with the wildest V8 I have ever heard and his final project a F100 BIG FOOT with a supercharged V8.

I have always had a soft spot for Gary, he loved to show-off and where ever he went he always drew a crowd. I am sure he would of been proud of his pride and joy at Inglewood. (Face to Face, watch him race)

As for Inglewood the event, well it could of been better. The Event lost money due to spiralling cost and not enough entries. I find it hard to justify paying an extra \$2000 to CAMS, plus having to stick our hands out for another \$20 off everyone for a National levy. In total the club wrote a cheque out for \$6,700 just to CAMS. Another factor was only 112 people came to spectate at the event after we outlaid a considerable amount to promote the Event.

I find it is very disheartening to put the amount of effort into an event and not receive any reward for it. In total we spent 8 weekends in Inglewood getting ready for the race, let alone the time during the week spent organising things, to find out that the drinks made more money than us.

At the moment I am doing a complete re-think about the National in Queensland. As I see it there are three options open to us 1. We run a low cost Event at Inglewood, with no major sponsor, thus not having to outlay money on Promotion, thus increasing the entry fee to cover the shortfall.

2. Relocating the event close to a major town to encourage a large sponsor and more spectators, the only problem is finding suitable land and having to deal with alot of private land owners, which is about as much fun as doing your own root canal work. Or 3. Drop the Event altogether and just run State Rounds which in my books isn't an option.

So as you see alot to think about, but whatever the option, there is alot of work to be done and I am desperate for help. I need people to stand up and have some input instead of the same old few doing all the work.

Last Weekend I attended the Deb Ball of Treasa Rose in Warialda, which was a great night. Off-Roaders came from everywhere, names like Doug, Annette and Sharon McMillan, Lindsay Eveleigh, Bryan Basham, Chris Nussy and of course Terry and Maureen Rose who where my host for the weekend.

Now being a Queenslander in Warialda is an experience to say the least. All weekend Doug kept asking me about Laurence's new Buggy so he can work out how long his winning streak will last, if I didn't know better I think Doug is looking to change motors and swapping his hairdryer powered Rice-burner for good old German Technology with power to burn. (Porsche Power)

And Terry was still spewing about Inglewood, but as I kept telling him 'at least the car broke before you had time to crash it' and as for Bryan his was the best trick of all, if you have ever been around the track at Inglewood you would know that you must pass atleast 1 million trees, but he managed to hit the same one twice (that's got to be a record).

John Bachelor, who is Terry's Apprentice has a good trick, when the beer runs out, just fill your Stubbie with Kero and drink that. Chris Nussy was very quite until Sharon went home, and talk about Dr. Jeckyl, let's party! And ever since Inglewood Lindsay has found a new sleeping position, if you want to know why, ask him yourself, because it is not in my nature to spread rumours. ( You see guys, you may of outnumbered me down there but I always get mine back )

But all jokes aside I have got to thank Terry and Maureen for their hospitality I had a great time and another thanks to Terry, John and Chris for rebuilding my motor, it certainty needed it.

Before I get off Warialda, we are in the process of organizing a Long Course on Bryan's property in August which will be a great event and one not to miss. I will keep you informed when more details are available.

Well thats it for me this month, stay tuned for more gripping facts when next time it may be you I choose as my subject. I am heading to Griffith next month so hopefully I will come back with some more good stories.

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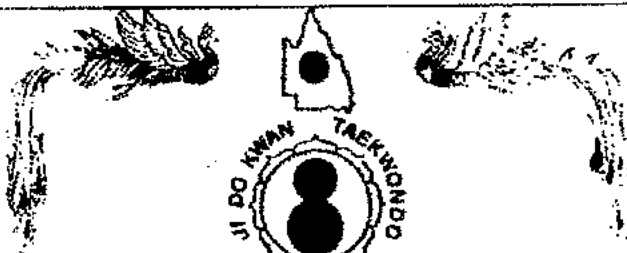
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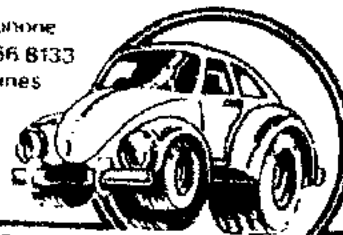
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## BOARDMAN BOUNCES BACK!!

Well, after the last stage incident with the Audi at Gympie there were some pretty long faces around the place.

Two of them belonged to Dick Boardman and Simon White who were the inhabitants of the burnt car, and the rest belonged to a number of fellow competitors, friends and Club members.

Although there was unfortunately nothing that could be done for Dick's Audi, the Cordia Turbo (itself a spectacular performer) which lay untouched since the Gallangowan rollover last year was prime for resurrection.

A group of enthusiastic helpers led by Richard Anderson and John Goasdoue converged on the car after it had been trailered to the Sportz Suspension workshop and soon had the bent bits removed, after Dick had unbolted most of the hang-ons - bumpers, lights etc.

It was decided that the car could be straightened without too much bother and although it was a pretty major panel beating job, we had the very capable skills of John and Richard and the enthusiasm of everyone else.

The LHF guard, LH door, roof and LHR guard were replaced and there were a few other scratches and scrapes that were attended to.

The Cordia was still quite driveable, although Dick had replaced the rear end with a straight-ish second hand item and was driven off the trailer, into the workshop and out again.

With work commencing on the weekend before Easter, we had the car ready to accept new panels on the LH side and the RHR guard nearly perfect.

The bits arrived during the week and on the Easter weekend, another major concentration of work saw the new panels on, the body filler sanded and the car undercoated!!

During the following week Richard, John and Dick put on a glorious top coat of white and before you could say "Bob's your uncle", the car was ready for re-assembly which Dick was able to carry out at home. It was a really good feeling seeing the car back straight again and I know that Dick and Simon will be hard to catch when they get back out on the dirt. That Cordia has netted the crew some impressive results and will do so again.

Thanks go to everyone who helped with the project from its inception at the Browning household after the Gympie rally to the ones who did the final sanding down (a really boring job) - Rod Browning, Richard Anderson, John Goasdoue, Glen Weston, Ian Bremner, Brett Wright, Tom Smith, Ron Burns, Alan Bates and anyone else I may have missed.

Thanks also to Keema Mitsubishi for their help with parts, Dulux Paints for their assistance with paint products and GP Cars who will apparently be assisting Dick with his entry in the next QRC. It has truly been a group effort and the once-more pristine Cordia Turbo will be sporting the stickers of a number of new 'sponsors'.

TOM SMITH

## COOTE'S MT COOT-THA

Well, weren't I the lucky one. Seeing as though I'm the Queensland type rally correspondent for Auto Action I got the very lucky job of attending the Mt Coot-tha press release of Murray Coote's (and Mazda's) new 323GTX rally beast.

The day had been orgy-nised by ex lady-racer and now Mazda PR person Sue Ransom and various members of the local press, myself and ARN's John Hayden were sent out to suss the situation.

I took my apprentice with me, a young fella with a lot of potential and a wad of facial hair - Richard Anderson. Having mentioned to him that the day was on, Richard expressed an interest in attending and being a rally competitor of repute was more than welcomed.

We arrived at the main entrance of the quarry to be told by a young Japanese executive to "forrow the sigas up the hirr".

With a Mazda Tent erected and a portable Yokohama carport set up, the place looked impressive and after a short intro by Sue and a speech by a Mazda Executive, we were invited to have a walk down to a spectacular corner where the Coote was to show his style.

After a short stroll we took our places with the through in the back of our minds that we may have scored a ride in the beast.

Murray started with some of the sponsor's representatives and scared them silly. Then he took the camera-girl from QTO9 for a blast and her sound man and this person and that person and another person etc, etc. But we missed out! (Murray, if you read this, I still want a ride - maybe a Club rally or something?)

The car, quite frankly, looks hot! At the test day it sat a little high in the front and chief mechanic Geoff Krause explained that they would be dropping in on Jamie Drummond at Wodonga on the way to the Apple Isle.

That should rectify a 'wrong spring' problem and have them set for ARC-1 in Taswegia.

We were very impressed with the professional standard to which the car had been prepared and it was another credit to Murray and his team's abilities.

The final decision was that the car was definitely on the pace with Murray in the driver's seat and the lovely Coral Taylor alongside (She hasn't changed, you know) and would certainly be the 'dark horse' of the series.

## TOM SMITH

STOP PRESS: As most readers will know by now, the Mazda Team outgunned the opposition to dominate the BP Rally Tasmania despite gearbox problems. By the time this magazine reaches your letterbox, the BP Alpine Rally will have been run and again Murray and Coral will start odds-on favourites. More on this exciting episode next month.

## NON-ASBESTOS BRAKE PADS

Communication has been received from ARROW Brake Pads advertising their new range of non-asbestos brakes pads. Originally designed as a premium road/club sport pad, the product is being used in competition by Group E Production Touring Cars, Gemini Series car and HQ Series race-cars.

They appear to be superior in the area of fade resistance and offer reduced brake pedal effort.

'Arrow' offers CAMS Club members a discount of 20% and contact can be made with David Seldon direct on (07) 862 1300 or (018) 741 186.



Murray Coote's new MAZDA 323 GTX at Mt. Coot-Tha Quarry.

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RAY EVANS	11	TIM COLLINGWOOD	1
TRICH EVANS	11	RODNEY CROSS	1
GEORGE KAHLER	11	CHRISTOPHER DE VERE	1
DOUG McWILLAN	11	DEL GARBETT	1
6 LINDSAY EVERLEIGH	10	MARTIN GIBSON	1
ALAN NICOLL	10	ANDREW JOHNSTONE	1
8 TOM SMITH	9	MICHAEL NEELY	1
PAUL GRAY	9	BARRY NEUENDORFF	1
0 ERROL BAILEY	8	ROSS PERRY	1
JOHN GOASDOUE	8	JAN REDDTEX	1
SHAWN GRAY	8	CHRISTOPHER CAVE	1
LAUREEN ROSE	8	RON WILTON	1
TERRY ROSE	8	WAYNE CAMBIE	1
NEAL WESCHE	8	TOM ORCHER	1
DEAN TIGHE	8	ROBERT OXLEY	1
7 GREG NICOLL	7	CLINTON COOPER	1
1 GLEN EGGINS	6	LINDSAY COOPER	1
ALAN BATES	6	TREVOR CUNNING	1
TONY BEST	6	JOHN KIENEYER	1
ROD BROWNING	5	TRACEY SMITH	1
KENNETH SMITH	5	RON VAN DER HAAR	1
GLEN WESTON	5	ERIC WHITBREAD	1
1 GARY BATTS	4	GORDON BAILLIE	1
JOHN HALL	4	GREG HORTON	1
DEANNA HUDSON	4	BRYAN BASHAM	1
HAROLD JAMES	4	NICHELLE BASHAM	1
BILL SHARPE	4	TOMY FENLHABER	1
NEVILLE TAYLOR	4	LAUREN SMITH	1
JAN BATLEY	2	GRANT WHITE	1
RODIN BERARDO	2	KEVIN HOPSCMID	1
SCOTT MONROE	2	PETER CARRUTHERS	1
ROSS MURRO	2	GREG BERNARD	1
		ZANE MURRAY	1
		DARRYL COLE	1
		JOHN DARE	1
		JEFF BEAN	1
		LES MARSHALL	1
		BOB MOWBRAY	1
		CHRIS NIXON	1
		ALAN STEAN	1
		LAURINCE SVENSON	1

OFF ROAD CHAMPIONSHIP

	JR	FE	MA	TOTAL
1 DOUG McWILLAN	8	10	11	29
2 LINDSAY EVERLEIGH		10	11	21
3 ALAN NICOLL	4	7	9	20
4 LAUREEN ROSE	10	4		14
TERRY ROSE	10	4		14
6 GREG NICOLL	1	7	9	17
7 KENNETH SMITH		5	8	13
8 HAROLD JAMES		11		11
DEANNA HUDSON		11		11
BILL SHARPE	11			11
NEVILLE TAYLOR	3	8		11
12 CHRISTOPHER CAVE	6	4		10
RON WILTON		10		10
14 WAYNE CAMBIE	9			9
15 TOM ORCHER		8		8
ROBERT OXLEY		8		8
17 CLINTON COOPER	7			7
LINDSAY COOPER	7			7
TREVOR CUNNING		1	6	7
JOHN KIENEYER		1	6	7
TRACEY SMITH		4	3	7
RON VAN DER HAAR	1	6		7
ERIC WHITBREAD		7		7
24 GORDON BAILLIE	1	2	2	5
BRYAN BASHAM		5		5
NICHELLE BASHAM		5		5
TOMY FENLHABER	5			5
LAUREN SMITH		5		5
GRANT WHITE	1	2	2	5
36 KEVIN HOPSCMID		4		4
31 PETER CARRUTHERS	3			3
32 GREG BERNARD	1	1		2
ZANE MURRAY	2			2
33 DARRYL COLE	1			1
JOHN DARE	1			1
JEFF BEAN	1			1
LES MARSHALL	1			1
BOB MOWBRAY	1			1
CHRIS NIXON	1			1
ALAN STEAN	1			1
LAURINCE SVENSON	1			1

RALLY CHAMPIONSHIP

1 GEORGE KAHLER	11
LOFTY DREWS	11
3 TOM SMITH	9
4 JOHN GOASDOUE	8
NEAL WESCHE	8
ERROL BAILEY	8
7 ROD BROWNING	5
8 JOHN HALL	4
GARY BATTS	4
9 JAN BAILEY	2
ROSS MURRO	2
* 11 RICHARD ANDERSON	1
ALAN BATES	1
TONY BEST	1
TIM COLLINGWOOD	1
RODNEY CROSS	1
CHRISTOPHER DE VERE	1
DEL GARBETT	1
MARTIN GIBSON	1
ANDREW JOHNSTONE	1
MICHAEL NEELY	1
BARRY NEUENDORFF	1
ROSS PERRY	1
JAN REDDTEX	1
DEAN TIGHE	1

NIGHT RUN CHAMPIONSHIP

1 RAY EVANS	11	11	11	33
TRICH EVANS	11	11	11	33
3 PAUL GRAY	10	11	11	32
4 SHAWN GRAY	10	11		21
5 DEAN TIGHE	10	9		19
6 GLEN EGGINS	8	7		15
7 GLEN WESTON	11			11
ALAN BATES		11		11
TONY BEST		11		11
10 RODIN BERARDO	10			10
SCOTT MONRO	10			10
12 GREG HORTON	9			9
13 ALAN NICOLL		8		8
GREG NICOLL		8		8

LADIES CHAMPIONSHIP

TRICH EVANS	11
DEL GARBETT	11
LAUREEN ROSE	11
DEANNA HUDSON	10
TRACEY SMITH	9
NICHELLE BASHAM	8
LAUREEN SMITH	7

\*\*\*\*\* QUEENSLAND RALLY IMPORTS ACHIEVEMENT AWARD 1990 \*\*\*\*\*

DRIVERS	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1 M CLARKE	7	2	2		3		14
2 A CLUNES		2					2
3 G BERNARD					4		4
4 R BOARDMAN	2	3		3			8
5 A JOHNSTONE		6				1	7
6 I BREMNER				6			6
7 A CUTTS			6				6
8 J GOASDOUE	6						6
9 G KAHLER	3		3				6
10 P MAFSTONE					6		6
11 R ANDERSON			1	3			4
12 B LOGAN			4				4
13 G MEACHAM		4					4
14 G WESTON				4			4
15 C LEE							0
16 G BATTS							0
17 T HOWARD							0
18 C NIXON							0
19 D TIGHE			2				2
20 V GEES				2			2



## POSITIONS VACANT

Following a less than enthusiastic response at the Annual General Meeting, the Board of the Car Club is presently looking for volunteers who would be willing to take on the positions of:-

- (i) TREASURER                      Stop press - Malcolm Dunnett has volunteered.
- (ii) ASSISTANT TREASURER
  
- (iv) INVOLVED PEOPLE TO BE MEMBERS OF THE SPORTING SUB-COMMITTEES
  - (a) OFF ROAD
  - (b) RALLY
  - (c) MOTORKHANA
  - (d) NIGHT RUN
- (v) SOCIAL OFFICER

Unfortunately the people who have filled these positions in the past are unable to do so again and we need Club members to become involved and participate. In some cases it may only be a few hours each month that you may be needed.

Please contact Esme if you're interested or talk to one of the Board members on a Wednesday night.

---

### RELIABLE RELIANTS

We have been contacted by the Reliant Scimitar and Sabre Register of Australia who are trying to pinpoint the location of any Reliant Scimitars which do not already exist on the National Register.

If any readers know of, or own, any of this unusual type of vehicle you may wish to contact the Register's representative at:

John Coates  
576 Coach Road  
SKYE SA 5072

Ph: (08) 332 2206

---

Some readers may remember a keen young competitor from last year by the name of Ben Schmidt. Well, Ben is no longer with us! - He's gone to Darwin!!

Being a computer programmer by profession he has been looking for a suitable position for quite a while now and when a very attractive contract came up for an extended stay in Darwin, Ben decided to jump at it. Unfortunately the Gemini Series has lost a regular competitor (in fact, he was the runner-up last year) and the Gemini Rally car may in fact hit the market while Ben's away. When he returns he could resurrect his rally career in something serious! If you read this, Ben have fun up there and watch out for crocodiles. See you when you get back.

## THE MEANING OF LIFE

(A Rally Team, of the people, by the people, for the people)  
( This was not written by PDJ)

When we last met our intrepid works-replica, factory copy, R&D Department supported, no-strings pulled, full-on budget Hillman Team, minor irritating problems had compounded what could have been a serious challenge into a cream-puff mockery.

Chief engineer Nick O'Penn and his stub-fingered apprentice Stabulo Boss were more than a little depressed when after the failed start last time, their attempts at romance also fell short of the mark.

The crew of the 2nd team car, sisters Randy and Lolita Lustbucket were 'fair game' at the post event celebrations and Nick and Stab turned on the charm. When nature took its course and a quiet 'back of the ute under a tarp' became available, firstly Nick and then Stab couldn't actually perform.

Hence the two founding members of the team had to bear the taunts that echoed through the clinical-like corridors of the workshop.....  
"Nick, Nick the needle-dick" and "Stab the flab".

Despite the obvious clash of personalities, the girls have been retained because of their incredible abilities .....at cooking. Mind you, with the automatic conversion to the rally car, they are now actually able to compete.

To drown their sorrows, Nick and Stab immersed their energies in the next forthcoming event, "The all-nations, Tri-continental, Quasi-Polynesian, invitation-only Rallysprint." In front of dignitaries of the calibre of Mikhail Gorbachev, Bob Hawke, George Bush and Saddam Hussein (seated apart, of course) the creme de la creme of the sport would do battle for a considerable prize, the starring-role in a fantastic new movie "The Days of Chunder". A gripping tale about brave guys and beautiful girls who drive around in circles until they get sick.

The vehicle to be used for this spectacular event was a once-off special. Constructed from a brand new bodyshell which had been found behind a jar of pickles in the cafeteria, an innovative twin-engined concept was realised. By utilising 2 of the Evolution 2 115bhp engines (V8) placed side by side in the drivers and navigators places, power was fed by a titanium, kevlar and carbon-fibre based propshaft to the original Imp gearbox in the rear and an upside down unit in the front.

Unfortunately when wonder-boy driver Doug Senna and his offsider Norm Prost performed their first standing start, the input shafts both broke followed by the stripping of the crown wheels and the decimation of all four drive shafts.

Prost immediately chastised Senna for his carelessness and irresponsible attitude and the O'Penn/Boss management say that a feud has been developing between the two for quite some time now.

With this major setback about to shatter the team's aspirations for the big event a decision was made to adjourn to the design lab in an effort to overcome the obvious shortfalls in the construction of the supposedly "indestructible" Imp components.

At the time of writing entries for the Rallysprint had not closed and the team reluctantly agree that it may be time to wheel out the logical successor to the ageless Imp. Rumours abound about another of the Rootes Group's favourite sons..... the Hillman Hustler.

A press conference is to be announced shortly.

(TO BE CONTINUED)

(This was not written by PDJ, but is in fact a fictional piece by TKS. All Rights Reserved)

confederation of australian motor sport

**NEW  
STEWARDS  
\*\*\*\*\*  
SIGN-ON NIGHT**

for

**CLUB AND OPEN EVENTS**

PRESENTED

BY

**QUEENSLAND STATE COUNCIL**

CHAIRMAN - BRUCE NICOL

**VENUE:** "FRIENDSHIP HOUSE"  
20 BALFOUR STREET  
NEW FARM  
BRISBANE Q 4005  
UBD Refernece : F10 MAP 1

**TIME:** Registration 7-45 PM  
Meeting 8-00 PM

**DATE:** THURSDAY, 23rd MAY 1991

-----  
**REGISTRATION FORM**

Yes, I am attending the Stewards Sign-on Night : 23-5-91

**NAME:**..... **CLUB:**.....

**ADDRESS:**.....

.....

.....P/CODE.....

## THE PURPOSE OF STEWARDS

CAMS is required not only to institute the processes by which motor sport is conducted but also to ensure that these processes are properly applied and maintained.

This latter can be achieved only by operating a system of checks and inspections and it is this function that Stewards are called upon to fulfill, i.e., to check upon and inspect the conduct of motor sport competitions to establish to what degree and how efficiently the requirements of CAMS are being met.

Further, unless prompt and accurate first-hand reports are available to it, CAMS cannot appropriately amend its rules as may be necessary from time to time. For a National Competition Rule to be willingly observed, it must firstly have some necessary purpose and secondly be practical in its application; judgment on this latter can best be based upon reports of its utilisation in service.

For these reasons CAMS requires that there be appointed to each authorised meeting at least two persons to act as Stewards.

Stewards do have functions and responsibilities other than the

afore said, and these are dealt with under NCRs 168, 169 and 170. However, the foregoing is a duty that applies to every meeting and the fulfilling of this duty is paramount.

It is of concern to CAMS that there is a shortage of suitable personnel upon which it may draw for this most important function of the sport.

Stewarding is an important factor in the conduct of motor sport and, if properly carried out, results in raising the standard of administration of events.

Stewards will always be necessary. The function of other officials may become mechanised. In fact it may well be found that due to a simple shortage of manpower it may become necessary to vary the requirements in terms of trackside staffing but the necessity for Stewards will continue and the needs for mature, talented and interested persons to act in this capacity will always exist.

We look forward to your attendance on Thursday night, 23rd May 1991, and trust that you will enjoy both the informative discussion and the light supper; do register NOW!

---

Complete the reverse side to register,  
detach at dotted line and mail to:

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CAMS  
9 Nash Street  
ROSALIE 4064

No postage stamp required.

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CLUB CAPTAIN.....	RAY EVANS	209 1432	209 1432

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(Meeting 1st Tuesday each month 7.30 p.m.)

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\*\*\*\*\*

SOGIAL CALENDER 1991

\*\*\*\*\*

- 01 MAY 91 WEDNESDAY.....Video: The 1990 British Open Rally Championship Review
- 08 MAY 91 WEDNESDAY.....Video: FAI International 1990
- 15 MAY 91 WEDNESDAY.....Video: 1990 Australian Rally Championship
- 22 MAY 91 WEDNESDAY.....Video: 1990 WorldRally Championship Review

\*\*\*\*\*

07 MAY 91 TUESDAY Board Meeting 7.30 p.m. BSCC Clubrooms

PROPOSED CALENDER

- 01 MAY 91 WEDNESDAY.....NIGHT RUN - Director - Glen Eggins - You do need a Third Party Extension
- 18 MAY 91 SATURDAY.....G P CARS - CIBIE FOREST RALLY - Director: Tom Smith
- 19 MAY 91 SUNDAY.....DARLINGTON PARK SHORT COURSE - Director: Moss Lane
- 26 MAY 91 SUNDAY.....MOTORKHANA - Director Trich Evans. See below
- JUNE Proposed LONG COURSE OFF ROAD
- 26/27/28 JULY BP RALLY QUEENSLAND.



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At least 6 laps per heat - 800m course.

Food and drinks will be available

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