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BRISPORT

BRISBANE SPORTING CAR CLUB MAGAZINE

JULY 1991



26TH/27TH/28TH JULY 1991



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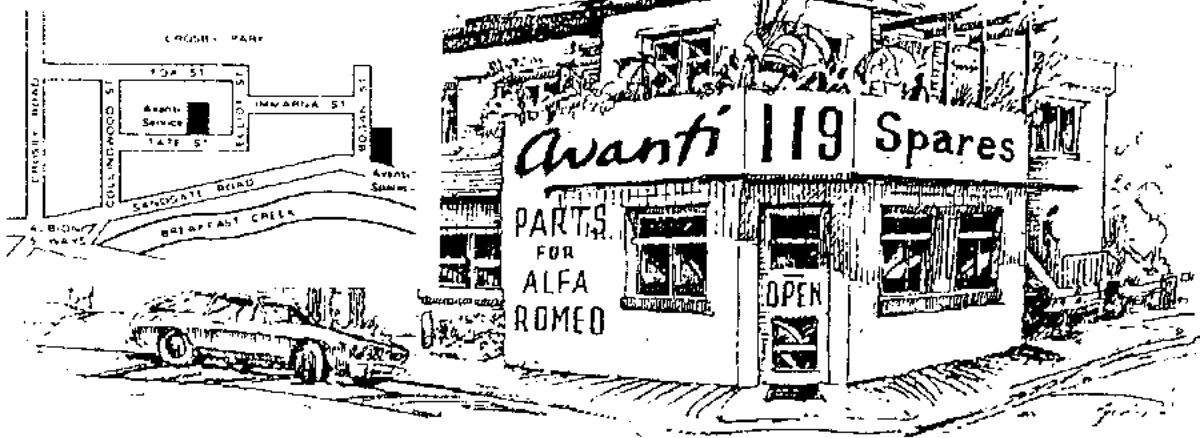
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STARTLINE

Well folks, it's finally happened!! I'm typing this to you via a food processor, no sorry it's a word compressor, no wrong again it's a word processor. The powers that be at work have seen fit to give me a P.C. and although I'm yet to learn the nitty-gritty of the thing, I'm getting reasonably proficient at the old WordPerfect.

I haven't actually got a printer as yet but we in the affluent Public Service have got the best laser printers that your money can buy and there's one juunust over there. I can assure you that it certainly saves me time and effort as I normally handwrite everything and then have it typed by one of my girls.

Anyway enough of my luck for this month, there's things to tell you about and wonderful exciting things coming up this month that you should know about. One of the things that has concerned me lately is the fact that some of the club members aren't happy with my 'editing' of the magazine and some of the articles that appear within.

One of the chief areas of concern surrounds the one person who regularly contributes to the mag and without whom I sure wouldn't know much about the off-road side of the club. Yes you guessed it- someone took offence at Derrick's column last month because he used it as a forum to support and defend another club member who had been, dare I say "slandered".

To be perfectly honest, I think that if one can't air one's grievances in the monthly magazine for the interest of their fellow club members then where can they do so? I read and re-read Derrick's words after I heard about the complaint and I must admit that I was appalled.....at his spelling!!! It was quite honestly yucky and I realize that I should have taken action to fix some of it up. But the content was fair in my eyes. He simply made some comments about someone else making some comments and if we can't use these pages as a general forum I can't see the point in having them. (He did say the word "shit" though, tsk,tsk,tsk).

If the complainant wishes to make his concerns public then I would be happy to address them in the next mag. You all know that for the last 4 years I have been constantly asking you, the members of this club for input and if you all think I'm going to sack my star "club" reporter, then I'm afraid I have bad news.

Onto the good stuff for the month. We are going to be running, by the time you read this, the fantastic BP Rally Queensland on the last weekend of the month and if you aren't competing or assisting, you should all be out there spectating.

I was fortunate enough during the last month to get down to Coffs Harbour to spectate the BP New South Wales Rally with a couple of the boys and we had a ball-tearer of a time. Some of those good ol' southern boys sure can drive a rally car and I can hardly wait to see them in action on some of the quicker Queensland stages like "Stokem'up". I know Dennis Brown and his troupe of workers have put a lot of work into this event and with the people running the show I'm sure it will all fall together smoothly.

One of the most exciting aspects has got to be the use of the Roma Street goods yard for a special stage in the heart of the city. If that doesn't attract some of the locals out to watch, then I'll be hornswoogled.

Hopefully when you receive this magazine it will have the new front covers which show last year's club Champions-Laurie Svenson(off-roading), Mal Clarke(rallying) and the joint motorkhana winners Robin Berardo and Paul Pyyvaara. If they're not on the cover it's just because we've run out of time and I was slack-too slack to chase them early enough for a suitable photo. I take full responsibility.

We had the running of the second round of the QRC on the 22/23 June and some of us had some bad luck. Mark Griffith and I were sitting happy in first place when a plethora of problems put us off the

road and out of the running. We had set fastest time for each of the first five stages and then after the service break we had the intercom fail which saw us approach a corner too fast and we rolled a tyre off the rim. Then we drove 9 kms on the wheel and lost some time in that section (naturally). Then we couldn't release the spare and when we eventually got our act together we were running hard in the next stage (we must have taken 3 or 4 minutes off John and Neal in that section alone!!!!) and left the road to end up in a ditch a good 6 metres off the road. The car was undamaged but our event was over. Oh well, C'est La Vie.

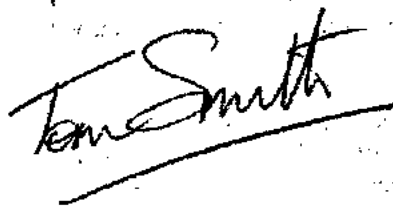
The good thing about the event apart from being a good rally all round was that the other guys (John and Neal) finished a great second outright only 52 seconds behind the big lumpy Commodore of David Jones. Poor Craig and Jim Lee had a sort of roll and ended up on their lid. Craig said that he even had time to look at his dad and say "Do you believe this?", before they went all the way over. The car is only lightly damaged and the Raltee team will be up and running for the ARC.

Onto other items of interest- No-one has yet volunteered to be a new magazine editor as yet and so I'm going to do a countdown up to the end of the year. At this point in time you all have 6 months to hold secret elections to find a replacement for good old me. As I've said before I'll continue to offer little snippets and stories when I have the time and inclination but I won't be able to do the job full time.

I have been wondering what readers think of the 'LIFE' stories which have been appearing in the mag of late. As some would know that particular saga was started by our good buddy Pete Johnson and as he has been busy studying I took it upon myself to continue the legend. I realise that some of it is pretty kooky to say the least but it give an aspiring artist like myself an outlet for those creative juices (bullshit, bullshit etc).

Well I am thinking that that's about all from me this time so I expect to see you all out there at the big event-BP Rally Queensland. I hope you find some reading pleasure in the maggy-poo this cold winter month and I hope none of you have to burn it to get some warmth. I'd like to finish with a soul-rending version of the late-70's hit "The theme from The Brady Bunch"....ahem ahem 'Here's the story of a lovely lady, who was bringing up three very lovely girls....'(what's that screaming in the background?-Ah, no chance young Weston, you can't stop me this time....

Bye folks, have a nice life.

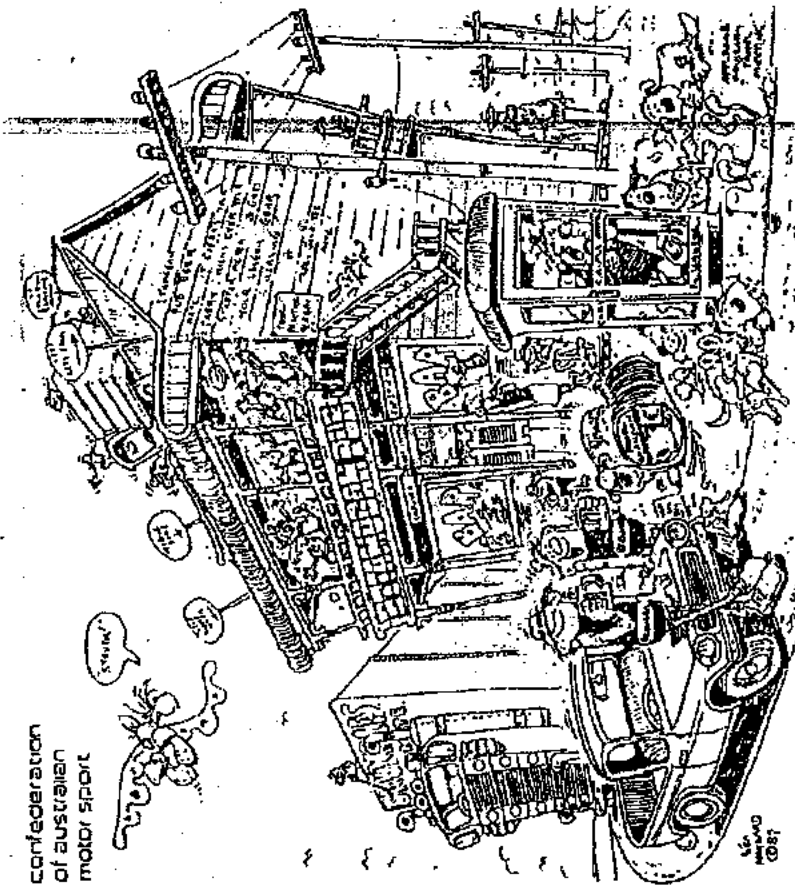


THE BAILEY POWERLINES RALLY-7/8 SEPTEMBER 91.

This is just a reminder for everyone out there that another of the Club's great club rallies is to be run on the weekend of the 7th and 8th of September. This time the venue is the lovely Imbil forest and the Director for the event is none other than our resident Gympie specialist Brian Everitt. If you are interested in competing be sure to keep that weekend free as the roads in the Imbil area are also renowned for their quality. Imbil is located just to the south-west of Gympie and is about 1.1/2 hours drive from the north side of Brissy.

The Imbil townfolk are again supporting the event and the headquarters will be located at the familiar Imbil showground and the adjoining hall. Remember the response to the GP CARS rally when we had 80 entries so if you're keen you'd better make your intentions known as soon as possible. I think that this event will be another raging success as it really seems to be what the average club competitor wants. Come on all you off-roaders too, you can show the rally drivers how to do it right!!

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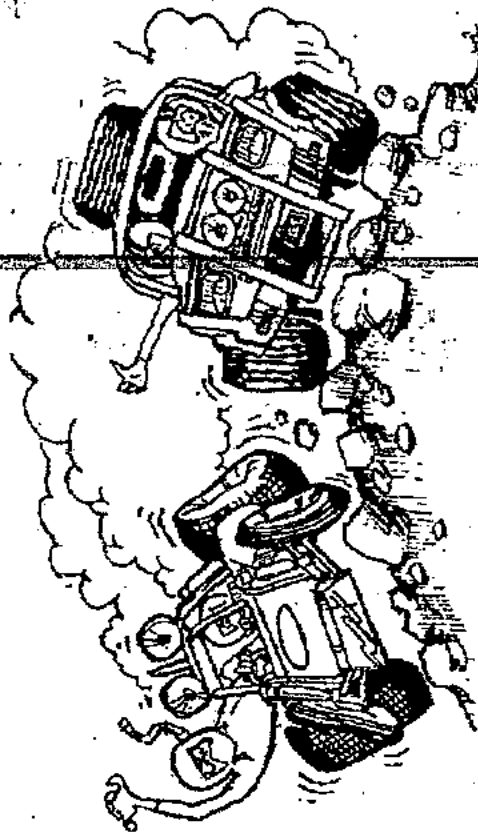
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The 1991 Bumpa T'Bumpa QT Rally

Because of the cancellation of Round 2 of the State Championships, the IWMAC's Bumpa T'Bumpa Rally took over the mantle of the second event of the year. As usual a lot of work went into preparations for the rally and the lucky man in the Director's chair was Lance Jones. Although he had never actually directed an event of this stature in the past, he was to acquit himself admirably to the task at hand.

Along with the tireless support of his band of IWMAC desperados the event had an excellent reputation to follow and all the stops were pulled out to make sure it all worked as planned.

John Careless was the man weaving the publicity wand and he had again organised the fantastic start in the closed-off street adjacent to the Bumpa T' Bumpa outlet and had even coaxed the Minister for Transport David Hamill to do the waving away of the field. Speaking of which there were a few familiar faces in what was a deceptively quick field-David Johanson was back in Brissy for a visit and found himself in the seat of Ian Wright's well turned out 1600, Bruce Dummett was out as usual in another Datsun, looking the same as all of his previous ones. David Jones was there in the BIGGGGGG V8 Commodore, which was an effective weapon but to be honest looking a little tatty around the edges. Then came the high-tech 4wd's of Mark Griffith and John Goasdoue both in Mazda 323's. Although the Griffith car was supposedly more highly developed than Goes-to-googly's, the differences were minimal. Both of these two crews were leading the points table in the QRC (but for George Kahler) and both were chasing that elusive win.

The field all transported together down to a couple of mickey mouse spectator stages near Ipswich which were intended to provide some close action for the spectators who didn't want to travel too far. The first was at the yards of earth moving contractor Tony Halpin. This section was only about 3kms long but it was just about right to warm things up. Next up was a neat super special stage in the coalfields of the Swanbank Power Station. Fastest over both of these stages was the Mazda of Griffith and Co-driver Tom Smith (that's me!) and the crew pulled out about 20 seconds over the next closest which was the other Mazda of Goasdoue and Wesche, and the Commodore of David Jones and Tim Cayless.

From there was along transport up through Esk and the Rosewood show to a service point at Blackbutt. From there the field headed out to the good forestry roads and commenced the real rallying next to immovable trees and the like.

There were two stages before the meal break and Griffith/Me were quickest on both from Jones and Johnny G. We headed back to the Yarraman showgrounds then for some well-earned tucker provided by the local Lions and after juicing up we headed out again to do some more of the event. After those four stages, Mark and Tom held off the John and Neal attack by 37 seconds and they in turn were only 12 seconds in front of Jonesy. Next was Bruce and Hilly 17 seconds away then David Johanson, Dean Tighe, Richard 'wombat' Anderson and Dick Boardman in the Cordia Turbo. After the break everything was going to change.....

POS	SS2	SS4
1	Griffith 0:02:30	Griffith 0:06:59
2	Jones (D) 0:02:31	Goasdoue 0:07:17
3	Goasdoue 0:02:33	Dummett 0:07:20
4	Dummett 0:02:39	Johanson 0:07:21
5	Boardman 0:02:40	Boardman 0:07:25
6	Lawless 0:02:41	Jones (D) 0:07:28
7	Anderson 0:02:42	Tighe 0:07:28
8	Kabel 0:02:43	Lawless 0:07:36
9	Lockhart 0:02:43	Kabel 0:07:41
10	Lee 0:02:44	Gill 0:07:42
11	Cross 0:02:45	Anderson 0:07:44
12	Gill 0:02:45	Lockhart 0:07:45
13	Tighe 0:02:46	Lewis 0:07:46
14	Rogers 0:02:46	Lee 0:07:47
15	Fackrell 0:02:46	Bognuda 0:07:47
16	Bell (R) 0:02:47	Fackrell 0:07:48
17	Taylor 0:02:47	Bell (R) 0:07:48
18	Johanson 0:02:48	Mahoney 0:07:52
19	Neuendorff 0:02:48	Cross 0:07:57
20	Lewis 0:02:49	Johnstone 0:07:58
21	Mahoney 0:02:49	Neuendorff 0:08:00
22	Collingwood 0:02:50	Bates (A) 0:08:03
23	Bognuda 0:02:52	Busterson 0:08:04
24	Johnstone 0:02:52	Collingwood 0:08:09
25	Clark 0:02:52	Clark 0:08:14
26	Gusterson 0:02:52	Bergmann 0:08:15
27	Bergmann 0:02:53	Taylor 0:08:26
28	Bates (A) 0:02:54	Bradford 0:08:45
29	Higginson 0:02:57	
30	Pilgrim 0:03:00	
31	Bradford 0:03:01	

Straight out of the bag and the Griffith/Smith 323 has tipped the big Jones Commodore by 1 sec. Over this shortish stage all the field are quite close. Turbo Dick Boardman is faring well in the rebuilt Cordia as is Peter Lockhart in his VN Commodore V8. Bruce Dummett should never be forgotten and the small capacity cars of Craig Lee and Dean Tighe certainly put the wind up a few people. Tony Kabel seems to have the quicker of the 2 Keema Suzuki Swifts and Steve Bradford in his rebuilt Starion brings up the rear of the field. Jimmy Pilgrim and Ivor Higginson had their coming together in SS4, putting both cars out on the spot. Class 1 is being hotly contested between the Honda Civic of the Collingwoods, the Corolla KE70 of Alan Bates and the Datsun 1200 of Charlie Clark.

Over the next 3 stages, Griffith/Smith are again quickest, improving their lead over Goasdoue and Jones with Dummett in a safe fourth. A battle was getting underway between the Cordia of Dick Boardman, the Alfa of Richard Anderson and Ian Reddix, and the new 2.6 litre Sigma of Errol Bognuda and Peter Layton. SS8 was the infamous Tokem Up stage where the cars hit maximum speed for 2kms at the end of the section to the timing marker. Once again, Dean Tighe and Lyndall Parr in the Group N Swift Gti are lying whilst Andrew Johnstone in the PRC example is sitting midfield, still doing well in PRC1.

POS	SS4	SS8	SS10
1	Griffith 0:11:27	Griffith 0:03:40	Griffith 0:10:30
2	Goasdoue 0:11:27	Jones (D) 0:03:43	Goasdoue 0:10:40
3	Jones (D) 0:11:36	Goasdoue 0:03:44	Jones (D) 0:10:50
4	Dummett 0:11:45	Dummett 0:03:49	Dummett 0:11:00
5	Johanson 0:11:51	Boardman 0:03:53	Tighe 0:11:10
6	Boardman 0:11:53	Bognuda 0:03:58	Johanson 0:11:20
7	Bognuda 0:11:59	Anderson 0:03:58	Anderson 0:11:20
8	Anderson 0:12:05	Tighe 0:04:01	Bognuda 0:11:25
9	Tighe 0:12:10	Johanson 0:04:02	Boardman 0:11:50
10	Neuendorff 0:12:10	Lee 0:04:04	Lawless 0:12:10
11	Kabel 0:12:27	Kabel 0:04:13	Fackrell 0:12:25
12	Johnstone 0:12:40	Lawless 0:04:13	Bell (R) 0:12:37
13	Bell (R) 0:12:47	Bell (R) 0:04:18	Cross 0:12:45
14	Lewis 0:12:54	Fackrell 0:04:25	Lewis 0:12:50
15	Collingwood 0:13:06	Neuendorff 0:04:29	Lee 0:12:55
16	Lockhart 0:13:09	Lockhart 0:04:32	Neuendorff 0:13:03
17	Lee 0:13:20	Mahoney 0:04:34	Collingwood 0:13:10
18	Bergmann 0:13:26	Johnstone 0:04:37	Johnstone 0:13:14
19	Gusterson 0:13:37	Lewis 0:04:37	Lockhart 0:13:16
20	Clark 0:13:40	Cross 0:04:39	Kabel 0:13:30
21	Bradford 0:14:14	Collingwood 0:04:40	Gusterson 0:13:51
22	Mahoney 0:15:10	Bergmann 0:05:00	Bergmann 0:13:52
23	Cross 0:16:50	Busterson 0:05:02	Clark 0:13:57
24	Lawless 0:18:40	Bates (A) 0:05:05	Bradford 0:14:01
25	Fackrell 0:20:18	Clark 0:05:09	Bates (A) 0:14:20
26	Bates (A) 0:22:50	Bradford 0:05:25	Mahoney 0:20:10
	Gill 0:26:59		

POS	SS12	SS14	SS16
1	Jones (D) 0:08:23	Dummett 0:14:49	Jones (D) 0:18:15
2	Lee 0:08:49	Jones (D) 0:14:52	Dummett 0:18:21
3	Goasdoue 0:08:52	Goasdoue 0:14:52	Goasdoue 0:18:28
4	Dummett 0:08:53	Tighe 0:15:03	Johanson 0:18:33
5	Lawless 0:08:53	Johanson 0:15:09	Tighe 0:18:38
6	Anderson 0:08:55	Lee 0:15:20	Bognuda 0:18:53
7	Boardman 0:08:55	Anderson 0:15:21	Anderson 0:18:58
8	Bognuda 0:08:55	Boardman 0:15:24	Boardman 0:18:57
9	Tighe 0:08:59	Bognuda 0:15:32	Lawless 0:18:21
10	Bell (R) 0:09:14	Lawless 0:15:55	Kabel 0:18:27
11	Lewis 0:09:17	Kabel 0:16:02	Lockhart 0:18:36
12	Fackrell 0:09:18	Lockhart 0:16:08	Neuendorff 0:18:43
13	Cross 0:09:20	Fackrell 0:16:18	Cross 0:18:47
14	Lockhart 0:09:24	Lewis 0:16:27	Mahoney 0:18:48
15	Kabel 0:09:27	Cross 0:16:29	Bergmann 0:18:58
16	Mahoney 0:09:38	Mahoney 0:16:29	Fackrell 0:18:51
17	Neuendorff 0:09:35	Neuendorff 0:16:32	Lewis 0:18:51
18	Bergmann 0:09:44	Bergmann 0:16:54	Bell (R) 0:18:54
19	Bates (A) 0:09:45	Bell (R) 0:16:55	Collingwood 0:18:57
20	Gusterson 0:09:47	Collingwood 0:17:07	Gusterson 0:18:38
21	Clark 0:09:48	Gusterson 0:17:23	Clark 0:18:44
22	Griffith 0:09:54	Clark 0:17:36	Bates (A) 0:18:02
23	Collingwood 0:09:58	Bates (A) 0:17:59	Bradford 0:18:28
24	Johanson 0:11:25	Bradford 0:20:39	
25	Bradford 0:12:48		

Well, what will happen next says Chickenman. In the first night stage Mark and Tom have a flat tyre at about the 2 km mark in a 12 km section and finish on the rim. This knocked their time around and also caused dust for John and Neal who were following behind. The dust by this time was getting bad and we had 3 min. gaps which helped a little. Jonesy took fastest from Craig and Jim Lee's Sprinter but made himself about 30 secs on the Goasdoue/Wesche car. Dummett/Hilly still chugged along and in SS14 they took fastest. The Shell Geebung/Kallangur Mazda had a whopper of a high speed off into the relative safety of a Lantana crop and crew and car were both ok, but out of the running. The battle for top gun then seemed to be between Jones Goasdoue and Dummett who had opened up a gap on the rest of the field. We lost the Lee Sprinter when he had a shunt into a bank which eventually caused a strut top to break and the car rolled. Alan Bates and Martin Gibson also found themselves upside down but that stage was cancelled because of Mark Taylor's mishap.

Jonesy pours it on for the final 3 night stages and pulls further away from his main protagonist the SPORTZ Mazda. With John and Neal's million km old Michelins finally wearing out and the standard brakes proving to be troublesome the gap, although narrowed was not caught. Behind the top three, the Avanti Alfa and the Cordia Turbo were keeping each other honest and Errol Bognuda had settled into the lumpy Mitsubishi. Poor Lyndall in the Gp. N Swift became dehydrated during the last section and Dean had to sort of navigate and drive at the same time. This lost them some time and possibly a place but their class win was in the bag. Tony Kabel and stand-in Navy Greg 'dick-nose' Tebble inherited the lead in Class 5(4wd) and held out Crossy and Tony McDade in the other Suzuki. At the end of the night it was a win to Dave Jones and Tim Cayles in the Commodore by just 52 seconds from the 4wd Mazda. 2 more differing cars you would not find! Third was Bruce and Hilly in the 3 cyl. Datsun and fourth was Richard and Ian in the Alfetta. Fifth to a hard charging Dick and Simon in the Cordia and sixth in its first outing to the Sigma of Errol and Peter.

POS	SS18	SS20	SS22
1	Jones (D) 0:21:38	Jones (D) 0:13:38	Jones (D) 0:18:21
2	Dummett 0:21:32	Goasdoue 0:13:54	Goasdoue 0:18:22
3	Goasdoue 0:21:35	Dummett 0:14:02	Dummett 0:18:36
4	Anderson 0:21:57	Anderson 0:14:13	Johanson 0:18:38
5	Boardman 0:22:26	Boardman 0:14:18	Boardman 0:18:49
6	Tighe 0:22:27	Bognuda 0:14:19	Anderson 0:18:52
7	Bognuda 0:22:36	Johanson 0:14:22	Bognuda 0:18:59
8	Lawless 0:23:03	Tighe 0:14:46	Lawless 0:18:09
9	Kabel 0:23:03	Lawless 0:14:52	Kabel 0:18:32
10	Johanson 0:23:26	Kabel 0:15:43	Lockhart 0:18:33
11	Bergmann 0:24:04	Mahoney 0:15:58	Mahoney 0:18:43
12	Lockhart 0:24:07	Cross 0:15:51	Bell (R) 0:18:44
13	Cross 0:24:07	Bell (R) 0:15:52	Neuendorff 0:18:44
14	Collingwood 0:24:11	Lewis 0:15:54	Bergmann 0:18:45
15	Bell (R) 0:24:14	Lockhart 0:15:57	Cross 0:18:46
16	Neuendorff 0:24:24	Neuendorff 0:15:57	Collingwood 0:18:56
17	Mahoney 0:24:24	Bergmann 0:15:59	Lewis 0:18:01
18	Lewis 0:24:26	Fackrell 0:16:10	Gusterson 0:18:17
19	Fackrell 0:24:33	Collingwood 0:16:16	Bates (A) 0:18:33
20	Clark 0:25:19	Gusterson 0:16:42	Clark 0:18:37
21	Gusterson 0:25:28	Clark 0:16:48	Bradford 0:18:32
22	Bates (A) 0:25:44	Bates (A) 0:17:19	Tighe 0:18:38
23	Bradford 0:30:18	Bradford 0:19:45	Fackrell 0:20:09

RESULTS

POSITION	CREW	CAR	TIME	CLASS
1.	DAVID JONES/TIM CAYLESS	COMMODORE V8	1:43:31	4 (1st)
2.	JOHN GOASDOUE/NEAL WESCHE	MAZDA 323BFMR	1:44:23	10 (1st)
3.	BRUCE DUMMETT/DAVID HILL	DATSUN 1600	1:45:02	3 (1st)
4.	RICHARD ANDERSON/IAN REDDIEX	ALFETTA	1:48:08	3 (2nd)
5.	DICK BOARDMAN/SIMON WHITE	CORDIA TURBO	1:49:02	4 (2nd)
6.	ERROL BOGNUDA/PETER LAYTON	SIGMA 2.6	1:49:20	4 (3rd)
7.	DAVID JOHANSON/IAN WRIGHT	DATSUN 1600	1:51:06	3 (2nd)
8.	MAL LAWLESS/MARCLAIN LAWLESS	DATSUN 1600	1:51:58	3 (3rd)
9.	DEAN TIGHE/LYNDALL PARR	SUZUKI SWIFT GTI	1:54:19	6 (1st)
10.	TONY KABEL/GREG TEBBLE	SUZUKI SWIFT 4wd	1:55:29	5 (1st)
11.	PETER LOCKHART/MICK BRUCE	COMMODORE VN V8	1:57:01	4 (4th)
12.	ROB BELL/JAN BELL	ESCORT	1:57:23	3 (4th)
13.	ROD CROSS/TONY McDADE	SUZUKI SWIFT 4wd	1:57:26	5 (2nd)
14.	TERRY LEWIS/CRAIG GARTH	CAPRI V6	1:57:58	4 (5th)
15.	BARRY NEUENDORFF/ROSS PERRY	PEUGEOT 205GTI	1:58:15	3 (5th)
16.	TIM/RICHARD COLLINGWOOD	HONDA CIVIC RS	2:00:14	1 (1st)
17.	PAUL BERGMANN/CAROL PARK	?	2:00:16	3 (6th)
18.	TERRY / KAREN GUSTERSON	GEMINI	2:03:56	2 (1st)
19.	CHARLIE CLARK/DAVID MUIR	DATSUN 1200	2:05:04	1 (2nd)
20.	LIAM MAHONEY/TIM MAHONEY	LASER S	2:05:09	2 (2nd)
21.	KEITH FACKRELL/TONI LEAH	ESCORT RS2000	2:05:47	3 (7th)
22.	ALAN BATES/MARTIN GIBSON	COROLLA KE70	2:06:52	1 (3rd)
23.	STEVE BRADFORD/T.ROFFEY-MITCHELL	STARION	2:23:26	4 (4th)

ROUND 4 OF THE QLD MOTORKHANA CHAMPIONSHIPS

On the 11th of August, the Gold Coast Tweed Motorsporting Club will be hosting the fourth round of the State Motorkhana Championships at Caltex Coomera Service Station, Pacific Highway, Coomera.

The entries for the Championship event must be lodged with the organisers by 2nd August but if you wish to compete in a non-championship event you can enter on the day before 8.30 am. The cost for the championship event is \$20.00 and for the 'non' \$10.00

Scrutineering starts at the venue at 8.00am and the event will start at 9.30am. A set of Supp. Regs. is on the information board at the clubrooms.



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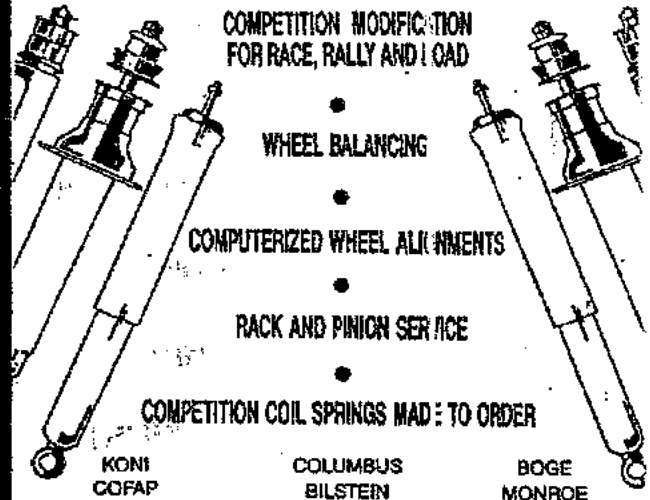
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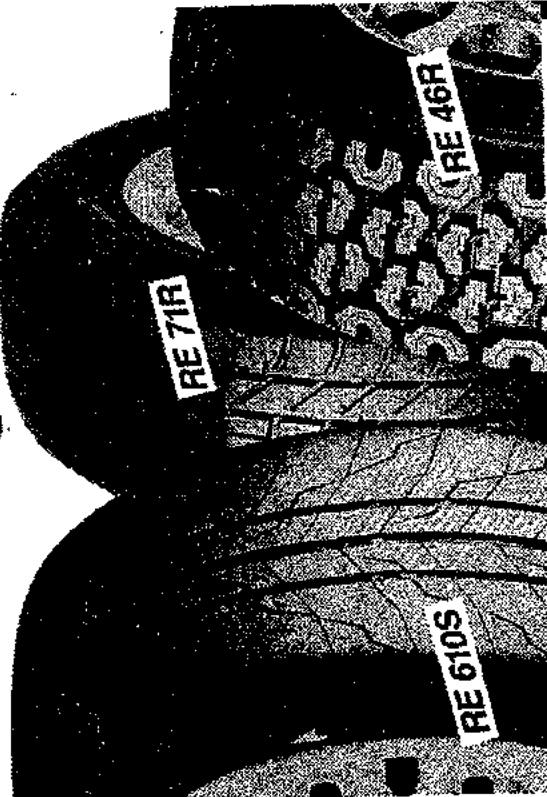
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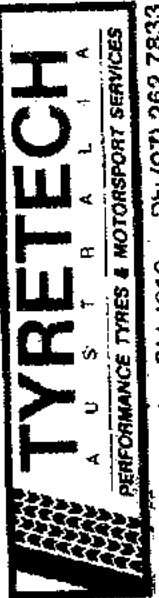
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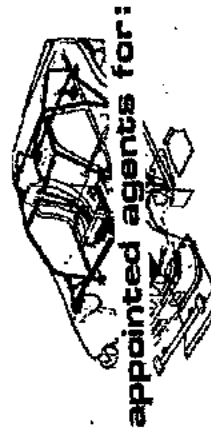
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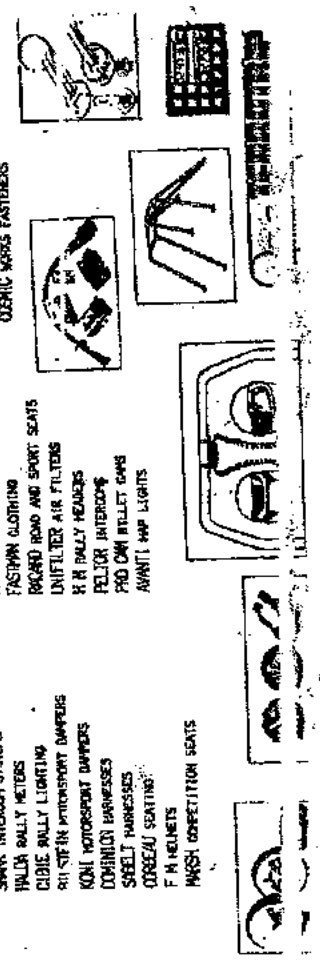


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ONE DAY IN THE LIFE

As you'll no doubt recall you funny little readers, last month we waited with baited breath as to the impending attempt of competition rallying by the incredulous, indelible Life and Death Rally Team. The star (with a capital s) driver is Doug Senna (no relation) and he was determined that the newly plasticated Hillman Imp bi-turbo 6cylindereed mega-beast would definitely be a winner first time out.

Whilst Doug concentrated on race-fitness, co-driver Lance Boyle and Lolita Lustbucket were hard at it in the back seat area. They had discovered that they both shared a love of upholstery and were quite sure that they could do something with (Lolita's sister) Randy's leopard skin ensemble. If this particular automobile, and I use the term loosely, wasn't fast it would certainly be attractive.

The team had continued with ongoing development and were also planning to utilise a system of lighting so far developed that no other major rally team had even thought of the product. It was cleverly marketed under the nondescript name Aircraft landing light and promised a 100 watt output with absolutely regulous monotony. It was hoped that this would counteract Doug's only known weakness - a stigmatism with which he had been afflicted since early childhood. Many specialists had been consulted in an effort to rectify this problem but none had the ability to come through with a natural remedy.

However the intense light output on the new Imp would light up the forest like a proverbial lightshow. To dazzle the opposition, team chief Nick O'Penn had insisted upon another such light being mounted on the stern to hit any cars that may be so bold as to try to catch up to the mega-Imp mid-stage.

Diet was another important area and the team were constantly talking to nutritionists and diet specialists in an effort to come up with a balanced ideal food setup. One of the experts was a Scotsman named McDonald who owned and operated a string of high protein, super food restaurants called simply enough "McDonalds". This brilliant ploy captured virtually 95% of the rally competitors fast food market and to this day the situation remains the same. Lance Boyle's favourite dish was the "quarter pounder" for obvious reasons.

But back to the facts at hand. The team was getting ready for the first big operation which was the Himalayan Mountain Side Top of the World Save the Yeti Championship Safari. To be contested by all of the top factory teams this would make the name Hillman a household word in the suburbs of Nepal - surely a step in the right direction to domination of the evlotion special marketplace.

Next Month..... The Big Event!!!



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Phone Ron van Opstal on 844 3322

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Twin Cam Sway Bar 19mm (new, never used) \$130.00

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POS CLUB CHAMPIONSHIP... POINTS

1	RAY EVANS	22
2	TRICH EVANS	21
3	GLEN EGGINS	19
4	PAUL GRAY	17
5	DOUG McMILLAN	16
= 6	MAUREEN ROSE	13
	TERRY ROSE	13
8	DEAN TIGHE	12
= 9	ALAN BATES	11
	LINDSAY EVERLEIGH	11
	ALAN NICOLL	11
	KILL SHARPE	11
	TOM SMITH	11
= 14	DAVE AMAROSE	10
	LOFTY DREWS	10
	SHAUN GRAY	10
	GEORGE KAHLER	10
	GREG NICOLL	10
= 19	BRENDA KENNEDY	9
	ROSS LANE	9
= 21	LYNDALL PARR	8
	KENNETH SMITH	8
= 23	MARTIN GIBSON	7
	IAN REDDIE	7
= 25	BRUCE DAWSON	6
	WAYNE CAMSIE	6
	DEANNA HUBSON	6
	HAROLD JAMES	6
= 29	ERROL BAILEY	5
	COLLEEN SMITH	5
= 31	CLYNTON COOPER	4
	LINDSAY COOPER	4
	KIRSTY EVANS	4
	RON MILTON	4
= 35	IAN BRENNER	3
	CHRISTOPHER CAVE	3
	JOHN GOASDOUE	3
	GRAHAM HILL	3
	GREG HOPTON	3
	NICK SHIELDS	3
	NICAL WESCHE	3
= 42	PETER GOODMAN	2
	LAUREN SMITH	2
	GLEN WESTON	2
	BILL WILSON	2
= 46	RICHARD ANDERSON	1
	IAN BAILEY	1
	SONDRA BAILLIE	1
	BRYAN BASHAM	1
	NICHELLE BASHAM	1
	GARY BATES	1
	ROBERT BECKER	1
	GREG BERNARD	1
= 43	TONY BEST	1
	ROD BROWNING	1
	PETER CARPOTHERS	1
	DARRYL COLE	1

CLUB CHAMPIONSHIP

1	RICHARD COLLINGSWOOD
1	TEN COLLINGSWOOD
1	MARK CONNORS
1	RODNEY CROSS
1	TREVOR CUNNING
1	JOHN DARE
1	JIM DONALD
1	TONY DONALD
1	BRIAN EVERITT
1	TONY FEHLHARBER
1	DEL GARRETT
1	RON VAN DER HAAR
1	JOHN HALL
1	RUSSELL HARTNETT
1	JEFF HAYNES
1	BARRY MEDLEY
1	KIETH HONOUR
1	TONY HOWARD
1	KEVEN HUFSCHEID
1	DARREN KYLAND
1	ANDREW JOHNSTONE
1	TONY KABEL
1	CHRISTOPHER MADDEN

1	TOBY MCDAGE
1	GEOFF NEACHAN
1	BOB MONDRAY
1	ROSS MONRO
1	MICHAEL NEELY
1	BARRY NEUDORF
1	JOHN NIEMEYER
1	RON VAN OPSTAL
1	TOM ORCHER
1	ANDREW OWEN
1	ROBERT OXLEY
1	ROSS PERRY
1	NOEL PHILP
1	JOHN PINDEI
1	TRACEY SMITH
1	WAYNE SMITH
1	LAURENCE S'ENSON
1	NEVILLE TAYLOR
1	CHRISTOPHE DE VERE
1	ERIC WHITHEAD
1	GRANT WHITE
1	LEE WILLIAMS
1	JEFF BRAY
1	CHRIS SHIE S

POS NIGHT RUN FEE MAR APR MAY JUN JUL TOT

CHAMPIONSHIP...									
= 1	RAY EVANS	11	11	11	11	11	11	64	
	TRICH EVANS	11	11	11	11	10	10	64	
3	PAUL GRAY	11	11	11	11	9	9	60	
4	GLEN EGGINS	5			11	9	7	42	
5	DEAN TIGHE		10	7	11		11	41	
6	SHAUN GRAY	11	11					40	
7	LYNDALL PARR				11	11	11	33	
9	COLLEEN SMITH				11	11	9	29	
9	ALAN BATES			11			11	22	
10	GREG HOPTON		8		11			19	
= 11	TONY BEST			11				11	
	IAN BRENNER					11		11	
	ANDREW OWEN						11	11	
	GLEN WESTON	11						11	
12	SCOTT MONRO	11						11	
= 16	ALAN NICOLL			8				8	
	GREG NICOLL			8				8	

POS MOTORHANK APR MA JUN JUL TOT

CHAMPIONSHIP.....						
1	GLEN EGGINS	11	11	11	11	43
2	RAY EVANS	11	6	7	10	34
3	TRICH EVANS	8	11	8	2	29
4	PAUL GRAY			10	11	21
5	ALAN BATES	11	7			18
6	MARTIN GIBSON			8	8	16
7	BRUCE DAWSON				10	10
8	KIRSTY EVANS				11	11
= 9	SHAUN GRAY			8		8
	SCOTT MONRO					8
	NICK SHIELDS				8	8
= 12	PETER GOODMAN	7				7
	BILL WILSON				7	7
14	CHRIS SHIELDS				6	6
= 15	ALAN DUNKLEY				5	5
	GLEN WESTON			5		5
16	JEFF BRAY				4	4

MEMBERS LIST JULY 1991

1 GUY	WHEELER	0.9366	31 ALAN	JONES	0.9277
2 MARK	GRIFFITH	0.9309	32 KEITH	FACKRELL	0.920
3 DAVID	JONES	0.9418	37 TERRY	LEWIS	0.918
4 STEWART	REID	0.9342	38 BRIAN	FACKRELL	0.915
5 BRUCE	DUMMETT	0.9226	39 MARK	TAYLOR	0.906
6 JOHN	GOASDOUE	0.9221	40 CHRIS	NIXON	0.901
7 MAL	CLARKE	0.9384	41 TIM	COLLINGWOOD	0.900
8 ROD	BROWNING	0.9820	42 ROD	CROSS	0.899
9 DAVID	JOHANSON	0.9732	43 GEOFF	KRAUSE	0.899
10 MURRAY	COOTE	0.9759	44 BARRY	NEUMENDORFF	0.897
11 RICHARD	ANDERSON	0.9755	45 MICHEL	PAGE	0.894
12 IAN	BAILEY	0.9738	46 ANDREW	JOHNSTONE	0.891
13 ADRIAN	PEARCE	0.9724	47 BARRY	COOK	0.889
14 PETER	GLENNIE	0.9699	48 GLEN	BELL	0.877
15 RICHARD	BOARDMAN	0.9690	49 TROY	O'DOHERTY	0.869
16 ROBERT	BELL	0.9674	50 PETER	LOCKHART	0.869
17 GARY	BATTS	0.9648	51 TERRY	GUSTERSON	0.866
18 VIVIAN	GEES	0.9606	52 STEVE	CHRISTENSEN	0.862
19 DAVID	BATES	0.9605	53 CHRIS	DEVERE	0.862
20 ERROL	BOGNUDA	0.9600	54 CHARLIE	CLARK	0.861
21 DEAN	TIGHE	0.9588	55 PAUL	BERGMANN	0.858
22 JOHN	FERGUSON	0.9567	56 PETER	MAPSTONE	0.846
23 BRUCE	REVILLE	0.9523	57 ALAN	BATES	0.838
24 ROD	DAWSON	0.9499	58 DANNY	BENSON	0.832
25 CRAIG	LEE	0.9475	59 GEORGE	LOGAN	0.831
26 JIM	ROSE	0.9446	60 JOHN	CARELESS	0.831
27 DAVID	CARLTON	0.9437	61 ALLAN	CUTTS	0.826
28 GLEN	ROGERS	0.9425	62 GARY	MEACHAM	0.824
29 GREG	SUMMERVILLE	0.9424	63 JUDY	CASPER	0.817
30 STEPHEN	REID	0.9382	64 STEVEN	BRADFORD	0.816
31 TONY	KABEL	0.9334	65 ALAN	CLUNES	0.816
32 LIAM	MAHONEY	0.9309	66 BEN	SCHIMDT	0.787
33 MALCOLM	LAWLESS	0.9304	67 JASON	MEYER	0.787
34 MICHAEL	BRIMROSE	0.9290	68 JAN	BELL	0.743

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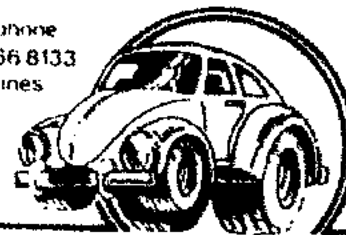
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COFFS HARBOUR OR BUST

Well, the boys decided that if we weren't going to be competing in the fifth round of the Australian Rally Championships in Coffs Harbour then we might just as well go down there and have a hoot of a time spectating our little bottoms off.

Alan Bates said that he wanted to go and that he was willing to take the little Toyota Seca TwinCam on the trip. Obviously there was space for about three more idiots so Glen Weston, Ian 'Cresch' von Bremner and myself (Tom Smith) said that yes please Alan we'd very much like to attend the weekend if that was at all possible please(crawl,crawl).

Another of the boys, young John Goasdoue was also heading down there to play an integral role in the Murray Coote rally team as a service crew member, specialising in the window cleaning area. He had actually been told that he would be doing all of the engine changes, gearbox rebuilds and development work but that was just pure flummery.

There was 'just one more bod' who was contemplating going and that was the 'Wombat' himself Richard Anderson. He wasn't too sure about going but we managed to convince him that it was a good idea and that we'd all have a ball. At the last minute Kerrie Reid got in on the act and she organised a ride down in the V6 Alfa as well. The six of us were set to go spectating.

We were scheduled to leave on the Friday afternoon at about 3.00pm but Alan, Cresch and I were running a little bit late. John had the apprentice dentist working for him at the workshop on the Friday afternoon(at slave-labour rates) and we were supposed to meet up with them at the back of Burleigh Heads on the highway.

Now as I said we were a little late and John was just about ready to go when Glen baffled him with logic and talked him into waiting until we arrived, which was about two minutes later-LUCKY PAL!!!

The trip from there down the highway to Coffs was entertaining for us all as we'd managed to hi-jack a couple of the club's old radios and consequently stuck them into the two cars. All the way there we were jibbering and jabbering and to cap it off, Alan, Crash and I sung an endearing rendition of the themes from "Gilligan's Island" and "The Brady Bunch"-absolutely beautiful it was!!

By the time we arrived in the old Coffs Harbour township, Glen was in tears of joy such was the empathy of our singing, or maybe he was crying because we wouldn't stop when he asked. Anyway between the singing story-telling and jokes the trip took about five hours which in anyone's book is pretty good time.

On arrival at the Opal Cove Resort, we booked in and were given a ground floor disabled person's room which was obvious by the open shower and grab handles. They must have thought we deserved a para-'lytics' room but the drinking was kept to very sensible level. We hit the sack by about midnight and were up with the birds on Saturday morning, showered and ready to hit the Shopping centre where it started.

Breakfast was a great little affair at a cafe that we ate at last year and this proved to be a real financial bonus costing us a measly \$6.50 each-Good Value Jummy, as they say in the classics.

We inspected the cars and spoke with a few bodies that we knew including Steve Ross who actually looked almost alive! The field did a short special stage through the carpark and we watched them all up to the V8 Falcon GTHO of former BSCC member Mark Taylor. As if you couldn't guess the car was spectacular, to say the least.

We then shot out to the first spectator stage and arrived in time to see the front runner through. I might add at this point that we had organised a sweep earlier on and were all hoping for 'our' drivers to come through. After all, there was \$5.00 a head here: a huge stake of \$30.00.

These ARC level crews are FAST and the top 4wd cars just slingshot out of corners like they're non-existent. The 2wd vehicles have the same enthusiasm, but they really scramble for traction and the fronties(like Wayne Bell's Hyundai Lantra) sit there until the tyres bite.

At most of the daylight spectator points the mighty V8 Falcon GTHO OF Taylor was the most spectacular and it seemed that after it had gone most of the speccies packed up and went onto the next one. We managed to see all of the Spectator points and saw all of the front runners. We did have one minor problem when we pulled up at Harry's servo and ordered our lunch, only to be still sitting there waiting about half an hour later. We quickly changed our order to take away and when I was ready with the appropriate amount of grease we headed for the next specky point-just made it!

There wasn't much carnage during the day and the division finished back at the Opal Cove Resort where we were able to see the field as it returned for the necessary service break. The great hope of Queensland, Coote and the lovely Coral had suffered a problem during the afternoon when the gearbox jammed in fourth and they just could not get up a particularly nasty hill. This caused the Coote to dig out the spanners for a fix there in the middle of the stage. Ian Hamwood had been running into the stage with better equipment when the Mazda roared past, obviously with all cogs in sync.

After the night time spectator points where George and Lofty were performing to the pleasure of the crowds-and there were crowds I can assure you (this was possibly the best attended rally I've seen for years) we headed back to Opal Cove once more for some of the local brew in order to wash out the dust. The resort had organised a smorgasbord type affair with a ten dollar pricetag and we all ate a real platefull before adjourning to the bar, leaving Kerrie to the clutches of the Coote mob and the story-telling Bruce Garland (ex-Brisbane-ite).

After a few beers and a discussion on the merits of a light 4wd car like the Pulsar GTi-R we had an early one with the thought of tomorrow's final 87kms of competitive running. Things were looking good for yours truly and for Richard as we had the leading two drivers in our little sweepstake. Herridge was leading the other Subaru of Eadie by only 52 seconds and I was hoping young David could come through for me. Naturally we were all disappointed by the relegation of Coote and Coral to the back of the field but he was still running and was sure to make up some placings on the Sunday.

Brekky was a convenient little continental style setup at the resort and we had our fill of Cereal, toast, yogurt, fruit and coffee (except for Kerrie who inadvertently snatched a bacon and eggs) ready for the days spectating. The cars all left over the BP startramp, which we are sure to be seeing here in brissy for BP Rally Queensland and we jumped in the Seca and the Alfa to head up the highway to the next couple of points.

The first was a tight left hander and we were all impressed by the speed of the Sprinters amongst other things. Little were we to know that those same Sprinters wouldn't make it through the day. One car conspicuous by its absence was the Eadie Subaru which we were to find out rolled itself in a very big way. Neal Bates in the Celica was forced to stop and assist with his fire extinguisher to put out a fire which was threatening the Subie.

After one more specky point we jumped back in the cars and headed back to the resort to watch the leaders arrive, knowing full well that those lucky guys would get to drive over the BP ramp again. We had another one of the resorts special lunches and decided that it was time to head for home. John Goes-to-googly and Glen the Apprentice Dentist had already left as John was keen to get home. It was lucky for him actually that the Laser 4wd wasn't butchered for spare parts by one of the many Lasers that run in NSW. It looked very vulnerable sitting out there in the carpark all by its lonesome. There were quite a few destroyed cars including a very rolled Lancer, a cactus Laser 4wd and the aforementioned Sprinters and Subaru.

We hit the road in convoy at about 3.00pm and dodged the NSW traffic until we got to Ballina where some of the team just had to stop for some prawns from the big prawn itself. I settled for a Devonshire Coffee as I can't stomach those dead sea creatures and Cresch had some spag-bog.

Off we went again until we hit Brunswick Heads up in the border ranges where the Alfa suffered a flat Yokohama A-008. We heaped shit on Richard for that little indiscretion as we had also been discussing car maintenance the night before, and what do you think we found in the boot-a flat spare!!

Alan and I took the offending NCT back to the closest servo and pumped it up, returning the waiting

flocks. Once we had the fitted we bolted back on course and headed for Brisbane. Richard squealed that particular tyre a couple of times on the mountains but it held on and we cruised the rest of the trip with me driving the Corolla. I cant help it - I'm just paranoid about the boys in blue and stuck to about 115kph all the way home to Avanti Spares.

All in all it was a very enjoyable weekend and we saw some great rallying from some of the best. I would recommend the Coffs Harbour event to anybody who wants to go spectating because its too close to us not to go.

We can only hope that BP Rally Queensland is as much fun-I'm sure it will be!

TOM SMITH

This little snippet was sent in "by club member Nigel Yorke - ta, Nigel!"

WHO DUNG IT!!

A delightful tale told by a guest speaker at a dinner I went to the other night.

A little bird decided one year that it was a waste of time flying all that way south with the rest of the breed when he was sure he would be perfectly-ok where he was for the winter.

After the others had flown off on their programmed course, life was great. Plenty of food, no competition, life seemed ideal.

However, as the nights grew colder and longer, and food scarcer, our little feathered friend began to wonder if he had done the right thing.

Then one morning he woke up frozen solid in a paddock.

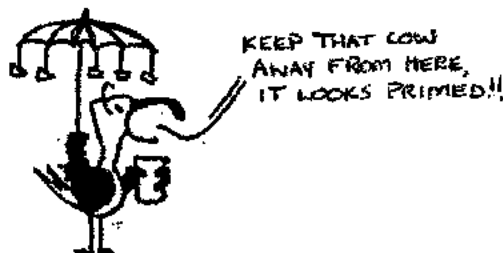
Luckily a passing cow gave him a "pat" all over, and as we are all aware, the warming effects of the 2nd hand grass dept. soon had him thawed out and chirpy.

So chirpy he sat in the middle of the heap and sang to his hearts content.

The farm cat, recognising the sound, soon found his whereabouts and promptly ate him up. [He wasn't "deturd" at all!]

Now there are 3 morals to this story:

- 1/ He who drops you in it, isn't necessarily your enemy.
- 2/ Like wise, he who pulls you out of it, isn't necessarily your friend.
- 3/ Whatever you do, when you in it, keep your mouth shut!!



I found the cartoon below in a booklet by Bianca entitled 'From behind the Arco'. Some readers may be more familiar with the 'R-RATED' version which has slightly different dialogue! (TS)



1991 BP AUSTRALIAN RALLY CHAMPIONSHIP - POINTSCORES AFTER ROUND 5

POINTS SCORE FOR DRIVERS OF							CO-DRIVERS OF															
06-JUL-91							06-JUL-91															
SURNAME	FIRSTNAME	ST	VEHICLE	RD 1 TAS	RD 2 VIC	RD 3 WA	RD 4 SA	RD 5 NSW	RD 6 QLD	TOTAL	SURNAME	FIRSTNAME	ST	RD 1 TAS	RD 2 VIC	RD 3 WA	RD 4 SA	RD 5 NSW	RD 6 QLD	TOTAL	POINTS	
HARRIDGE	ROBERT	V	SUBARU LIBERTY		12	15	20	20		67	VANDERBYL	STEVE	N		12	15	20	20		67		
BATES	NEAL	N	TOYOTA CELICA GT4	15		12	12	15		54	TAYLOR	MICHAEL	N	15		12	12	15		54		
KASLER	GEORGE	Q	MITSUBISHI GALANT VR6	12	15		8	12		47	DREIS	LOFTY	Q	12	15		8	12		47		
COOTE	MURRAY	Q	MAZDA 323 4WD	20	20					40	TAYLOR	CORAL	N	20	20					40		
FRUTTER	NORM	N	TOYOTA CELICA GT4	6	8	4	3	3		22	BENNETT	ANDREW	N	10	10				2		22	
HOY	MAYNE	N	DATSUN 240Z	10	10					20	RIBBINS	BOB	V					10	10		20	
KEYS	GEOFF	Q	MITSUBISHI GALANT VR4					10	10	20	BARKER	MICHAEL	N			20				20		
DUNNERTON	BOSS	N	MITSUBISHI GALANT VR4				20			20	STEWART	DAVID	V		6			15		19		
ALEXANDER	GRAHAM	V	MITSUBISHI GALANT VR4		4		15			19	SHEPHER	CHRIS	N	6		10				16		
EADIE	DAVID	N	SUBARU LIBERTY	6		10				16	HOLLAND	STEVE	N			8		3		13		
WALDEN	LES	T	MITSUBISHI GALANT VR4					8		8	HORSLEY	ROD	N		8					8		
MACARA	JOHN	N	SUBARU RX TURBO			8				8	LONG	DAVID	N			6		2		8		
LONG	JOHN	N	HOLDEN COMODORE		6		2			8	NATLEY	DAVID	V				8			8		
SMITH	BURKE	N	DATSUN 240Z	8						8	COOPER	RON	T						8	8		
RIDGE	MARREN	V	MAZDA 323 4WD					6		6	KOONAN	BOB	V				6			6		
TOLCHER	MARK	S	SUBARU RX TURBO					6		6	VINTER	GARY	N						6	6		
HICKORY	GERRY	V	TOYOTA COROLLA A266			6				6	TOLCHER	DAVID	S					6		6		
BELL	MAYNE	N	HYUNDAI ELANTRA		3			2		5	BERKHOUT	GEFF	V					4		4		
LOVELL	ANDREW	S	DATSUN 240Z					4		4	FARZER	MAYNE	N						4	4		
ARMAN	JUSTIN	N	TOYOTA COROLLA A266					4		4	ROSS	STEVE	N	4						4		
WEBB	DOUG	T	HOLDEN COMODORE TURBO	3						3	HEWES	GEFF	S					4		4		
HARDEN	JIM	N	SUBARU RX TURBO				3			3	STEWART	DAVID	V		4					4		
KOZLIK	BOB	V	DAIATSU CHARLE GT TT	2	1					3	SWINSON	WILLI	Q						3	3		
KEMERICK	GARY	V	HOLDEN COMODORE VR			2				2	BODDY	DAVID	N			3				3		
FLOOD	PETER	V	SUBARU RX TURBO				2			2	PURSHOUSE	JOHN	V				3			3		
FIFE	PETER	V	NISSAN PULSER GTI					1		1	WEBB	LORRAINE	T	3						3		
MYERS	PHILLIP	N	MAZDA 323 FWD					1		1	BARROD	BRIAN	N	2	1					3		
WHITE	JASON	T	MAZDA 323 4WD	1						1	GOFFSCORLE	RON	V			2				2		
QUINN	MARTIN	N	MAZDA 323 4WD					1		1	IRLES	LEO	N				2			2		
											VANDENBERG	BALF	T	1						1		
											WINDOOG-SMITH	RAY	N							1		
											COOK	ALAN	N				1			1		

		<u>TELEPHONE NUMBERS</u>	
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SECRETARY.....	GLEN WESTON	379 1080	
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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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ALAN CLUNES	PATRICIA EVANS		
PETER MARCOVICH	GARY McLANE		
ALAN NICOLL	JOHN QUINN		
TOM SMITH	BRIAN SWINTON		
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CAMS DELEGATE.....	PETER MARCOVICH	395 1722	846 3647
AUDITOR.....	PETER QUINN		
EDITOR.....	TOM SMITH	353 1116	834 2714
REGISTRAR.....	PATRICIA EVANS	209 1432	
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RALLY - Chairman			
MOTORKHANA OFFICER.....	RAY EVANS	209 1432	209 1432
NIGHT RUN OFFICER.....	RAY EVANS	" "	" "
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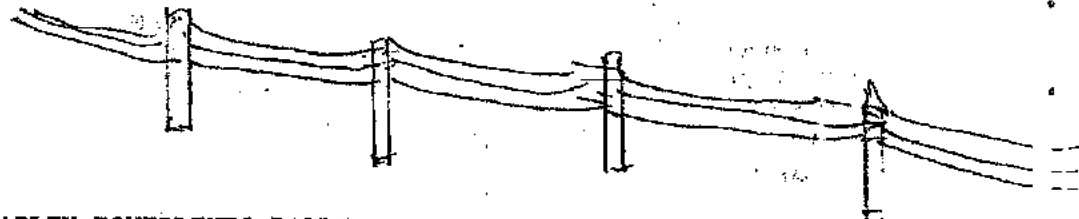
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PROPOSED CALENDAR

- 6 AUGUST BOARD MEETING 7.30 PM
- 7 AUGUST NIGHT RUN 8 P.M.
- 11 AUG NEW DATE PSE NOTE. BIG CART TRACK - ROUND 1 ETTAMOGAH PUB. SERIES
- 24 AUG WARIAIDA LONG COURSE
- 25 AUG MOTORKHANA RAUBERS ROAD
- 3 SEPTEMBER BOARD MEETING 7.30 P.M.
- 4 SEPTEMBER NIGHT RUN
- 7/8 SEPTEMBER BAILEY POWERLINESSEE BELOW

SOCIAL CALENDAR:

- 7 AUGUST VIDEO 1991 WORLD RALLY CHAMPIONSHIP RD 2 - SWEDEN
- 14 " " " " " " RD 3 PORTUGAL
- 21 " " " " " " RD 4 - SAFARI
- 28 " " " " " " RD 5 - TOUR DE CORSE.
- 4 SEPTEMBER VIDEO 1990 BRITISH OPEN CHAMPIONSHIP



BAILEY POWERLINES RALLY

THE WEEKEND OF SEPTEMBER 7/8 WILL SEE THE RUNNING OF THE 1991 BAILEY POWERLINES RALLY, THIS YEAR CENTRED AROUND THE PICTURESQUE AND HISTORIC TOWNSHIP OF IMBIL, APPROXIMATELY 1,1/2 HOURS DRIVE NORTH OF BRISBANE AND HALF HOUR SOUTH OF GYMPIE. ON OFFER TO COMPETITORS OF BOTH RALLY CARS AND ROAD CARS ARE 75 KM OF, ARGUABLY, THE BEST RALLY ROADS IN QUEENSLAND, WHERE, IN DAYS GONE BY, TAUGHT MANY TOP CREWS HOW TO DO IT SIDEWAYS IN THE DIRT.

RALLY H.Q. WILL BE LOCATED VIRTUALLY AT THE CENTRE OF IMBIL AT THE ISLAND ROCK CAMPING AREA (BY THE RIVER!) WHERE COMPETITORS AND THEIR FAMILIES WILL BE WELCOME TO CAMP OVERNIGHT AFTER THE RALLY (SO BRING YOUR TENTS AND SLEEPING BAGS). THE RALLY ALSO COINCIDES WITH THE ANNUAL "IMBIL SHOW"; WITH RING-EVENTS, A RODEO AND SIDE SHOW ALLEY AND AN 'AFTER-DARK DISCO' AT THE IMBIL HALL ON THE PROGRAM. (MIGHT BE SOMEWHERE TO SEND THE KIDS). ANYONE INTERESTED IN SHOWING OFF THEIR VEHICLES AND SPONSORS ARE ADVISED TO CONTACT ESME IF THEY WISH TO DISPLAY THEIR CAR(S) AT THE SHOW ON THE SATURDAY MORNING.

FIRST CAR WILL START FROM H.Q. AT APPROX. 6.45 PM AND SHOULD FINISH AROUND 11 PM. THERE WILL BE TWO DIVISIONS WITH A SERVICE/DIVISION BREAK OF APPROX. 1.1/2 HOURS. COMPETITIVE DISTANCE IS APPROX. 75 KM WITH APPROX. 45 KMS TRANSPORT.

SPECTATORS WILL BE CATERED FOR BY THE USE OF ONLY ONE SPECTATOR POINT (CLOSE TO IMBIL), WHICH WILL BE FLOODLIT FOR THEIR COMFORT AND CONVENIENCE. RALLY CARS WILL USE THIS POINT ON TWO SEPERATE OCCASIONS, SO CONTINUOUS ACTION WILL BE ASSURED.

A PLANNED BONFIRE AT RALLY H.Q. SHOULD TOP OFF THE DAY AND EVERYONE IS WELCOME TO ATTEND THE EVENT POST-MORTEM AND BULL...SESSION. IF YOU DECIDE TO CAMP OVERNIGHT, SUNDAY MORNING BREAKFAST WILL BE A 'B.Y.O.-AND-ANYTHING GOES' AFFAIR. (REMEMBER WE'RE CAMPED BY THE RIVER!) ... SEE YOU THERE.

BRIAN EVERITT - DIRECTOR.

Supplementary Regulations should be out early next week.

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