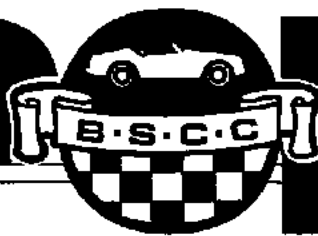


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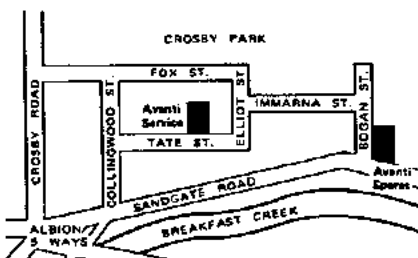
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STARTLINE

I guess you all noticed the lovely new covers which were present on last month's magazine, didn't you. The all-new cover features the club's champions from 1990 in the forms of (i) Mal Clarke in his Mazda 323-Rally Champ, (ii) Laurie Svenson in his Porsche-thingy-Off-Road Champ and (iii) the equal Motorkhana Champs, Robin Berardo in his Gemini and Paul Pyvaara in his many-coloured Datsun 1600.

Unfortunately, the Champs do not start their reign from the beginning of the year but they will be present every month for the next twelve. Actually, just to reminisce for a minute, a couple of years ago there were two young fellows who also shared the laurels for Motorkhanas- that was Pete Johnson and myself.

What a dry month it has been!! Unfortunately we have seen the Bailey Powerlines Rally postponed due to the lack of rain and the high fire risk and as I write this, there is still no precipitation in sight. I bet Brian Everitt is going to have a fun weekend because for those who aren't aware there are 76 entries in the event. How is that!! Luckily the record is still held by myself as Director of the GP CARS rally with 80 crews but does this show up a pattern of people's preferences or what?

It seems that we cannot provide enough of these club type events for the masses and we have had enormous success so far this year. I don't doubt that the Baileys, when it is finally run will also be a top weekend.

One or two of our members went international this month when a couple of Queensland competitors headed north to Papua New Guinea to compete in the annual PNG Safari. Richard Anderson did a safari-conversion on the Alfetta prior to taking the thing up to Port Moresby for the event. Richard's ex-navigator Mike Ryan is now resident in Moresby as some would know and he is the man on whom rests the nametag of Event Director. Murray of the Cootes is taking the mighty Mazda 323 GTX up to the rough country and alongside is Ian Hamwood who will be calling the changes in grass height. (Apparently, a reduction in the height of the grass from 6 feet to 4 feet constitutes a 'road'). At least if the Mazda needs some computer reprogramming, Ian will be able to plug the laptop into the nearest palm tree and go to work!

Honestly though, I'd like to wish them the best of luck in what promises to be a real adventure. Perhaps I'll have some stories to relate back to you next month if I can get Richard to talk.

Down here in Oz however, some of the Queenslanders have decided to head west to the 1991 Commonwealth Bank Rally Australia. To my knowledge there are very few Banana benders actually competing this year but the Garden Gnome (Iain Stewart) will definitely be calling the corners for Greg Carr in the Hyundai Lantra.

Apparently, Mr. Cootie will be doing some zero car duties for Mazda, and I haven't heard whether or not George and Lofty will be going in the Corse Plus Galant, or if the non-stop partyer Norm Fritter will be having a run. Geoff Keys has decided to give the event a miss this year.

I do have it on good authority that number of people will be making the trip over to spectate, including Brian Crisp and Leslie, and Greg Horton as well. I hope you all have fun guys and hopefully one day the rest of us will get there too.

Now onto something a little more serious regarding something I said in last month's mag. in the story on BP Rally Queensland. In the accompanying text, I wrote that in respect of crews who were booked for speeding, "...the next morning

they were penalised by the Stewards in a not very popular action." I stand corrected! I have now been advised that the Stewards are not the folks who imposed these penalties and it appears that they have been wrongly 'bagged' for the circumstances of the weekend in a number of publications.

I must admit however, that the penalties and the exclusion of one competitor were a sensitive subject to the rest of the individual competitors. It's a strange situation when one competitor wants to contest his fine in a court of law and the results of the event cannot really be clarified until the outcome of the case. If he's found guilty of the speeding charge, then the penalty applies, but if a judge finds he wasn't speeding then he is to re-instated to his original finishing position. It really is a shame that the whole rally has been subject to these goings-on and as, Dennis Brown said to me BP enjoyed some extra exposure early on in the piece, but now it seems to be turning into one big bunfight!

Further on into the magazine readers will find a letter sent into me by a club member who is very experienced and very well respected-Martin Darch. Martin has made some very valid points and I felt it worthy to include the whole content of the letter for other members to read for themselves.

The Warialda Off-Road event was held on the weekend of 24/25 August and went off very well despite some hitches that were experienced in the initial planning stage with the NSW Government department that issued the necessary permit. It seems that everything was worked out in the final analysis and the town was apparently raising money towards the purchase of a special heart machine. It seems that quite a bit of the funds raised from running the event will go back to the town.

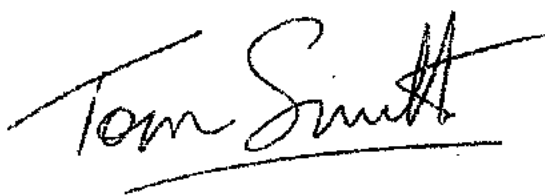
I personally have had a rather busy time recently with the directorship of a motorkhana and a nightrun. Even though I don't regularly compete in these events much these days, I figure that it's not hard to pitch in and help for just one event. It really isn't hard work and except for the dust on the motorkhana and the mistakes on the nightrun I had fun.

You might not realise straight away but Christmas is not too far away and our Social Subcommittee chairman Alan Bates has organised a very nice sounding function at "The Filling Station" restaurant in the Myers Centre in the city. There is car parking in the centre(user pays) and the benefit of buses if you feel like going public transport. The price looks pretty good too and one of the restaurants claims to fame is that have 100 different types of beer available!!

If anyone out there has any great ideas for more social type events please let Alan or one of the Board members know and we'll pas it on. With the enormous interest being shown in our club rallies at the moment and the continuing success of the short courses and other events, we've got a swag of new members and it would be great to start having some fun together.

Well I'd better go now for no other reason than I won't have room for the famous signature. Please enjoy this, my third last mag. and if you've got anything you'd like to say, please send it in and let me know.

Bye for now, the phone's just started to ring and it's probably that Goasdoue character again.(I told him not to ring me at work!)


Tom Smith

I N G L E W O O D

I suppose you are all wondering what is going on about Inglewood. I will now attempt to try and explain what's been happening.

It all started this time last year at Braemar while I was showing the Forester the track. He saw one of the buggys and noticed that it wasn't street registered.

After the event he informed me that all vehicles using the forestry had to be street registered and we would not be able to use forestry roads for future events.

Following negotiations with the Forestry Department I was able to get permission to run the 1991 A.O.R.C. at Inglewood as we were so far advanced with organising the event, but that was going to be the last event.

At the Event you may recall that the local member Mr Laurence Springborg attended. He was very impressed with the Event and after the event I wrote to him to see if anything could be done. He obliged by writing to the Minister, Mr Casey, who wrote back explaining that there should be other places we could hold the race, as the Forestry was for the use of all Queenslanders and not for the select few.

I felt this was fair comment, so I then started to look for another suitable site. After months of solid searching where I talked to every resort and property West of the Range - no luck.

In desperation I called on Keith Roach, the local Forester at Inglewood who is a supporter of the Event, and can see the benefit of keeping it in the local area. I explained the situation about trying to find suitable land for the race. Not only was the National at risk but also the final State round, which was going to be running on private land until we discovered it couldn't be done without going onto the Forestry.

Keith then turned around and wrote his own letter to the Chief Forester at Dalby, explaining the situation and what a benefit the event was to the Town. After a couple of weeks of chewing our nails off, the word has just come that approval has been granted for Inglewood. Pending the outcome of a review approval in principle is also given for the 1992 National.

So, as you can see, using Forestry for Off-Road races is not a right but a privilege, and I am sure that the B.S.C.C. has always done the right thing by the Forestry, but we must continue the good working relationship we have, as the fact is, there is nowhere else suitable to run such an event as the National.

I hope you will join me in thanking Keith Roach for all his help, for not only are we happy, but there is also a lot of Service Clubs in Inglewood who rely on the National for income, who are also very happy (thanks Flipper).

DERRICK

LIFE IS, WHAT YOU WANT IT TO BE!!

I'm sure avid readers will remember last month's terribly thrilling episode when there was more excitement than the first furrow of the first stump-jump plow!

When we left Lance, he was getting ready for his date with fat, ugly Aggggriessss and was hoping to impress her daddy with the intention of getting him to contribute megabux to LIFE and the team.

Well, without going into the nitty-gritty of it all-it worked! Lance's efforts were exemplary and the team's slush fund was positively glowing. Of course when times are good, as they are now, the management decided that first of all something new in the technical area would have to be developed. Thus Stab' and Nick handed over the little yellow bankbook and the withdrawal forms to Vas Deferens and told him that money was no object, because it wasn't theirs.

Vas took the news well and decided that whatever it was he came up with would have to be special-so special in fact that it wouldn't be long before the other top teams started to copy his ideas...hmmmm.....

He retired to the R & D lab and settled back with a blank pad and a cup of chino. After what seemed-like minutes, he decided that it really was time for a new powerplant. Although the triple bypass turbo V8 hadn't actually been proven it was always held in a certain amount of doubt. And what manufacturer in their right mind would want to use that Tasman Kimberley straight six-after all even Holden changed its ways after only 40 years!

What then were the options? Multi-valve technology was certainly the buzz-word at the moment but he didn't want the team having to make TV commercials where they would be required to jump in the air-that sort of activity is rather bad for the doobries. How about that new-fangled split-phase stuff? No, too simple!

Just as he was running out of ideas, he commented to young Washadiki the Japanese lab cleaner, "What am I going to do, Diki? I need grunt!"

Obviously, Washadiki was slightly taken aback by these comments and at first thought that Vas's sexual preferences had altered dramatically. Then he cottoned on to the requirements and decided now was the time to reveal his true abilities. He hadn't spent 4 years at the Tokyo College of Enormous Horsepower for nothing.

He had to make it subtle though. "Well, Mr Defelens," he said in his strange Japanese-Congo accent (his father, a famous Japanese explorer had fallen in love with a Pygmy during a trip to the depths of Africa) "You are a real WANKEL! You're taking the long way ROUND to find the answer to your problems. I've got to go now as I'm late for my ROTARY club meeting." Then he waited for his hints to sink in.

Deferen's eyes lit up with the intensity of the bathroom light when you get up in the middle of the night to do a wee. "That's it Diki, I've got it. Just like Mazda we'll do a rotary engine which will enable huge quantities of horsepower to be developed at an enormous number of revs!"

The idea was brilliant for as most would know there isn't much room in the engine bay of an Imp.

"Washadiki, I want you in on this one!" said Vas. "Actually, you know you look familiar. Were you ever at the Tokyo College of Enormous Horsepower?"

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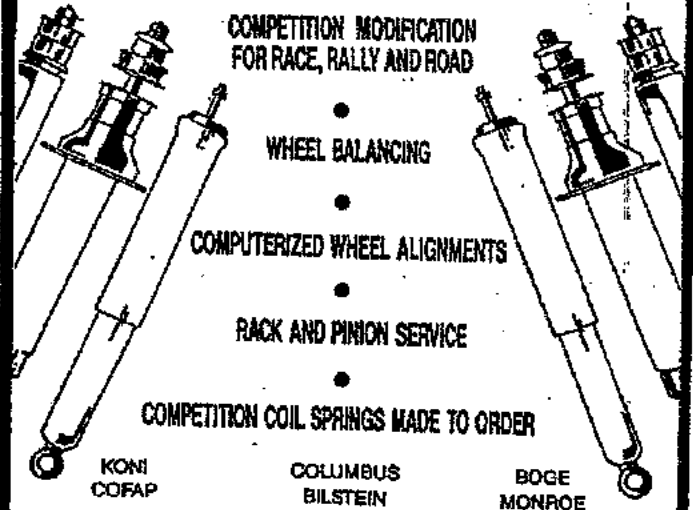
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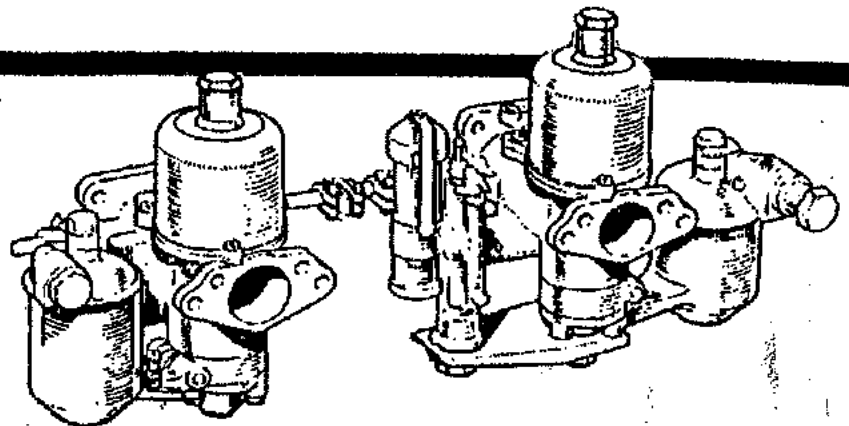
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As mentioned in Startline, a letter was sent in by Martin Darch who until very recently was one of this State's most successful navigators. Business commitments have kept him away from regular competition, but he (and his family) is always ready and willing to help out.

Speeding on Transport sections is not a new problem but it certainly does seem to have attracted more police attention in the recent past. This year's and last year's ARC's have been prime examples. We will be called upon more and more in the future to justify our sport on environmental and public safety grounds. Donkeys who drive on public roads in signwritten rally cars at supersonic speeds are putting our sport at risk!

When explaining rallies to lay people we have all at times had the incredulous reply "You mean you drive those things on the public road?" To which we reply "The transports are timed so that the rally cars stay below the speed limit"-The hell we do!

There is simply no justification for driving a rally car on public roads at the speed some drivers are being booked. Imagine the attitude of the local police when they are approached for the event next year. Don't kid yourself that there isn't a police grapevine so that the stations in neighbouring areas will be aware of the situation.

Where an offence has clearly occurred we should applaud the actions of stewards who penalise an offender(?-Ed.). At times we have all felt aggrieved when we come under the attention of the stewards for infringement of an NCR we'd never heard of-public misbehaviour is an entirely different matter.

If we want to continue with our sport we are going to have to put our own house in order. One possible solution is for CAMS to get a speedgun for the use of the Stewards and really penalise flagrant breaches. Periods of suspension (ie 1-2 QRCs) as they do in football might be an appropriate penalty.

Make no mistake-unless we take this issue seriously and do something about it - others who are less sympathetic to our sport will take it seriously for us.

What people do in unmarked private cars is their own affair - what they do in cars in any way identifiable with rallying is the concern of everyone involved with the sport.

Martin Darch

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THE AUGUST MOTORKHANA

Yes, when the Motorkhana Officer asks you if you'd like to direct a motorkhana those with some semblance of conscience should take the plunge and do the job. Except of course when it's out at Rauber's Road and it's the dustiest place on earth, even worse than Death Valley.

Ray had asked me to do one of the legendary motorkhanas during the season and I was pleased to be the director boffin for the August event. Little did I know that the night before I would be romping around Yarraman forestry with Richard Anderson testing the "Safari" set-up on the Afieta in a Northern Districts Club Rally. Consequently we didn't arrive home until 3.15am and then I had to wake at the ungodly hour of 8.30 to get myself out to Northgate.

I found Gary McLane waiting for me and we were soon joined by huge numbers of people as we all waited together for the bearer of the key-one Evans family leader. We set up the magic Tag-Heuer clocks and the poles and got down to it with a bumper field of 11 legal entries and one unofficial competitor, and of course myself who had a couple of guest runs in Gary's Escort (once more looking good). The big number of entries consisted of Datsun 1600's and these were the cars that were to be the ones to beat. Unfortunately, it was the Gray brothers in the multi-coloured beast that hogged the limelight and Paul pulled out the stops to record a well-deserved win from the similar car of Glennie Eggins.

The dust proved to be a bit of a problem with the Tag-Heuers because it was settling on the lenses and blocking the signal beam. Constant puffing by the volunteers had the problem solved, but young Lee Evans was my back-up man on the stopwatch for the day-Thanks Lee.

We only had four tests thanks to a latish start and the horrendous dust but everybody went away happy and very dusty. Roll on September Motorkhana and remember we're looking forward to the next bitumen event.

TOM SMITH

NAME	CAR	SQUARE SLALOM	STAR	OPEN SLALOM	CLOVERLEAF	TOTAL	PLACE
PAUL GRAY	DATSON 1600	28.3 / 28.9	31.7 / 20.5	35.8 / 30.6	28.3 / 28.0	117.4	1st
GLEN EGGINS	DATSON 1600	29.4 / 31.6	31.9 / 31.7	33.2 / 32.5	30.8 / 30.4	124.0	2nd
SHAWN GRAY	DATSON 1600	29.1 / 35.0	70.9 (5) / 41.7	33.4 / 31.9	28.7 / 30.0 (5)	131.0	3rd
CHRIS SHIELDS	DATSON 1600	28.5 / 34.6	34.7 / 35.4	37.3 / 31.2	33.2 / 34.2	133.6	4th
BRUCE DAWSON	DATSON 1600	35.0 / 39.6	35.7 / 35.7	37.1 / 37.3	33.2 / 31.0	138.6	5th
STEWART SEAH	TOYOTA CAMRY	34.8 / 38.3	35.1 / 34.5	W.D. / 38.2	37.7 / 32.3	139.8	6th
RAY EVANS	FORD CORTINA	40.5 / 40.6	34.9 / W.D.	39.1 / 39.7	22.2 / 32.9	148.7	7th
TRICH EVANS	FORD CORTINA	43.4 / 49.0	30.5 / 38.0	44.9 / 36.5	36.1 /	160.4	8th
MICK SHIELDS	NISSAN SILVERLINE	39.1 / 37.6	W.D. / 38.5	38.9 / 39.5	W.D. / 36.4 (5)	171.4	9th
KIRSTY EVANS	FORD CORTINA	50.8 / 51.0	50.8 / 52.7	61.4 / 51.2	49.8 / 46.0 (5)	213.5	10th
GARY MC LANE	FORD ESCORT	31.9 / 31.7	32.2 / W.D.	W.D. /	W.D. - STOPPED TWICE		CABLE
FRANK SCHROEDER	TOYOTA COROLLA	37.3 / 34.4	33.4 / 32.7	37.4 / 37.8	W.D. / 36.8	136.9	NEW-BEST

SEPTEMBER NIGHT RUN DIRECTED BY TOM SMITH

As I had volunteered for a shot at directing a Motorkhana last month, I figured that I might as well do a night run while I was at it. I was lucky enough to get the September effort and the club had a totally radical 7 entries(Yah, team).

My normal policy is to set the basic route from the street directory and then go out to check my equations and tolerances. I checked and checked again and eventually thought I had it right. Then I put it the word processor and checked the final product, which I had convinced myself was right.

Isn't that always the case when you think something is right and there is a small mistake-in my case a deletion of the second last instruction. Luckily(for my goolies), everyone managed to sort it out but it still left a sad taste in my mouth. All I can do now is to apologise once again to all those frustrated folks and promise never to make the same error again.(That's what I said last time)

Out of the seven crews to start, Dean and Lyndal made it back first in about 1 1/2 hours which was what I figured it would take. They had no real problems and came home with all questions answered correctly-11 out of 11.

Some of the other crews sort of straggled in and out at various points of confusion and Colleen and Emma simply used the mobile phone to ring in and get advice. I'm very sorry to Terry and Michelle who were competing in their first ever night run and became a little bit lost.

One of the other surprise entries was that of John Goes-to-googly and the apprentice Dentist Glen Weston. They came along and decided to have a bash in John's (and Neal's) rally car. Amazingly enough, when they arrived back they had also accumulated 11 out of 11 answers.Boy was I surprised at that!!

Last home were the ever-present Evans family, Ray, Trich, Kirsty and Lee and although they got a few questions wrong they still finished a creditable third in the Cortina wagon.

Thanks to everybody for having a go and once again the Director's apologies go to anybody who felt like killing me or themselves at the end.

TOM SMITH

RESULTS

=1ST	DEAN TIGHE/LYNDAL PARR	MG MIDGET	11
=1ST	JOHN GOASDOUE/GLEN WESTON	MAZDA 323	11
3RD	THE EVANS FAMILY	CORTINA	8.5
4TH	COLLEEN SMITH/EMMA SIBLEY	COROLLA	7
5TH	PAUL GRAY/SHAUN GRAY	DATSUN 1600	4
6TH	TERRY BOARDMAN/MICHELLE HENNESSY	DATSUN 1200	3
7TH	GLEN EGGINS/CARRYN PAYNE	DATSUN 1600	1

NDSCC CLUB RALLY-ROUND 3, RALLY 5 SERIES

I was sitting at work when the phone rang (sounds like the start of a detective story). On the line was Tony Graham and he said that if I did a control for Dave Grundy then I should do one for him. I said okay. He said okay. He said be at the old Tower site near Yarraman on Saturday the 27th of July. I said okay.

That night at home I received a phone call from Richard 'Wombat' Anderson. He had just about finished the Safari conversion on the Alfetta and wanted to take the beast out for a test run on the NDSCC rally. Would I navigate? I said okay. I phoned the boys and said that I couldn't do a control. They said okay.

Richard was approaching this business of the PNG Safari rather seriously and had rebuilt just about everything on the car. The suspension had been raised substantially and he had procured some 15" wheels and some ex-Louise Aitken-Walker Michelin tyres. It was time for a shakedown.

We left Brissy a little late on the Saturday but made to the Rally HQ in time to sign the paperwork and grab a look at the route chart. We had been seeded car 2 in the field of 27 just behind Bruce Dummett and were under no illusions that we could have beaten him. As long as we maintained a suitable pace we were pretty sure that a good finish was likely.

There was some fierce opposition though with a whole bunch of the NDSCC guys out for the night including Dave Feron in his Gemini, Perry White in his Stanza and Bruce's regular navy Dave Hill having a run in his 240Z 'Road Car'.

We kicked off on the first stage and a couple of things became apparent straight away. Firstly the car was a lot down on power thanks to its 'endurance' engine and secondly we didn't have to worry about any cautions. The tough Alfetta on its new long legs just ate up every dip and bump. There was also one incident when I called down to a TR @ TJ, but Richard turned left. Hey, he can do what he likes.

On the third stage we passed Bruce when he was stranded off the road having approached right-hander too fast. This put us first on the road and gave us the dust-free run which we put to good advantage on the next stage called "Hilly's Horrors". It was a top little section of about six k's and set quickest under yellow lights. The alternator dropped out after about 400 metres and Richard drove well to set the best time. At the end of that stage we set about fixing the problem and managed to rectify the fault, only losing about 15 minutes of late time but dropping five spots on the road.

As a consequence, we suffered some rather drastic dust problems and in the longest stage of the event (22 kms) we lost a lot of time behind Hilly's Datsun 240Z and his dust trail. At the end of the stage we had taken about 2 minutes 15 secs off him and that was about as close as we could get.

One of the next couple of sections took us back up past the old Tower site and the waiting service crews and HQ officials. Apparently the quickest time on that stage was actually set by Kerrie Reid in the Zero car (Datto 1600) but from all accounts she also overshot the crossroads at which everyone was standing. Richard and I did the same in the dust but we weren't travelling quite so quick in the limited visibility conditions.

In the final analysis, it was a win to Dave Feron in his Gemini from Perry White in the grunty Stanza, with Trevor Burgess (is that a name from the past) in third and the Safari Special Avanti Alfa in fourth. It was a very cold and late night but we sure had fun and the Alfa proved itself well in its special set-up.

TOM SMITH



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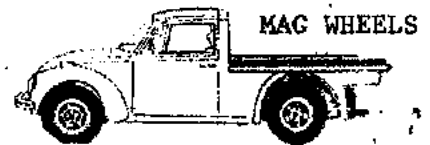
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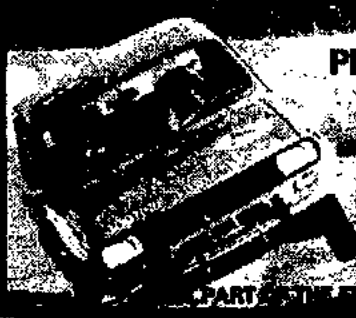


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POS	CLUB CHAMPIONSHIP..	POINTS
1	RAY EVANS	22
2	TRICH EVANS	20
3	PAUL GRAY	19
4	TERRY ROSE	18
= 5	GLEN EGGINS	17
	DEAN TIGHE	17
7	SHAUN GRAY	15
8	DERRICK KENNEDY	14
= 9	DOUG McMILLAN	12
	TOM SMITH	12
	LAURENCE SVENSON	12
= 12	ALAN BATES	11
	LINDSAY EVERLEIGH	11
	BILL SHARPE	11
= 15	ERROL BAILEY	10
	RON VAN DER HAAR	10
17	MAUREEN ROSE	9
= 18	JOHN GOASDOUE	8
	MOSS LANE	8
	ALAN NICOLL	8
	GREG NICOLL	8
	NEAL WESCHE	8
= 23	R SAMS	7
	DAN WILLETT	7
= 25	GARY BATTS	6
	LYNDALL PARR	6
= 27	DAVE AMBROSE	5
	BRUCE DAWSON	5
	LOFTY DREWS	5
	GEORGE KAHLER	5
	CRAIG LEE	5
	CHRIS SHIELS	5
	COLLEEN SMITH	5
= 34	BRYAN BASHAM	4
	MICHELLE BASHAM	4
	KIRSTY EVANS	4
	MARTIN GIBSON	4
	KENNETH SMITH	4
= 39	STEVE BLACKBURN	3
	IAN BREMNER	3
	GREG HORTON	3
	GLEN WESTON	3
= 43	TONY BEST	2
	WAYNE CAMBIE	2
	CHRISTOPHER CAVE	2
	ALAN DUNKLEY	2
	PETER GOODMAN	2
	SCOTT MONRO	2
	ANDREW OWEN	2
	LAUREEN SMITH	2
	NEVILLE TAYLOR	2
	BILL WILSON	2
= 53	RICHARD ANDERSON	1
	IAN BAILEY	1
	GORDON BAILLIE	1
	ROBERT BECKER	1
	GREG BERNARD	1

DENNIS BROWN	1
ROD BROWNING	1
PETER CARRUTHERS	1
MIKE CHAMPION	1
ALAN CLUNES	1
DARRYL COLE	1
RICHARD COLLINGWOOD	1
TIM COLLINGWOOD	1
MARK CONNORS	1
LINDSAY COOPER	1
RODNEY CROSS	1
TREVOR CUNNING	1
JOHN DARE	1
JIM DONALD	1
TONY DONALD	1
BRIAN EVERITT	1
TONY FEHLHARBER	1
DEL GARBETT	1
VIV GEES	1
IAN GOLDWORTHY	1
JOHN HALL	1
WILLIAM HAMMOND	1
RUSSELL HARTNETT	1
JEFF HAYNES	1
BARRY HEDLEY	1
PAT HETHERMAN	1
GRAHAM HILL	1
KIETH HONOUR	1
TONY HOWARD	1
DEANNA HUDSON	1
KEVEN HUFSCHMID	1
DARREN HYLAND	1
HAROLD JAMES	1
ANDREW JOHNSTONE	1
TONY KABEL	1
TERRY LEWIS	1
GEORGE LOGAN	1
CHRISTOPHER MADDEN	1
PETER MAPSTONE	1
GARY MARSHALL	1
TONY McDADE	1
GEOFF MEACHAM	1
RON MILTON	1
BOB MOWBRAY	1
ROSS MUNRO	1
ZANE MURRAY	1
MICHAEL NEELY	1
BARRY NEUENDORF	1
JOHN NIEMEYER	1
RON VAN OPSTAL	1
TOM ORCHER	1
ROBERT OXLEY	1
ROSS PERRY	1
RON PETER	1
NOEL PHILP	1
JOHN PINDER	1
IAN REDDIEX	1
STEWART SEAH	1
MICK SHIELS	1
TRACEY SMITH	1
WAYNE SMITH	1
CHRISTOPHER DE VERE	1
ERIC WHITBREAD	1
GRANT WHITE	1
LEE WILLIAMS	1

DS RALLY CHAMPIONSHIP. FEB MAY JULY TOT

DS	RALLY CHAMPIONSHIP.	FEB	MAY	JULY	TOT
1	TOM SMITH	9	9	11	29
2	ERROL BAILEY	9		9	18
3	DEAN TIGHE	1	8	8	17
= 4	JOHN GOASDOUE	8		6	14
	NEAL WESCHE	8		6	14
6	GARY BATTS	4		9	13
- 7	DAVE AMBROSE		11		11
	LOFTY DREWS	11			11
	GEORGE KAHLER	11			11
	CRAIG LEE		10	1	11
= 11	IAN GOLDSWORTHY			10	10
	GARY MARSHALL			10	10
	IAN REDDIEX	1	9		10
= 14	IAN BAILEY	2		7	9
	DENNIS BROWN			9	9
	PAT HETHERMAN			9	9
	GREG HORTON		1	8	9
	ROSS MUNRO	2		7	9
19	LYNDALL PARR		8		8
20	DEL GARRETT	1	1	5	7
- 21	IAN BREMNER		6		6
	TONY KABEL		1	5	6
	GLEN WESTON		6		6
= 24	ROD BROWNING	5			5
	ALAN BATES	1	4		5
= 26	JOHN HALL	4			4
	BARRY NEUENDORF	1	1	2	4
	ANDREW OWEN		4		4
	ROSS PERRY	1	1	2	4
	RON PETERS			4	4
	NOEL PHILP		1	3	4
- 32	RICHARD COLLINGWOOD	1	1	1	3
	TIM COLLINGWOOD	1	1	1	3
	RODNEY CROSS	1	1	1	3
	VIV GEES			3	3
- 36	ALAN CLUNES		2		2
	BRIAN EVERITT		2		2
	MARTIN GIBSON	1	1		2
	ANDREW JOHNSTONE	1		1	2
	TONY McDADE		1	1	2
	MICHAEL NEELY	1		1	2
- 42	RICHARD ANDERSON				1
	ROBERT BECKER	1			1
	TONY BEST	1			1
	MIKE CHAMPION	1			1
	MARK CONNORS	1			1
	BRUCE DAWSON	1			1
	JIM DONALD	1			1
	TONY DONALD	1			1
	ALLAN DUNKLEY	1			1
	RAY EVANS	1			1
	TRICH EVANS	1			1
	PAUL GRAY	1			1
	SHAUN GRAY	1			1
	PETER GOODMAN	1			1
	RUSSEL HARTNETT	1			1
	JEFF HAYNES	1			1
	BARRY HEDLEY				1
	TONY HOWARD				1
	DARREN HYLAND				1
	TERRY LEWIS				1
	GEORGE LOGAN				1
	CHRISTOPHER MADDEN				1
	PETER MAPSTONE				1
	GEOFF MEACHAM				1
	RON VAN OPSTAL				1
	JOHN PINDER				1
	KEN SMITH				1
	COLLEEN SMITH				1
	LAUREEN SMITH				1
	WAYNE SMITH				1
	CHRISTOPHER DE VERE				1
	LEE WILLIAMS				1
	RILL WILSON				1

POS	MOTORKHANA CHAMPIONSHIP.....	APR	MAY	JUN	JUL	AUG	SEP	TOT
1	GLEN EGGINS	10	11	11	11	10	9	62
2	RAY EVANS	11	6	9	10	5	6	47
3	PAUL GRAY		10		11	11	10	42
4	TRICH EVANS	8	11	8	2	4	4	37
= 5	ALAN BATES	11	7				11	29
	SHAUN GRAY		9			9	11	29
7	CHRIS SHIELDS				6	8	7	21
8	BRUCE DAWSON			10	3	7		20
= 9	KIRSTY EVANS			11		2	3	16
	MARTIN GIBSON		8		8			16
11	MICK SHIELDS				9	3		12
= 12	STEWART SEAH					6	5	11
	TOM SMITH					11		11
14	SCOTT MONRO	9						9
15	IAN BREMNER						8	8
= 16	PETER GOODMAN	7						17
	BILL WILSON				7			7
= 18	ALAN DUNKLEY				5			5
	GLEN WESTON		5					5

POS	SPEED EVENT CHAMPIONSHIP.....	APR	AUG	TOT
= 1	BILL SHARPE	11		11
	LAURENCE SVENSON		11	11
= 3	RON VAN DER HAAR		10	10
	TERRY ROSE	10		10
= 5	DERRICK KENNEDY	9		9
	MOSS LANE	9		9
	R SAMS		9	9
	DAN WILLETT		9	9
= 9	STEVE BLACKBURN		8	8
	WAYNE CAMBIE	8		8
	ALAN NICOLL	2	6	8
	GREG NICOLL		8	8
13	DOUG McMILLAN	7		7
14	LINDSAY COOPER	6		6
15	NEVILLE TAYLOR		5	5
= 16	CHRISTOPHER CAVE	4		4
	WILLIAM HAMMOND		4	4
= 18	TONY FEHLHARBER	3		3
	ZANE MURRAY		3	3
20	KEN SMITH		2	2

LADIES CHAMPIONSHIP

1	TRICH EVANS	31
2	LYNDALL PARR	21
= 3	KIRSTY EVANS	18
	COLLEEN SMITH	18
5	LAUREEN SMITH	16
6	MAUREEN ROSE	11
= 7	MICHELLE BASHAM	10
	DEL GARBETT	10
9	DEANNA HUDSON	9
10	TRACEY SMITH	8

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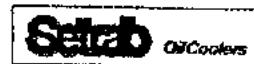
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DETAILS FROM THE AUGUST "OSC NEWS"

Discussions took place surrounding the 2nd round of the Ettamogah Pub Series and a date change from 15 September due to the non-availability of venue. The SEQORRA will consider a change to a more suitable date in November. It was proposed that more consultation take place between organising clubs.

ORAP recommends that State Council approve Mal Dunnett as an Off Road Director.

The Old ORAP feels that the previous concept of Off-Road Class and overall Champions should be maintained (ie One overall Champion and nine Class winners) but suggested that a larger points allocation (eg. 10pts) be allocated to outright placings to include more competitors in the outright placings.

RAP recommends to State Council that further approaches be made to the Govt. to effect a change to the allowance of 4 driving lights for rallies. Old is the only state in Australia where four is not permitted.

RAP noted that the facility exists to run special stage rallies over less than the 150km now required. RAP to recommend to State Council that for 1992 maximum entry for QRC's be \$150 plus forestry levy and that prize money and trophies be awarded at the discretion of the Director.

General discussion took place re the length (ie 3 days) of the ARC round and RAP recommends to State Council that for 1992 the ARC event not be a round of the QRC.

RAP recommends to State Council that Brian Swinton be approved as a Course Checker.

Old Motorkhana Advisory Panel recommends that the wearing of helmets in open vehicles in motorkhanas be made compulsory due to the safety aspect and public image.

OTHER BITS OF INFORMATION

Historic Races in conjunction with the Old Gemini Racing Assoc. will be held on 19 and 20 October at Lakeside Raceway. Entry forms and Regs can be obtained from Don Thallon on 252 3422 or 252 3385(fax).

A rally Director's School will be held on 26 October possibly at Beerburrum to be run by Errol Bailey and Brian Swinton.

The Macau Grand Prix is occurring on 23 and 24 November and a tour is being offered by EXPO TOURS for around \$2249. Further information may be obtained by calling the firm on (07) 831 0211 or 008 773 542.

Congratulations to the Queenslanders who performed so well in the recent PNG Safari Rally held on 13-15 September. Murray Coote and Ian Hamwood took out the win in the MRT(A) Mazda 323 GTX and Richard Anderson and Ian Reddix finished in a strong fifth in the only non-Japanese car to get home to the finish. Unfortunately, 'Turbo' Dick Boardman and Simon White rolled the Cordia and were unable to get it back on it's wheels.

The final results from BP Rally Queensland are still provisional as an appeal has been made by Rob Herridge to AMSAC(Australian Motor Sport Appeal Court) where his penalty will be heard and hopefully a decision made as to the correctness of imposing same. At the time of writing, Neal Bates and his Toyota Celica GT4 were provisional Champs, but there is a chance that this situation will change. Stay tuned for further details.

It seems that a Director's School is being organised by the terrible twins, Errol Bailey and Brian Swinton and looks like being held in the Beerburrum area on or about the 26th of October. It is intended that the School will have classroom-type tuition and some roadwork in an effort to enhance the organisational abilities of our budding present and future Rally Directors.

It looks as though the Goodyear Stadium Event will be held again at Parklands in 1992 with NRTV promoting the event. The tentative date for the event is 11 January and there should be no restriction on numbers, with heats on Friday. Entry fees will be very reasonable.

The Social Sub-Committee Chairman is presently trying to organise a social day at the Big Kart Track for all members to come along and have a real racing day. If you have any ideas on some events that you feel would be of interest to the club members, please let Alan (Bates) or one of the Board members know. Without your input we can't give you what you want.

Did you know that the Club's new Tag-Heuer clocks are being leased ou to other clubs for events all over the country in an effort to recoup some of the purchase costs. Even in Western Australia the BSCC's clocks have been used in Commonwealth Bank Rally Australia.

Over the past year the club has organised two rallies that have drawn an unusually high number of entries, The GP Cars Forest Rally and the recent Bailey Powerlines Rally which is yet to be run. When we have those high numbers, sorting out the starting order is a real problem and I thought I'd fill you in on how it's done if any readers/competitors were wondering. We feel that QRC seeded drivers deserve priority and they take first selection. Some other very experienced drivers in very fast cars are often placed amongst them. Then there are drivers who have achieved some noteworthy results in club events or perhaps past Champions who realistically will be FAST. Finally we have those who we know nothing about who we try to arrange in a safe, sensible order(je we try not to put a V8 Commodore behind an 1100cc Corolla) Please bear with us if you aren't too happy with your start as it's not an easy job. Also, the more information you give us about yourself the better. Some folks put nothing at all on the back of the entry form.

QUEENSLAND RALLY CHAMPIONSHIP DRIVER'S POINTSCORES

<u>NAME</u>	<u>CAR</u>	<u>CLASS</u>	<u>QRC1</u> (GYMPIE)	<u>QRC2</u> (BUMPA)	<u>QRC3</u> (BP QLD)	<u>TOTAL</u> (TO DATE)
J. GOASDOUE	MAZDA	N5	21	24	13	58
M. GRIFFITH	MAZDA	5	21	0	29	50
G. BATTS	SWIFT	N1	17	0	21	38
D. TIGHE	SWIFT	N1	10	11	16	37
I. BAILEY	GEMINI	3	15	0	17	32
G. KAHLER	GALANT	5	29	0	0	29
D. JONES	O'DORE	4	0	29	0	29
L. MAHONEY	LASER	2	8	6	11	25
G. MARSHALL	280Z	4	0	0	24	24
B. DUMMETT	1600	3	0	21	0	21
R. ANDERSON	ALFA	3	5	16	0	21
T. COLLINGWOOD	CIVIC	1	6	9	6	21
R. BROWNING	323	2	19	0	0	19
T. KABEL	SWIFT	5	0	10	9	19
M. LAWLESS	1600	3	0	6	10	16
D. BOARDMAN	CORDIA	4	0	14	0	14
R. CROSS	SWIFT	5	4	6	4	14
R. BELL	ESCORT	3	9	2	0	11
E. BOGNUDA	SIGMA	4	0	10	0	10
C. DEVERE	1200	1	9	0	0	9
M. TAYLOR	RX2	4	9	0	0	9
T. GUSTERSON	GEMINI	2	0	9	0	9
A. JOHNSTONE	SWIFT	1	0	0	9	9
A. BATES	COROLLA	1	4	4	0	8
D. JOHANSON	1600	3	0	8	0	8
B. NEUENDORFF	PEUGEOT	3	2	1	3	6
V. GEES	FALCON	4	0	0	6	6
G. LOGAN	GALANT	5	0	0	6	6
C. LEE	SPRINTER	2	0	0	6	6
T. LEWIS	CAPRI V6	4	0	2	3	5
D. BATES	1600	3	0	0	5	5
S. BIMROSE	CELICA	3	3	0	0	3
P. LOCKHART	O'DORE	4	0	3	0	3
S. BENSON			1	0	0	1
S. BRADFORD	STARION	4	0	1	0	1

QUEENSLAND RALLY CHAMPIONSHIP NAVIGATOR'S POINTSCORES

<u>NAME</u>	<u>WITH</u>	<u>QRC1</u> (GYMPIE)	<u>QRC2</u> (BUMPA)	<u>QRC3</u> (BP QLD)	<u>TOTAL</u> (TO DATE)
NEAL WESCHE	GOASDOUE	21	24	13	58
TOM SMITH	GRIFFITH	21	0	29	50
ROSS MUNRO	BAILEY	15	0	17	32
LOFTY DREWS	KAHLER	29	0	0	29
TIM CAYLESS	JONES	0	29	0	29
TIM MAHONEY	MAHONEY	8	6	11	25
IAN GOLDSWORTHY	MARSHALL	0	0	24	24
RICHARD COLLINGWOOD	C'WOOD	6	9	6	21
LYNDALL PARR	TIGHE	10	11	0	21
IAN REDDIE	ANDERSON	5	16	0	21
DAVE HILL	DUMMETT	0	21	0	21
ERROL BAILEY	BATTS	0	0	21	21
TERRY GUSTERSON	GUSTERSON	19	0	0	19
JOHN HALL	BATTS	17	0	0	17
MARCLAIN LAWLESS	LAWLESS	0	6	10	16
GREG HORTON	TIGHE	0	0	16	16
SIMON WHITE	BOARDMAN	0	14	0	14
TONY MCDADE	CROSS	4	6	4	14
JAN BELL	BELL	9	2	0	11
GREG TEBBLE	KABEL	0	10	0	10
PETER LAYTON	BOGNUDA	0	10	0	10
TONY BEST	DEVERE	9	0	0	9
STEVE CHRISTENSEN	TAYLOR	9	0	0	9
KAREN GUSTERSON	GUSTERSON	0	9	0	9
DEL GARBETT	KABEL	0	0	9	9
MIKE NEELY	JOHNSTONE	0	0	9	9
MARTIN GIBSON	BATES,A	4	4	0	8
IAN WRIGHT	JOHANSON	0	8	0	8
ROSS PERRY	NEUENDORFF	2	1	3	6
DAVID MUIR	CLARK	0	6	0	6
NOEL PHILP	GEES	0	0	6	6
MIKE CHAMPION	LOGAN	0	0	6	6
JIM LEE	LEE	0	0	6	6
CRAIG GARTH	LEWIS	0	2	3	5
RON PETERS	BATES,D	0	0	5	5
MURRAY WASS	BERGMAN	3	0	0	3
MICK BRUCE	LOCKHART	0	3	0	3
? BENSON	BENSON	1	0	0	1
TANITH ROFFEY-MITCHELL	BRADFORD	0	1	0	1

- * What a contrast in the weather for BP Rally Queensland after last year! It was a glorious 23 degrees every day, a situation very much appreciated by those from down South. Nanango was a bit fresh on Saturday morning though - minus 3! The locals told us it was minus 5 on Friday morning.
- * The start in King George Square in the heart of Brisbane attracted a large crowd, and with a jazz band playing and the BP start race, it was a very colourful scene. This is where rallying needs to be - right up there in front of the public. With this sort of start becoming a regular feature, teams should give some thought to turning it to the benefit of their sponsors in the form of leaflets or giveaways to hand out to the public. Rally directors are giving you the opportunity to service your sponsors - give some thought to taking advantage of it.
- * With the dramas with the police over speeding rally and service cars; a scoring system that let him down badly over the weekend; and the uncertainty over the final outcome of the BP Australian Rally Championship, BP Rally Queensland Director, Dennis Brown had a fairly torrid weekend. About the only disaster that didn't happen was rain - if it had, Dennis would probably have jumped out of a 17th floor window at the Travelodge.
- * It wouldn't seem right writing this column without mentioning Stornin' Norman Fritter. The old bloke was looking good for a perfect finishing record in the series until late on Saturday, when a combination of a rear diff problem and a flat tyre caused the GT4 to lose all drive. Never mind Norm - a finish in Rally Australia will make up for it!
- * The sport owes a vote of thanks to two young blokes who are always out in the thick of things during BP ARC events. I refer to Australian Rallysport News' Peter Whitten and Auto Action's Paul Ellis. Not in the comforts of a warm media centre - they are right in the thick of things at every event, talking to the crews, visiting controls and service points, and obtaining their information first hand. As a result, both publications produce authentic accounts of each event, a fact which I am sure rally enthusiasts all over Australia really appreciate.
- * Allowing competitors to take VIP's, press and other deserving people for rides around the Roma Street rail yards stage at the finish of BP Rally Queensland, was a brilliant idea. Nobody can really appreciate the thrills of our sport until they sit in a rally car at speed, and this was the perfect opportunity to give some important people a taste of rallying. One only had to look at the expressions on the faces of people after a fast lap with Herridge, Coote, Bates and Co to see how impressed they were. Great public relations - congratulations Dennis Brown.
- * Hyundai's Marketing Manager Kevin Wall was at BP Rally Queensland, following the incredibly reliable progress of Wayne Bell in the Lantra. Kevin is very enthusiastic about Hyundai's involvement in rallying, as demonstrated by their entry of two cars (for Wayne Bell and Greg Carr) in Rally Australia in September. Hopefully, Hyundai will be back for the 1992 BP ARC with a full program and a few "go faster" bits for the cars. Bell's great sixth outright result in BP Rally Queensland was made more remarkable by the fact that he was in considerable pain all weekend from a slipped disc (Wayne, that is, not the Lantra).
- * Subaru's Nick Senior on the other hand, was not having such a peaceful weekend. When Rob Herridge clouted a bank on Saturday afternoon, most of the left hand rear suspension was removed from Nick's nearby car to get Herridge going again. This left one badly disabled Subaru Liberty sitting out in the bush somewhere between Nanango and Gallangowan, and for all we know it may still be there.
- * Smiles returned to Mazda faces after Murray and Coral's well deserved victory in BP Rally Queensland. With three wins in the series, the pair can consider themselves unlucky not to have won the Championship for 1991. Still, as we all know, anything can happen in this sport - as Rob Herridge found over the weekend. Championships are won with consistent performances over the whole series; if it eventuates that Neal Bates takes the title, he will have done it without having won an event, demonstrating that being up there in every event is what really matters.
- * BP's Leonie Howson fittingly received two special presentations at the awards function on Sunday night. Leonie has worked extremely hard throughout the series, liaising with Event Directors on all matters relating to BP, and making many friends in the sport in the process. We'll miss you next year, Leonie.
- * It was great to see Robert Dunn's co-driver, the lovely Kellie Winfield at the presentation after their crash on Saturday. The Mazda went off into a ditch in a big way, and the resultant gyrations caused Kellie to sustain whiplash. After a spell in Kilcoy Hospital, she was released to attend the presentation (with neck brace). The Mazda suffered a broken suspension arm, but after repairs was fit to drive back to Adelaide.

John Barnes & Co (Qld)



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NIGHT RUN 11.09.91

TOM SMITH DIRECTED SEPTEMBERS NIGHT RUN .AFTER LEAVING THE CLUBROOMS WE HEADED FOR VULTURE STREET VIA BURANDA .THEN TO BURANDA VIA THE TINIEST LITTLE LANEWAY OFF STANLEY STREET . IT WAS WHILE PROWLING THE INDUSTRIAL ESTATE AT BURANDA PAUL / SHAUN GRAY AND GLEN WESTON /JOHN GOASDOUE WERE ASKED TO EXPLAIN THEIR TENDENCY TOWARD NOCTURNAL CASING OF BUSINESS PREMISES BY A PAIR OF CONCERNED & SCEPTICAL BLUE SUITED GENTLEMAN IN A CAR WITH PRETTY BLUE LIGHTS ON TOP . FROM HERE WE TRAVELLED THROUGH CAMP HILL ,CARINDALE ,COORPAROO AND ONCE AGAIN BACK TO THE BACK STREETS OF WOOLONGABBA . BEFORE RETURNING TO THE CLUBROOMS . ONCE AGAIN THE MISUNDERSTANDING ABOUT PEDESTRIAN LIGHTS REARED ITS UGLY HEAD . UNLESS OTHERWISE STATED PEDESTRIAN LIGHTS ARE NOT COUNTED . I WAS CAUGHT ON THIS IN THE FIRST NIGHT RUN I COMPETED IN . UNFORTUNATELY THIS IS ACCEPTED PRACTICE BUT NOT WRITTEN ANYWHERE .

= 1ST DEAN TIGHE / LYNDALL FARR
 GLEN WESTON / JOHN GOASDOUE
3RD RAY.EVANS/TRICH EVANS
4TH COLLEEN SMITH/EMMA SIBLEY
5TH PAUL GRAY/SHAUN GRAY
= 6TH GLEN EGGINS/CARRYN PAYNE
 TERRY BOARDMAN/MICHELLE HENNESEY

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MOTORKHANA 15.09.91

THANKS TO BRISBANE CITY COUNCIL WE WERE ABLE TO MOVE SEPTEMBERS MOTORKHANA TO BOONDALL ENTERTAINMENT CENTRE CARPARK . THIS MOVE WAS NECESSARY DUE TO LACK OF RAIN WHICH IS CAUSING RAUBERS RD TO BREAK UP EVEN WORSE THAN IT NORMALLY DOES AND CREATING A VERY BAD DUST PROBLEM (TRAFFIC HAZARD) ON THE GATEWAY ARTERIAL ROAD .

ALAN BATES DIRECTED THIS EVENT IN SPIITE OF HIS HANDICAP . THE TAG HEUER CLOCKS WERE USED AGAIN AND FOR BITUMEN MOTORKHANAS PROVED TO BE A GREAT ASSET .

6 TESTS WERE COMPLETED IN SPIITE OF A DELAY IN PROCEEDINGS AROUND LUNCHTIME WHEN WE WERE VISITED BY A PAIR OF UNMARKED VN V8 COMMODORES WITH 3 PUBLIC SERVANTS CHECKING OUT REPORTS BY LOCAL RESIDENTS OF HOONS DOING WHEELIES . AFTER A DEMONSTRATION RUN BY PAUL GRAY AND ASSURANCES OUR PAPERWORK WAS IN ORDER THEY STAYED AND CHATTED FOR A WHILE . BEFORE LEAVING THEY COMMENTED ON THE FACT WE HAD THE AREA CLOSED OFF WITH BUNTING & COMPLIMENTED US ON THE WAY THE EVENT WAS BEING RUN . MENTION WAS MADE THAT IT WAS GOOD TO SHE JUNIORS BEING ENCOURAGED TO LEARN HOW TO HANDLE A CAR PROPERLY AT AN EARLY AGE .

TO SUM UP A VERY GOOD DAY WAS HAD BY ALL AND THIS WAS

UNDOUBTEDLY THE BEST MOTORKHANA THIS YEAR .

THE TEST WERE		QUICKEST TIME
HOPKIRK	PAUL GRAY	32.5
CORRIDOR	SHAUN GRAY	29.4
TRIPLE LOOP	RAY EVANS	45.8
ATOM	PAUL GRAY	34.6
CROSS FOUR	PAUL GRAY	18.1
STRAIGHT SLALOM	SHAUN & PAUL GRAY	20.1

1ST	SHAUN GRAY	DATSUN 1600	190.6
2ND	PAUL GRAY	DATSUN 1600	192.5
3RD	GLEN EGGINS (SMOKE)	DATSUN 1600	198.7
4TH	IAN BREMNER	DATSUN 1600	204.8
5TH	CHRIS SHIELS	DATSUN1600	209.0
6TH	RAY EVANS	FORD CORTINA	218.8
7TH	STEWART SEAH	TOYOTA CAMRY	223.0
8TH	TRICH EVANS	FORD CORTINA	264.2
9TH	KIRSTY EVANS	FORD CORTINA WAGON	313.3

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PROPOSED CALENDAR:

TUESDAY	1 OCTOBER	BOARD MEETING 7.30 p.m.
WEDNESDAY	2 OCTOBER	NIGHT RUN - see seperate ad.
WEDNESDAY	9 OCTOBER	VIDEO WORLD RALLY CHAMPIONSHIP
WEDNESDAY	16 OCTOBER	VIDEO WORLD RALLY CHAMPIONSHIP
WEDNESDAY	22 OCTOBER	VIDEO WORLD RALLY CHAMPIONSHIP
WEDNESDAY	29 OCTOBER	VIDEO WORLD RALLY CHAMPIONSHIP

FORTHCOMING EVENTS:

SATURDAY	5 OCTOBER	BRISBANE SPORTING CAR CLUB 200 - INGLEWOOD
SUNDAY	6 OCTOBER	Final round Q.O.R.C.
		BAILEYS POWERLINES RALLY - IF IT RAINS !!!
SUNDAY	20 OCTOBER	MOTORKHANA - see below
SAT/SUN	2/3 NOVEMBER	PROPOSED DATE FOR BAILEY POWERLINES RALLY if not run 5/10/91
SAT/SUN	30 NOV/1 DEC	KEEMA CLASSIC - FINAL ROUND Q.R.C. AND CLUB RALLY

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