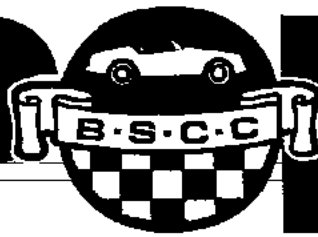
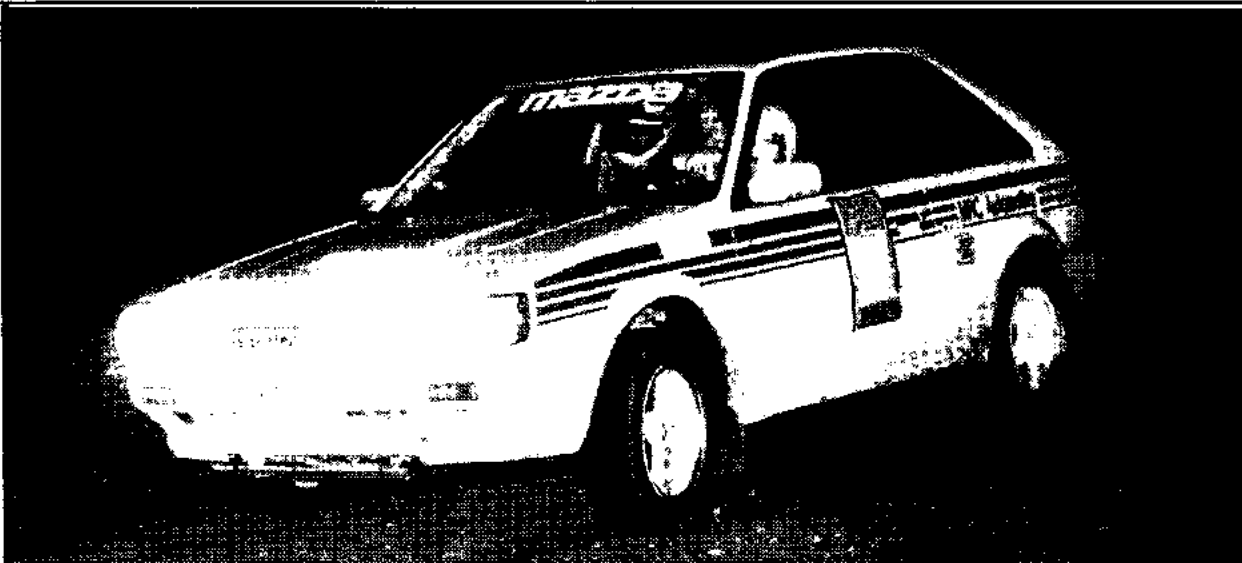


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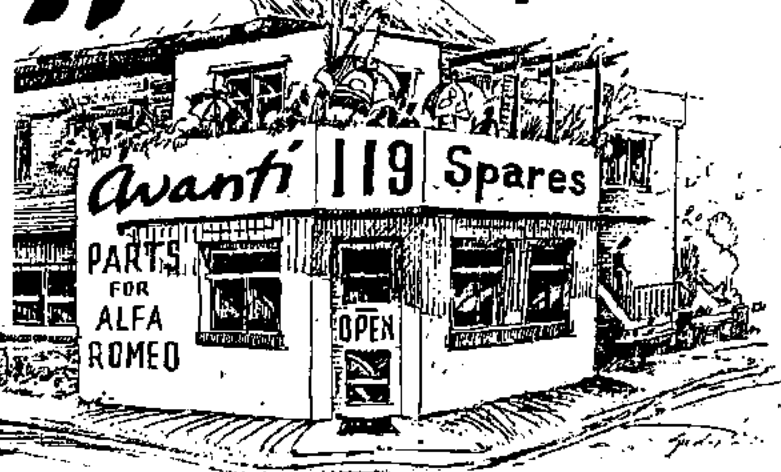
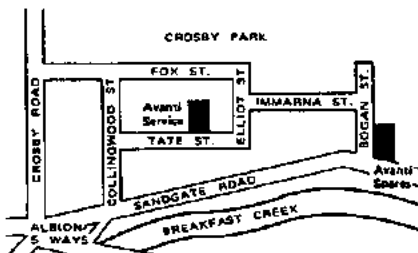
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# STARTLINE

At about this time of the year, you should all be thinking of what you'd like for Christmas and digging deeply into your recession-hit pockets to see if you can afford to buy anything for the kids after you've paid for your webbers, and Marsh seats etc.

I know times are hard, it's the same for everyone. At least you can be safe in the knowledge that you'll get one more Christmas edition of Brisport this year. We've had a more exciting month than usual thanks to some long sought after precipitation which put a couple of inches of water down in the Imbil area.

Thanks to that, Brian Everitt was finally able to run the Bailey Powerlines Rally-very successfully I might add-and despite losing a few of the entries due the string of date changes we still saw 64 runners head into the forests and after a few essential retirements, 48 finishers for the event. I had nominated myself to do a control for Esme prior to the event when Mark Griffith was unable to compete, but found myself in the co-driver's seat for Gary Marshall on the day when Gary's scheduled navy Johnny Goas-to-googly got a case of the screaming habdabs and spent the day sick in bed.

I'd like to take this opportunity to thank Gary for taking me along for the ride and we had a few minor problems to finish third outright and first in class.

The presentation was held on Wednesday the 13th and Brian and Lynne came down from Gympie for the evening. The trophies were pieces of art and utilised some old insulators from the Bailey stockpile for a really good original effect. There was a good attendance from most trophy-getters and it was a busy night all round with me having to do 2 emergency trips to the pub for supplies.

It's funny isn't it? Here in the Sunshine State it's been too dry to do any form of motorsport and in Adelaide for the best G.P. of the year they had about four feet of water fall on the track during the first (and only) 16 laps of the race. Very disappointing all round for anyone who happened to choose 1991 for their first year of attendance at the race. I know Alan Bates went for the trip and was very philosophical about it when he came home-you can't beat the weather no matter how hard you try.

I hope everybody has been planning to come to the BSCC Christmas Party on December 7 at the Filling Station restaurant-it will be a great time with lots of good food and drinks. This year the tickets are very affordable at only \$18.00 per head so get yours from a board member at the Club. Alternatively call Esme and let her know how many you'd like to have.

This is probably a good time and place to let you readers and club members know about a fairly important decision which was passed at the November Board Meeting. It concerns the question of Club membership fees and the fact they have not been increased for the last three years. A motion was presented and passed to raise the fees for 1992 by \$5.00 for full members and a proportionate amount for country and social members. Now before everybody gets all upset about this increase in

these times of economic hardship, lets go over the facts. This club has some of the most up-to-date timing and radio equipment anywhere. So modern in fact that we are able to recoup some of our investment by hiring out the clocks, radios etc. to other organising clubs all over the COUNTRY. This equipment has and is available to all members for the events they organise and run and this is a clear advantage over some clubs which don't have the same resources. In 1991, the club did not make a huge amount of money. In fact on paper we're probably a little in the red.

In any case, the Board hopes that you'll understand the circumstances and support the BSCC on this issue. It may mean that you smokers out there might have to smoke 2 packets less a year, or buy one less copy of "Fast Fours and Rotaries"- because that's all it really means in dollar terms to keep this club running strongly.

Please support the club that supports you!!!!

Wow, how was that for a political broadcast? Everything you've just read is true though. I certainly won't be sent broke by paying the extra 5 bucks and I want the club to get bigger and better.

Now onto other very important items-well one important item at least. The 1991 Queensland Rally Championship is to be decided at the Keema Classic Rally on November 30 at Gallangowan. The two front running teams at the moment are John Goasdoue/Neal Wesche and Mark Griffith/Tom Smith. The mathematical possibilities include Battsy and Dean Tighe but that's only if horrible things happen to the 2 Mazda 4wd's.

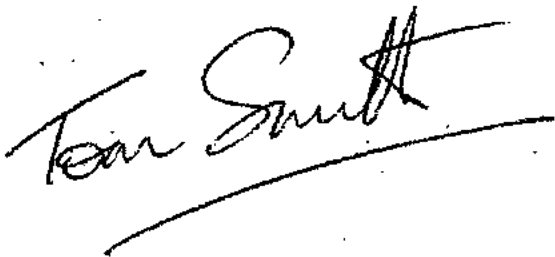
Hopefully by the time you read this mag. the rally will have been run and won and in any case the winners will be respected for their efforts in this shortened, postponed and competitive season.

Good Luck to all competitors in the rally. Gallangowan is always a great event!

I'd like to once again remind you all that next month is my last as Editor of this fine publication, before I take up my new position as Rallying Editor for the "Women's Weekly". Ha, Ha only joking.

That's about all for me this month. I'm looking forward to December and the various events, both social and competitive that will be held so see you out and about.

Thanks also to Viv Gees for sending down the story on Rally Oz. Those contributions make the job a little easier all round.

  
Tom Smith

## COMMONWEALTH BANK RALLY AUSTRALIA-SEPTEMBER 20-24

by VIV GEES

The Queensland contingent who travelled to Western Australia to spectate this round of the World Rally Championship were myself (Viv Gees) and Sandra, Brian Crisp and Lesley, John and Robyn Slattery and a crew of 5 from the Central Coast Car Club, Gladstone.

We all flew to Perth (taking advantage of the cheap air fares, I suppose) and hired cars to get around over there.

Following is not a blow by blow description of the event, you will read that elsewhere or would have seen it on television.

Scrutineering: The main concerns here is whether the cars had the required equipment and were at least the homologated weight. The Subaru Team cars fronted and failed first time with no rear window winding mechanisms in an effort to save weight. Every fire extinguisher was weighed. One would think it a little stupid to try and save weight here but obviously it has been tried.

The cars' body panels are not that neat (no filler used) - neither is the paint very thick, again to save weight.

The Event: Before the first car you can get as many as 24 cars (Yes 24, some Queensland Championship Rounds are not much bigger). These comprise Clerk-of-the-Course, Safety Marshall, Spectator Control Marshall, Ambulances going to various points in the stage, the Factory Teams' tyre people checking the surface and finally five cars checking the electronic timing stopwatches and then triple zero, double zero and zero cars.

After each car completes the stages, it takes 32 seconds for it's time to be printed up at various locations. Telecom put in a big effort here.

The spectators while travelling from one spectator point to the next can obtain these printed times, complete for the last couple of stages from specially set up caravans on the side of the road. Just like a passage control, lean out the window and grab it as you go past. A spectator two minutes after you will get an updated set.

At each spectator point you get given a Commonwealth Bank Rally Australia cap (I shouldn't have said this, we probably could have sold them) plus a frisbee and sometimes "Australian Rallysport News".

While talking to Murray Coote at one spectator point he likened the whole place to "Wally World". Murray was spectating whilst a number of people organised to do so washed the zero cars. The zero cars were Mazda MX-5's which are taken to each event. Murray went on to say that he was given a police escort to one stage so it could be zeroed and the event run on time, apparently a big bonus in the eyes of F.I.S.A.

Murray also said that the car Carlos Sainz drove sometimes/rolled often differed from the car that Neal Bates drove (which was Sainz's New Zealand car) in that Sainz had titanium struts - Bates didn't.

This helps to explain how the internationals can jump higher/further (some of the distances are truly amazing) while the locals are bending/breaking things doing less than half the height/distance. The exhaust notes of the 3 Team Toyota cars

were all different, different engine management settings, hence different horsepowers, I suggest. We watched at a service point a complete change, literally to Bates' car after Sainz had rolled out of the event - new struts etc.

Speaking of rollovers, we watched in amazement after Sainz's first roll at Curtin University. He then drove the car off a 4' 6" verticle embankment onto bitumen on purpose (maybe he was a little annoyed), got out of the car window and the service crew descended on the car and everything was changed. Struts, oil cooler, radiator, turbo, engine oil, doors, and the car was like new in less than the 50 minutes service time allowed.

Kankkunen had a gearbox change here because "it felt a little bit different" in 17 minutes. At the Bunnings spectator point, we saw Markku Alen hit a large tree (John Slattery got it on video) with such impact that it smashed the mag wheel to pieces, the tail light flew out, the car spun up the road and yet he drove away. The car should have been shaped like a banana but wasn't. Half an hour later we saw it with a new door, new taillight, wheels which get changed at every service point - running in it's correct position in the field.

On the negative side the transport sections seemed to be done at an insane pace (no pun about the Qld ARC intended). Many drivers mentioned this with the drivers doing hand brake turns up to their service crews parked alongside public roads.

A brief comment about some of the drivers (my own opinion), all of whom were approachable - we spoke to many.

Kankkunen's answer to every question - "Tis slippery as always, tis good"

Auriol - Just as fast, and neat.

Sainz - Untidy, large jerking motions of the steering wheel but extremely fast, until....

Eriksson - Fast, but slightly underpowered.

Alen - Trying hardest of all but let down by the lack of power in the Subaru.

### LOCALS

Dunkerton - Not as fast as the internationals, but still great to watch.

Fury - We saw him overshoot 3 times yet his times were great for Group N (DNF)

Ordynski - Always smooth and neat, not spectacular, but similar times to Fury.

Herridge - Neat, didn't seem to have a lot of power although it is Group A (GpN 1/2)

Bates - Some of his times were great, some weren't (no criticism meant here). Speaking to him he said "...having a lot of trouble getting it together. Left hand drive is very, very difficult."

### Final Comments.

A great event to spectate and a lot of things will amaze you, I will go again.

The spectating does keep you very busy - up at 6am, on the road by 7am and not getting back until 10pm or sometimes later. Up again at 6am....but definitely worth it all.

### VIV GEES

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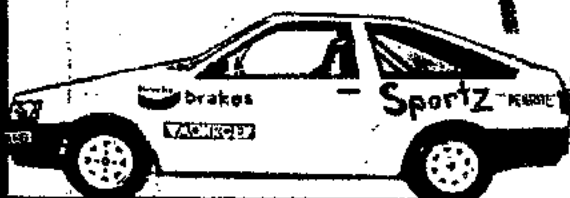
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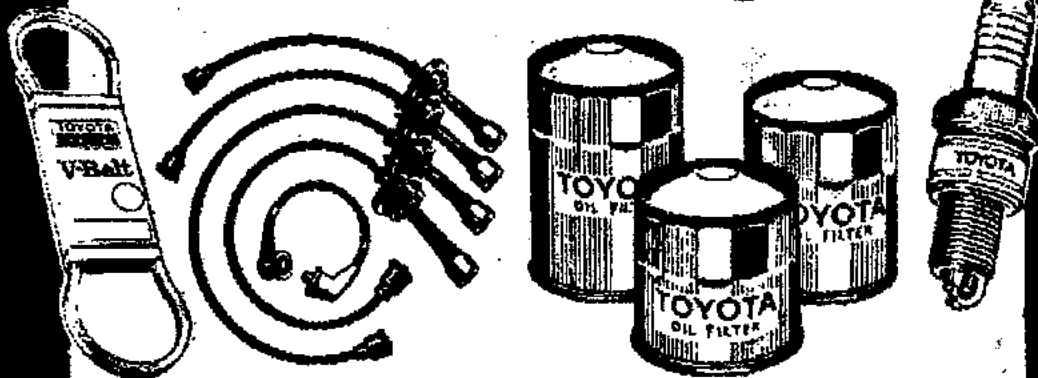
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I recently became aware of an item of interest which occurred during BP Rally Qld to one of our favourite Queensland competitors. Although it wasn't included in the rally report in the magazine, I thought some readers who didn't know the facts would be interested by the story.

From early on in the event on Friday Viv Gees and Noel Philp in the big red Falcon XA Tudor had problems with the clutch when it would not disengage. As a result they had some slow times and one slowest ( the problem was later found to be a cushion spring jammed where it oughtn't be.

After placing the car in Parc Ferme on Friday night, Viv drove Sandra's car back to Maryborough and woke his very good sponsor Cyril Harris. They went to his dealership and got a new clutch, pressure plate and throwout bearing, then went to Viv's place and got the spline aligning dummy shafts and made it back to Nanango with about three minutes to spare to get the car out of impound.

Viv removed the gearbox, clutch etc. and reassembled everything with the new parts, using up only 12 minutes of late time. Good effort!!

The reason Viv did the trip was that he is good friends with Cyril Harris (you'd have to be at that time of night-Ed.) and only he knew where the proper tools were tucked away at home.

I admit I wasn't aware of this story before but am the first to admit that it shows the keenness of some of our competitors to stay in there and finish the event.

**TOM SMITH**



THE QUEENSLANDERS WHO VISITED RALLY AUSTRALIA.  
JOHN SLATTERY, ROBIN SLATTERY, MURRAY COOTE, VIV GEES, BRIAN CRISP, LESLEY TROSTON.

### THE BAILEY POWERLINES RALLY-NOV. 2/3

Well, it finally happened!! After weeks of indecision and even longer periods of almost no rain whatsoever those great guys at the Forestry office in Imbil gave Brian Everitt permission to run the event.

There were probably a lot of frustrated rally drivers out there just waiting with baited breath for this 'Club' rally to be held, but for the interest of everyone there was no way it could be done while the Fire Danger was so high all over the South-East corner of the State.

In total there were an astonishing 79 entries but due to various clashes of interest, we had some withdrawals resulting in a total of 64 starters (still an impressive list) who rocked up to the "Island Beach Resort" in the middle of Imbil on Saturday.

Brian is a resident of Gympie and hence very knowledgeable about the roads in the area. As a result he was able to pick some of the absolutely best forestry tracks around for the varied field of road and rally cars, experienced and beginner crews alike.

We had a good representation of seeded QRC drivers along with some great Group G cars like Geoff Krause's ex-Coope 1200 Coupe, and a range of road cars from Ian Gorski's standard Corolla sedan to the Pajero of Paul Lee. To be run over about 90 k's of competitive roads, this rally was a little longer than say Beerburum but not hard on the cars and great value for money.

At scrutineering on the Wednesday night before there were only about 40 cars that showed up and there were concerns that the scrutineer would be swamped on Saturday afternoon. As things turned out John G. was a sick boy and couldn't even fill the navy's seat he was scheduled to (I did instead) but Paul Williamson and Dick Boardman seemed to have the car checking going very well indeed.

The start went off well at 6.45pm allowing the field to transport to the first stage by which time darkness would have fallen. Bruce Dummett and Dave Hill were the first car away and were to be pretty hard to beat if nothing went wrong. Unfortunately Brian Crisp and Chris Lane didn't front in the S.D.R.T. Subaru Rx-Turbo when some major problems were discovered with the heads. Other quickies included the Lees, Batesy, Gary Marshall, Cookie, Wayne Lemon and Rod Dawson to name but a few.

There were a heap of spectators at the legendary Cutter's Camp point and they were treated to some talent and bravery from a lot of crews. It's now history that Bruce and Hilly had a 'monumental' and wrote off another perfectly good Datsun 1600, but they'll be back for Gallangowan.

There were a few breakdowns and some accident damage but no-one was hurt and that's the main thing. Regardless of the panel damage and broken bits 'n pieces, every face wore a smile so that shows that everyone enjoyed themselves (I think).

The rally wasn't actually over until about 2.00am early in the hours of Sunday and the scores were still going up at that time. It was quite obvious that Dave Bates and Ron Peters had taken a very well-deserved win after the Dummett crash put Bruce out of contention. Craig and Jim Lee had also put on a top showing to finish a tight second although Craig was quite ill at one stage and vomiting(?). Equal third thanks to the strangeness that is quarter-minute timing was shared by the big 280Z of Gary Marshall/Tom Smith and the Datsun 1600 Grunter of Wayne Lemon/Kerrie Reid.

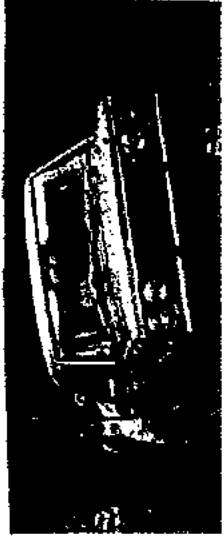
Thanks must be extended to all those who offered their help during the running of the rally and hearty congratulations go to the organising committee led by Brian Everitt. As a competitor, I can honestly say there were no problems with the instructions or the roads and overall it was a most enjoyable event. Congratulations to all the beginners and let's hope the Keema Club Rally is as well attended.

TOM SMITH.

SS2	SS4	SS6	SS8
DRIVER	DRIVER	DRIVER	DRIVER
TIME	TIME	TIME	TIME
1. Dummett 4.21	1. Appleyard 9.52	1. Bates 10.30	1. C. Lee 7.45
2. Bates 4.39	2. Dummett 10.04	2. C. Lee 10.30	2. Bates 8.00
3. Marshall 4.41	3. Marshall 10.24	3. Howard 10.45	3. Marshall 8.00
4. Lemon 4.43	4. Bates 10.36	4. Cook 11.00	4. Lemon 8.00
5. van Heerden 4.44	5. Peron 10.46	5. Peron 11.00	5. Krause 8.15
6. Lee 4.45	6. R. Dawson 10.54	6. Krause 11.00	6. Duthie 8.15
7. Cook 4.45	7. Kabel 10.56	7. Duthie 11.00	7. G. Yarrow 8.15
8. Kabel 4.46	8. Mapstone 11.02	8. Martin 11.00	8. van Heerden 8.15
9. Martin 4.49	9. van Heerden 11.10	9. Kabel 11.15	9. Wright 8.15
10. Duthie 4.49	10. Duthie 11.12	10. R. Dawson 11.15	10. Stock 8.15
11. Mole 4.49	11. C. Lee 11.18	11. Lawless 11.15	11. Kabel 8.15
12. Copping 4.49	12. Cook 11.18	12. van Heerden 11.15	12. Cook 8.30
13. Krause 4.55	13. Wilson 11.22	13. Wright 11.15	13. Lawless 8.30
14. Stock 4.55	14. Cross 11.31	14. Stock 11.15	14. Mapstone 8.30
15. Salter 4.55	15. Donald 11.33	15. Marshall 11.30	15. Mole 8.30
16. Appleyard 4.56	16. Bentley 11.36	16. G. Yarrow 11.30	16. Howard 8.30
17. Wright 4.56	17. Bremner 11.40	17. Copping 11.30	17. Salter 8.30
18. P. Lee 4.59	18. Krause 11.50	18. Keighley 11.30	18. Martin 8.30
19. Ferguson 5.00	19. Martin 11.54	19. Cutts 11.45	19. Ferguson 8.30
20. Peron 5.00	20. Stock 11.56	20. Salter 11.45	20. Hamilton 8.30
21. Wilson 5.00	21. S. Clarke 11.56	21. Wright 11.45	21. Cross 8.30
22. Mole 5.01	22. Mole 11.58	22. Appleyard 11.45	22. R. Dawson 8.45
23. Lawless 5.01	23. Salter 12.01	23. Cross 11.45	23. Bremner 8.45
24. Donald 5.02	24. Lawless 12.03	24. Gusterson 12.00	24. R. Wilson 8.45
25. Clunes 5.04	25. S. Yarrow 12.04	25. Bremner 12.00	25. Wright 8.45
26. Keighley 5.05	26. G. Yarrow 12.09	26. Breilsford 12.00	26. Appleyard 8.45
27. G. Yarrow 5.06	27. Clunes 12.12	27. Ferguson 12.00	27. Breilsford 8.45
28. S. Clarke 5.06	28. Wright 12.20	28. Hayward 12.00	28. Moyle 8.45
29. Cross 5.08	29. Stanaway 12.21	29. Guest 12.15	29. Cutts 9.00
30. Bremner 5.08	30. Keighley 12.23	30. S. Yarrow 12.15	30. B. Wilson 9.00
31. Howard 5.10	31. Ferguson 12.24	31. B. Dawson 12.15	31. Kelghley 9.00
32. Guest 5.10	32. Goodman 12.28	32. Hamilton 12.15	32. Hayward 9.00
33. Bentley 5.13	33. Copping 12.28	33. van Opstal 12.30	33. Gusterson 9.15
34. B. Dawson 5.13	34. Stringfellow 12.30	34. Draheim 12.30	34. Goodman 9.15
35. Hayward 5.15	35. Wright 12.34	35. Draheim 12.35	35. Bentley 9.15
36. Stringfellow 5.17	36. van Opstal 12.35	36. Moyle 12.45	36. Boardman 9.15
37. Cutts 5.17	37. Guest 12.41	37. Evans 12.45	37. C. Smith 9.15
38. Ford 5.18	38. Wilson 12.47	38. Boardman 12.45	38. Draheim 9.30
39. Gusterson 5.19	39. Breilsford 12.50	39. B. Wilson 12.45	39. Evans 9.30
40. Breilsford 5.21	40. Cutts 12.55	40. Mele 13.00	40. Boardman 9.30
41. Boardman 5.21	41. Evans 12.55	41. Doyle 13.00	41. Guest 9.45
42. Goodman 5.23	42. Boardman 13.17	42. Bentley 13.30	42. Gotski 9.45
43. Evans 5.23	43. Howard 13.22	43. Gotski 13.30	43. Warner 9.45
44. van Opstal 5.23	44. Warner 13.31	44. Michel 13.45	44. Feron 10.00
45. Wilson 5.27	45. Ford 13.31	45. Skelly 13.45	45. Clunes 10.00
46. Shiele 5.28	46. Skelly 13.55	46. L'Estrange 14.00	46. van Opstal 10.00
47. Draheim 5.29	47. Graham 14.06	47. Donald 14.00	47. B. Dawson 10.00
48. Wright 5.36	48. L'Estrange 14.18	48. Kendon 14.11	48. L'Estrange 10.00
49. Gotski 5.42	49. B. Dawson 14.23	49. Stanway 14.11	49. Skelly 10.15
50. P. Lee 5.47	50. Hamilton 14.25	50. Warner 14.15	50. Doyle 10.15
51. Graham 5.48	51. Gotski 14.39	51. R. Wilson 14.45	51. Michel 10.30
52. Skelly 5.49	52. Michel 14.56	52. F. Lee 14.45	52. Ford 10.30
53. S. Yarrow 5.57	53. C. Smith 15.12	53. C. Smith 15.00	53. F. Lee 10.30
54. L'Estrange 6.08	54. F. Lee 15.29	54. Mapstone 15.45	54. Stanway 13.15
55. Warner 6.10	55. Kendon 16.48	55. Ford 16.30	
56. Stanway 6.12	56. Doyle 17.23	56. P. Lee 16.30	
57. C. Smith 6.13	57. Moyle 17.37	57. Mapstone 16.30	
58. Michel 6.13	58. Gotski 18.00	58. Ford 16.30	

SS10	SS14	SS14	SS14	SS14
DRIVER	DRIVER	DRIVER	DRIVER	DRIVER
TIME	TIME	TIME	TIME	TIME
Bates	Mole	Mole	Mole	Mole
4.27	15.00	15.00	15.00	15.00
4.30	D. Bates	D. Bates	D. Bates	D. Bates
4.34	16.12	16.12	16.12	16.12
4.35	C. Lee	C. Lee	C. Lee	C. Lee
4.35	16.57	16.57	16.57	16.57
4.36	Marshall	Krause	Krause	Krause
4.40	17.19	17.19	17.19	17.19
4.44	C. Lee	Marshall	Marshall	Marshall
4.46	17.24	17.24	17.24	17.24
4.49	Mole	Lemon	Lemon	Lemon
4.51	17.41	17.41	17.41	17.41
4.52	Duthie	Kabel	Kabel	Kabel
4.53	17.49	17.49	17.49	17.49
4.55	Lemon	Feron	Feron	Feron
4.55	18.11	18.11	18.11	18.11
4.57	Krause	Duthie	Duthie	Duthie
4.58	18.13	18.13	18.13	18.13
4.59	Cook	Stock	Stock	Stock
5.01	18.21	18.21	18.21	18.21
5.03	Kabel	Cook	Cook	Cook
5.05	18.22	18.22	18.22	18.22
5.06	Warner	Warner	Warner	Warner
5.08	18.30	18.30	18.30	18.30
5.14	Bremner	Bremner	Bremner	Bremner
5.15	18.33	18.33	18.33	18.33
5.16	Lawless	Martin	Martin	Martin
5.16	18.41	18.41	18.41	18.41
5.18	Appleyard	van Heerden	van Heerden	van Heerden
5.19	18.44	18.44	18.44	18.44
5.22	Gorski	Lawless	Lawless	Lawless
5.22	18.54	18.54	18.54	18.54
5.23	Moyle	Appleyard	Appleyard	Appleyard
5.30	18.57	18.57	18.57	18.57
5.32	Clunes	Mapstone	Mapstone	Mapstone
5.33	19.04	19.04	19.04	19.04
5.35	Boardman	R. Dawson	R. Dawson	R. Dawson
5.40	19.05	19.05	19.05	19.05
5.44	Evans	R. Wilson	R. Wilson	R. Wilson
5.54	19.16	19.16	19.16	19.16
5.57	Warner	Salter	Salter	Salter
5.58	19.17	19.17	19.17	19.17
6.05	Gorski	Ferguson	Ferguson	Ferguson
6.10	19.24	19.24	19.24	19.24
6.11	Skelly	Moyle	Moyle	Moyle
6.13	19.34	19.34	19.34	19.34
6.35	Michel	Gusterson	Gusterson	Gusterson
10.55	19.51	19.51	19.51	19.51
14.00	20.09	20.09	20.09	20.09

SS10	SS14	SS14	SS14	SS14
DRIVER	DRIVER	DRIVER	DRIVER	DRIVER
TIME	TIME	TIME	TIME	TIME
Bates	Mole	Mole	Mole	Mole
4.27	15.00	15.00	15.00	15.00
4.30	D. Bates	D. Bates	D. Bates	D. Bates
4.34	16.12	16.12	16.12	16.12
4.35	C. Lee	C. Lee	C. Lee	C. Lee
4.35	16.57	16.57	16.57	16.57
4.36	Marshall	Krause	Krause	Krause
4.40	17.19	17.19	17.19	17.19
4.44	C. Lee	Marshall	Marshall	Marshall
4.46	17.24	17.24	17.24	17.24
4.49	Mole	Lemon	Lemon	Lemon
4.51	17.41	17.41	17.41	17.41
4.52	Duthie	Kabel	Kabel	Kabel
4.53	17.49	17.49	17.49	17.49
4.55	Lemon	Feron	Feron	Feron
4.55	18.11	18.11	18.11	18.11
4.57	Krause	Duthie	Duthie	Duthie
4.58	18.13	18.13	18.13	18.13
4.59	Cook	Stock	Stock	Stock
5.01	18.21	18.21	18.21	18.21
5.03	Kabel	Cook	Cook	Cook
5.05	18.22	18.22	18.22	18.22
5.06	Warner	Warner	Warner	Warner
5.08	18.30	18.30	18.30	18.30
5.14	Bremner	Bremner	Bremner	Bremner
5.15	18.33	18.33	18.33	18.33
5.16	Lawless	Martin	Martin	Martin
5.16	18.41	18.41	18.41	18.41
5.18	Appleyard	van Heerden	van Heerden	van Heerden
5.19	18.44	18.44	18.44	18.44
5.22	Gorski	Lawless	Lawless	Lawless
5.22	18.54	18.54	18.54	18.54
5.23	Moyle	Appleyard	Appleyard	Appleyard
5.30	18.57	18.57	18.57	18.57
5.32	Clunes	Mapstone	Mapstone	Mapstone
5.33	19.04	19.04	19.04	19.04
5.35	Boardman	R. Dawson	R. Dawson	R. Dawson
5.40	19.05	19.05	19.05	19.05
5.44	Evans	R. Wilson	R. Wilson	R. Wilson
5.54	19.16	19.16	19.16	19.16
5.57	Warner	Salter	Salter	Salter
5.58	19.17	19.17	19.17	19.17
6.05	Gorski	Ferguson	Ferguson	Ferguson
6.10	19.24	19.24	19.24	19.24
6.11	Skelly	Moyle	Moyle	Moyle
6.13	19.34	19.34	19.34	19.34
6.35	Michel	Gusterson	Gusterson	Gusterson
10.55	19.51	19.51	19.51	19.51
14.00	20.09	20.09	20.09	20.09



## RESULTS

	CREW	CAR	CLASS	TIME
1	D. Bates/R. Peters	Datsun 1600	PRC3	1.06.45
2	C. Lee/J. Lee	Sprinter	PRC2	1.08.37
=3	G. Marshall/T. Smith	Datsun 280Z	PRC4	1.09.23
=3	W. Lemon/K. Reid	Datsun 1600	G	1.09.24
5	T. Kabel/I. Erbacher	Swift 4wd	PRC5	1.10.55
6	G. Krause/J. Madsen	Datsun 1200	G	1.11.04
7	G. Duthie/J. Peters	Mazda 808	G	1.11.22
8	B. Cook/L. Taylor	Datsun 280Z	PRC4	1.12.09
9	van Heerden/Day	Datsun 180B	G	1.12.25
=10	J. Stock/A. Gaston	Gemini	PRC2 (Nov.)	1.13.02
=10	Appleyard/Bruton	Gemini	Gem. (Nov.)	1.13.11
12	J. Martin/B. Burr	Torana	PRC4 (Nov.)	1.13.31
13	C. Mole/B. Mole	Datsun 1600	G (Nov.)	1.13.58
14	M. & M. Lawless	Datsun 1600	PRC3	1.14.23
15	R. Dawson/D. Gibson	Gemini	Gem.	1.14.32
=16	Bremner/Tebble	Escort	PRC3 (Nov.)	1.15.08
=16	D. Feron/B. Smith	Gemini	Gem.	1.15.10
18	Salter/Collingwood	Honda Civic	PRC1	1.15.18
19	Ferguson/T. Betts	Datsun 1600	Road (Nov.)	1.17.35
20	T. & K. Gusterson	Gemini	Gem.	1.18.08
21	R. Wilson/G. Ellis	Celica	Road (Nov.)	1.18.18
22	A. Cutts/G. Clark	Gemini	Gem.	1.18.53
=23	van Opstal/Page	Subaru	G (Nov.)	1.20.05
=23	Mapstone/Daniels	Gemini	Gem. (Nov.)	1.20.09
25	B. Wilson/J. Haynes	Datsun 1600	PRC3 (Nov.)	1.20.29
26	Draheim/Wright	Escort	PRC3 (Nov.)	1.20.39
=27	S. & D. Yarrow	Torana	PRC4	1.21.06
=27	Hamilton/Kikavas	Starion	PRC4 (Beginner)	1.21.09
29	B. Dawson/McKinnon	Datsun 280Z	PRC4 (Nov.)	1.21.41
=30	Howard/Lapworth	Datsun 1600	G (Nov.)	1.22.04
=30	Boardman/Hennesy	Datsun 1600	Road (Nov.)	1.22.13
=32	A. Clunes/B. Blair	Laser S	PRC2	1.23.06
=32	R. & P. Evans	Cortina	G (Nov.)	1.23.09
=32	A. Moyle/J. Dempsey	Gemini	Gem. (Nov.)	1.23.11
35	Hayward/Hayward	Mazda	Road (Nov.)	1.23.45
=36	Goodman/Connors	Mazda 929	PRC3 (Nov.)	1.23.46
=36	B. Wright/M. Gibson	Gemini	PRC3 (Nov.)	1.23.52
38	Graham/Johnstone	Swift GTi	PRC1 (Nov.)	1.24.26
39	Keighley/Bayliss	Escort	G (Beginner)	1.25.00
40	Brelsford/Davidson	Escort	PRC3 (Nov.)	1.25.57
=41	L'Estrange/Pinder	Trueno	Road (Beginner)	1.27.09
=41	Kendon/Milinovich	Datsun	PRC3 (Beginner)	1.27.13
=41	Gorski/Katterns	Corolla	Road (Nov.)	1.27.27
44	Warner/Haddock	Datsun 1600	Road (Beginner)	1.28.18
45	Skelly/Schmidt	Mazda 323	PRC1 (Nov.)	1.28.57
46	F. Lee/C. Neilsen	Honda Civic	PRC1 (Nov.)	1.29.53
47	N. & C. Michel	Galant	PRC2 (Nov.)	1.30.35
48	C. Smith/S. Renn	Corolla	Road (Nov.)	1.33.13

QRC CLASS POINTSCORES (pre-Guthrie period)

PRC 1 (up to 1300cc)		QRC1	QRC2	QRC3	T.
Tim Collingwood	Honda Civic RS	6	9	6	21
Andrew Johnstone	Suzuki Swift GTi	4	0	9	13
Chris De Vere	Datsun 1200	9	0	0	9
Alan Bates	Toyota Corolla	3	4	0	7
Charlie Clark	Datsun 1200	0	6	0	6
<b>PRC 2 (1300 - 1600cc)</b>					
Liam Mahoney	Ford Laser S	6	6	9	21
Rod Browning	Mazda 323GTS	9	0	0	9
Terry Gusterson	Gemini	0	9	0	9
Craig Lee	Sprinter	0	0	6	6
Michael Brimrose	Celica	4	0	0	4
<b>PRC 3 (1600 - 2000cc)</b>					
Ian Bailey	Gemini ZZ	9	0	9	18
Richard Anderson	Alfetta	4	6	0	10
Malcolm Lawless	Datsun 1600	0	3	6	9
Bruce Dummett	Datsun 1600	0	9	0	9
Robert Bell	Escort	6	2	0	8
Barry Neuendorff	Peugeot 205GTi	3	1	3	7
David Johanson	Datsun 1600	0	4	0	4
David Bates	Datsun 1600	0	0	4	4
Danny Benson		2	0	0	2
Paul Bergman		1	0	0	1
<b>PRC 4 (over 2000cc)</b>					
Mark Taylor	Mazda RX2	9	0	0	9
David Jones	Commodore VC V8	0	9	0	9
Gary Marshall	Datsun 280Z	0	0	9	9
Dick Boardman	Cordia Turbo	0	0	6	6
Terry Lewis	Capri V6	0	2	4	6
Viv Gees	Falcon V8	0	0	6	6
Errol Bognuda	Sigma 2.6	0	4	0	4
Peter Lockhart	Commodore VN V8	0	3	0	3
Steve Bradford	Starion Turbo	0	1	0	1
<b>PRC 5 (4-WHEEL DRIVE)</b>					
Mark Griffith	Mazda 323 4wd	6	0	9	15
Tony Kabel	Suzuki Swift 4wd	0	9	6	15
Rod Cross	Suzuki Swift 4wd	4	6	4	14
George Kahler	Galant VR-4	9	0	0	9
<b>GROUP N1 (up-to-1300cc)</b>					
Dean Tighe	Suzuki Swift GTi	6	9	6	21
Gary Batts	Suzuki Swift GTi	9	0	9	18
<b>GROUP N10 (4 WHEEL DRIVE)</b>					
John Goasdoue	Mazda BFMR	9	9	9	27

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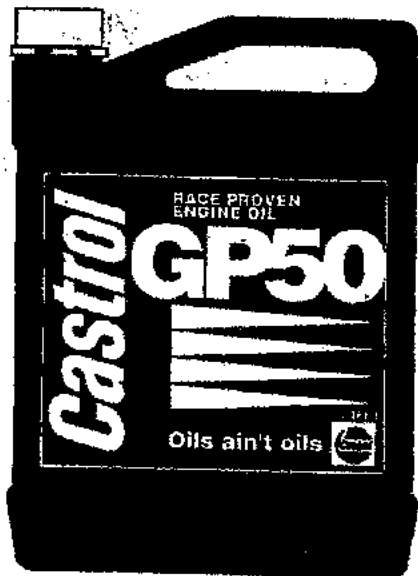
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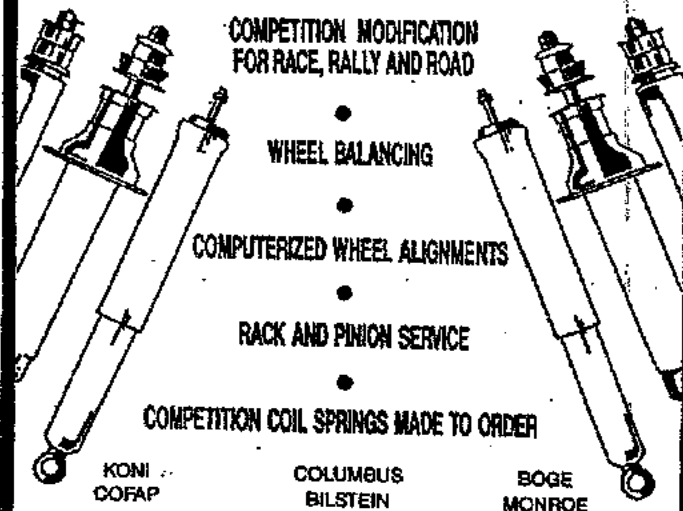
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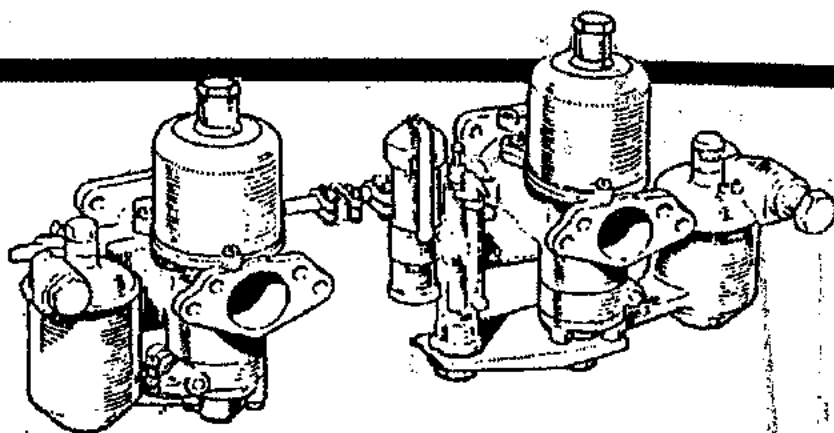
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29 April -  
3 May 1992.

THE SMALLEST STATE of Australia, Tasmania is an island of wonderful contrasts, where rolling surf sweeps along deserted, endless, sandy beaches, and where rugged, craggy mountain ranges pierce the elevated heights of the highland wilderness.

It is one of the most peaceful corners of the world, renowned for its wealth of diverse beauty, its food (especially its "fruits de mer") and, more recently, its wine.

Tasmania also has a well organised road system, with high quality bitumen roads winding through most parts of the island. There are enough mountain passes, gorges and other challenging sections to whet and satisfy the appetite of any red-blooded, competitive motoring enthusiast.

All this, and a Government that is committed to Tourism and with a tradition of support for exciting motor sporting events, makes for an ideal location for the newest of the world's motor sporting classics...

A NEW ERA in motor sport touring in Australia and the world will begin when Tasmania hosts TARGA TASMANIA.

Deriving its competition concept directly from the best features of the "Mille Miglia", the "Coupe des Alpes" and the "Tour de Corse", the five-day competition next April is to cater for 200 cars, including competitors from overseas. Entries will be strictly by invitation.

Developed by local and interstate motoring identities, TARGA TASMANIA is to be conducted on some 2000km of sealed main and secondary roads through all regions of the State.

It is designed to be an annual event promoting Tasmania as an ideal touring holiday destination.

TARGA TASMANIA has the potential to be one of the most exciting activities on the International Motor Sport calendar.

TARGA TASMANIA is intended to be "the Ultimate Tourist Trophy", a unique competition for "the best road cars in the world".

Accordingly, entrants will nominate for one of five vehicle categories:

- \* Thoroughbred, Classic or Exotic, for cars such as Alfa Romeo, Ferrari, Jaguar, Mercedes, Porsche et al;
- \* Historic Rally Cars (pre-1975), like Austin 1800, Cortina, Mini, Holden and Ford - and such as the 1974 World Cup Rally Leyland P76;
- \* Manufacturers' new releases and prototypes.

TARGA TASMANIA has the support and backing of the Confederation of Australian Motor Sport (CAMS) - the governing body of motor sport in Australia - as well as the International Motor Sport Federation (FISA).



A Committee including the President of CAMS, John Large, motoring personality, Max Stahl, and Hobart businessman and motor sport identity, Jeff Ransley, has developed the TARGA TASMANIA concept.

"Through its historic link with motor racing at Longford, Tasmania has always been a special venue for motor sport," Mr Large said.

"With its magnificent and ever-changing scenery and a superb system of challenging bitumen roads winding through mountain passes and river valleys, Tasmania is the perfect venue for this very special event," he added.

Given the anticipated support and attention, TARGA TASMANIA will become a highly prized international trophy event, keenly contested by car collectors and manufacturers, and closely followed by enthusiasts.

From the enthusiast's point of view, the main features of TARGA TASMANIA are...

\* Scheduled driving in daylight only will total 2000km, with the longest day covering 550km. Stopovers will be in Launceston, Hobart and Burnie.

\* Each day's drive will comprise Transport, Touring and "Targa" Stages. Highly competitive, all "Targa" Stages will be conducted on closed sections of road.

\* Targa Tasmania is designed to provide car owners with a unique opportunity to enjoy and demonstrate the full potential of their cars in controlled conditions on the open road - and to promote Tasmania as an ideal tourist destination.

Entries (by invitation only) will be limited to 200 cars, with an Entry Fee of \$1800, which includes return shipping of cars across Bass Strait, tickets for eight major functions before, during and after the event, and a handsome pack of Targa merchandise.

Social activities are high on the Targa agenda, with civic receptions planned for Launceston, Hobart and Burnie, the Targa Tasmania Ball in Launceston, glittering banquets at the two Casinos, a colourful Car Show at Launceston's Silverdome and the gala Presentation Banquet in Hobart.

TARGA TASMANIA will be contested over five Divisions, as follows...

- DAY 1 - Launceston to Launceston via Lilydale, the Tamar Valley, Devonport and the Longford 'Flying Mile'.....330km
- DAY 2 - Launceston to Hobart via Scottsdale and the mountain passes in the North-east, Sichenon, the East Coast and Richmond.....430km
- DAY 3 - Hobart to Hobart via d'Entrecasteaux Channel, the Huon Valley and the Southern mountain ranges.....190km
- DAY 4 - Hobart to Burnie via the Central Highlands and the mountains and gorges of the North-west Coast.....500km
- DAY 5 - Burnie to Hobart via the West Coast, the Reece Dam, Strahan, Queenstown, the Lyell Highway, Ellendale and Malacoth

\* for further details, contact:-  
Event Secretary  
PO Box 91  
Umina Beach  
NSW 2257  
phone (043) 431164



In the light of last month's issue of a competitor who was penalised for being caught in the forest 'practising', it was considered prudent to stress upon enthusiasts the 'dangers' associated with the concept of practising where you're not supposed to. It's okay to do it on private property where you have the owner's permission, but to do it in the Forest with the risks of being caught presents another problem-that of the image of the sport and the people involved. Admittedly some folks may have done it in the past and gotten away with it, but measures are being tightened and if you're spotted, you'll 'do the time'. This is in no way pointing the finger at anyone but simply giving everyone fair warning.

\*\*\*\*\*  
Ian "crashless" Bremner is looking for any photos that may have been taken of his car in action at the Bailey Powerlines Rally in Imbil. He and Navvy Greg Tebbie were in a white Escort with red and orange stripes (No.23). Ian can be contacted at work at Avanti Spares at Albion on 262 1222, and he is willing to pay huge amounts of money for the right shots!

\*\*\*\*\*  
In the early parts of 1992, Moss Lane is directing the Parklands Goodyear Stadium Event, similar to that held early in 1991. The event is basically off-road type vehicles herbing around a set-up track inside the arena and is a ball of fun to watch if you're not going to compete.

Moss is seriously looking for anyone who would be willing to help out in an official capacity on the nights of the event(it will be on a Friday and a Saturday) and if you'd like to be close to the action on a timing point or as a marshall, please let us know.

Interested parties can let Esme know at the clubrooms on ph.391 8881.

\*\*\*\*\*  
A name from the past has re-emerged! Some past club members may remember Peter Sudiro who used to push around a fairly quick Datsun 1600 (didn't a lot of people). Well, it seems that Peter has decided that the Gemini Series is a good way to go and nearly has his Isuzu ready. Watch out for him in 1992.

\*\*\*\*\*  
To finish of the year there will be another of the very popular Autocross events at Darlington Park on the weekend of 14/15 December. As usual, it will be an ideal time for the off-roaders to bring out their buggies and the rally guys to dig out the Group G Grunters and come along to have a ball. Once again, anyone who would be interested in helping could give Esme an early Christmas present by volunteering your services now. Come one, come all!!!

\*\*\*\*\*



It's Alive !!  
The legendary Brett Wright Gemini (looking great) finally turned a wheel at the Bailey Powerlines Rally with Martin Gibson alongside. (Craig Lee's mum Heather counts them



**DID YOU THINK THAT THIS YEAR'S XMAS PARTY WOULD BE A BUNCH OF HOOLIGANS STANDING AROUND TALKING ABOUT CARS?????????????????**

**WELL, YOU'RE PROBABLY RIGHT!!!!**

**IF YOU HAVEN'T GOT YOUR TICKETS NOW YOU MIGHT BE TOO LATE. TRY CALLING THE CAR CLUB ON 3918881 TO SEE IF THERE'S ANY VACANCIES. IF SO, COME UP WITH \$18.00 PER HEAD, AND YOU'RE IN WITH A CHANCE TO WIN THE BIG DOOR PRIZE.**

**IT WILL BE A FUN NIGHT AND "THE FILLING STATION RESTAURANT" IS RENOWNED FOR IT'S WONDERFUL MENU AND A RANGE OF 100 DIFFERENT BEERS. YOU PAY FOR DRINKS AS YOU ORDER THEM SO NO MIX UPS.**

**DON'T MISS OUT OR YOU'LL BE SORRY!!!**

In response to a couple of questions put forward by a contributing club member, I thought I would mention a few more points of interest that may be noteworthy to some other readers of this magazine.

(1) The PNG Safari - if any Brisbane based rally crews are interested in competing in next year's event, the best person to talk to here in Brissy is Richard Anderson at AVANTI SPARES. He can be contacted on 262 1222 and would be able to pass on the phone number of this year's Director Mike 'Slackie' Ryan. There are certain sponsorship deals which can be organised through PNG businesses, so if you're seriously interested in taking part in a real rally adventure, start your planning now for the 1992 event.

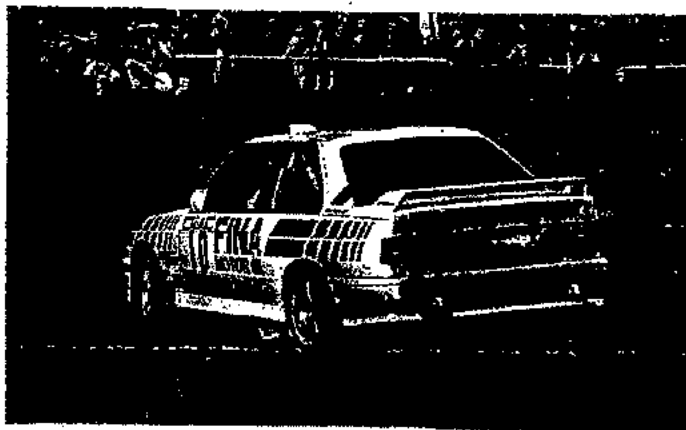
(2) There was a proposal put forward at Qld. Rally Panel recently that the Qld. ARC round be separate to the QRC series. What do you think? As competitors in the QRC or as someone who would just wish to do the high impact ARC, what are the opinions of some of the people out there who make up the fields in these events.

(3) In the most recent issue of Australian Rallysport News, the latest update on the proposed ARC co-efficient series for next year was published. This doesn't differ from that which I outlined in last month's mag. so at this stage, the system is in for 1992, but will not include the CBRA or Esanda Rally in Canberra.

What this does mean however is that the first round of the QRC next year in Gympie may include some of the big name competitors in Queensland who wish to score points in the co-efficient 5 Rally. At this point in time the 1992 QRC1 could have the following drivers:- Murray Coote, George Kahler, Geoff Keys, Peter Glennie, Mark Griffith, John Goasdoue, Brian Crisp, Craig Lucey, Warren Carrigan, Allen Jones and Craig Lee all in turbocharged four wheel drive cars!!!

#### STOP PRESS STOP PRESS STOP PRESS

I have just heard that unfortunately, Geoff Keys had a king-sized prang at the Esanda Rally in Canberra. Apparently the Galant VR-4 is pretty well destroyed and it is unlikely that it can be repaired. Hopefully Geoff will get back into another vehicle before too long and thankfully both crew members are okay.





POS	OFF ROAD CHAMPIONSHIP.....	FEB	MAR	AUG	TOT
= 1	DOUG McMILLAN	10	11		21
	LINDSAY EVERLEIGH	10	11		21
= 3	MAUREEN ROSE	9		11	20
	TERRY ROSE	9		11	20
5	DERRICK KENNEDY		9	9	18
= 6	ALAN NICOLL	7	9		16
	GREG NICOLL	7	9		16
= 8	BRYAN BASHAM		5	8	13
	MICHELLE BASHAM		5	8	13
10	KENNETH SMITH	4	8		12
= 11	DEANNA HUDSON	11			11
	HAROLD JAMES	11			11
	BOB MOWBRAY	1			1
= 14	RON MILTON			10	10
= 15	GRAHAM HILL	9	10		19
	MOSS LANE	9			9
= 17	NEVILLE TAYLOR	8	9		17
	TOM ORCHER	8			8
	ROBERT OXLEY		8		8
= 20	TREVOR CUNNING	8			8
	JOHN NIEMEYER	1	6		7
	ERIC WHITBREAD	1	6		7
= 23	RON VAN DER HAAR	6	7		13
	KIETH HONOUR	6			6
	TRACEY SMITH	3			3
= 26	KEVEN HUFSCHMID	3	3		6
	LAUREEN SMITH	4	4		8
= 29	GORDON BAILLIE	4			4
	CHRISTOPHER CAVE	1	2		3
	GRANT WHITE	3			3
31	PETER CARRUTHERS	1	2		3
32	GREG BERNARD	2			2
	DARRYL COLE	1			1
	JOHN DARE	1			1
	LAURENCE SVENSON	1			1
			1		1

### LADIES CHAMPIONSHIP POINTS

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 GARRETT	10
9	ZOE HARRISON	9
	DEANNA HUDSON	9
1	TRACEY SMITH	8
2	WENDY KATTERNS	7

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



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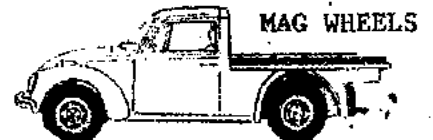
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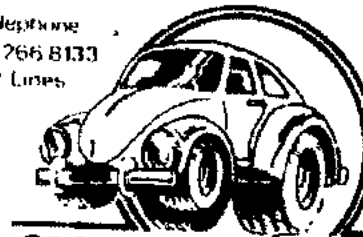
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POS	RALLY CHAMPIONSHIP.	FEB	MAY	JULY	NOV	TOT
1	TOM SMITH	9	9	11	9	29
2	ERROL BAILEY	9		9	9	27
3	CRAIG LEE		10	1	10	21
4	GARY MARSHALL			10	9	19
5	DEAN TIGHE	1	8	8		17
6	RON PETERS			4	11	15
= 7	JOHN GOASDOUE	8		6		14
	TONY KABEL		1	5	8	14
	NEAL WESCHE	8		6		14
10	GARY BATTS	4		9		13
11	IAN BREMNER		6		6	12
= 12	DAVE AMBROSE		11			11
	LOFTY DREWS	11				11
	BRIAN EVERITT		2		9	11
	GEORGE KAHLER	11				11
= 16	IAN GOLDSWORTHY			10		10
	IAN REDDIE	1	9			10
= 18	IAN BAILEY	2		7		9
	DENNIS BROWN			9		9
	PAT HETHERMAN			9		9
	GREG HORTON		1	8		9
	ROSS MUNRO	2		7		9
= 23	TIM COLLINGWOOD	1	1	1	5	8
	LYNDALL PARR		8			8
= 25	DEL GARBETT	1	1	5		7
	JOHN PETERS				7	7
= 27	GREG TEBBLE				6	6
	GLEN WESTON		6			6
= 29	ROD BROWNING	5				5
	ALAN BATES	1	4			5
	RON VAN OPSTAL		1		4	5
	NEIL SALTER				5	5
	JOHN HALL	4				4
	BARRY NEUENDORF	1	1	2		4
	ANDREW OWEN		4			4
	ROSS PERRY	1	1	2		4
	BILL WILSON		1		3	4
	NOFL PHILP		1	3		4
= 39	RICHARD COLLINGWOOD	1	1	1		3
	RODNEY CROSS	1	1	1		3
	VIV GEES			3		3
	JEFF HAYNES				3	3
	ALAN CLUNES		2		1	3
	MARTIN GIBSON	1	1		1	3
	ANDREW JOHNSTONE	1		1	1	3
= 46	MARK CONNORS		1		1	2
	BRUCE DAWSON		1		1	2
	STEVEN DRAHEIM				2	2
	RAY EVANS		1		1	2
	TRICH EVANS		1		1	2
	PETER GOODMAN		1		1	2
	TONY HOWARD		1		1	2
	TONY McDADE		1	1		2
	MICHAEL NEELY	1		1		2
	JOHN FINDER		1		1	2
	COLLEEN SMITH		1		1	2
= 57	RICHARD ANDERSON	1				1



## OCTOBER MOTORKHANA

THERE WAS NO MOTORKHANA HELD IN OCTOBER DUE TO A LACK OF SUITABLE VENUE .  
HOWEVER A NUMBER OF MEMBERS TRAVELLED TO THE BEARS CAR PARK AT CARRARA ON THE GOLD COAST TO RUN IN A KHANACROSS RUN BY THE GOLD COAST TWEED SPORTING CAR CLUB .  
THE EVENT CONCEPT IS BOTH INTERESTING AND EXCITING .  
IT WAS HELD SATURDAY 19.10.91 STARTING AT 3PM AND FINISHED ABOUT 10PM . THIS GAVE EVERYONE A CHANCE TO HONE BOTH THEIR DAY AND NIGHT DRIVING SKILLS AS THE ONLY LIGHTING WAS PROVIDED BY YOUR OWN VEHICLES LIGHTS .

AN AUTOCROSS CIRCUIT APPROX 300 METRES LONG WAS SET UP CONTAINING A ROUNDABOUT , SEVERAL TIGHT CORNERS , A SHORT VERY TIGHT SLALOM AND A GARAGE TO BE REVERSED INTO ON THE FINISH STRAIGHT . TWO SIMILAR CIRCUITS WERE SET UP SIDE BY SIDE , ONE IN AN ANTICLOCKWISE DIRECTION , THE OTHER IN A CLOCKWISE DIRECTION . 1 CAR STARTED ON EACH CIRCUIT AT THE SAME TIME . EACH COMPETITOR HAD 5 RUNS ON EACH CIRCUIT .

BSCC FIELDED 6 ENTRANTS AND APPROX 12 SPECTATORS , NOT A BAD TURN OUT AT SHORT NOTICE BY WORD OF MOUTH . TIMES ARE NOT AVAILABLE AT THIS TIME BUT WILL BE PRINTED WHEN AVAILABLE .

OUR MEMBERS COMPETING WERE

IAN BREMNER	MK11 ESCORT/QUAIFE/ALFA
GLEN EGGINS	DATSUN 1600 GP G/B/?
RON VAN OPSTAL	SUBARU RS/STRUT
CHRIS SHIELDS	DATSUN 1600/FIRE LIGHTER
TRICH EVANS	MK11 CORTINA/FINGER WRECKER
RAY EVANS	MK11 CORTINA/KNOB THROWER

CHRIS SHIELDS SMOKED HIS CAR LITERALLY WHEN AFTER COMPLETING ONE OF HIS RUNS PARKED ON A MOUND OF CUT GRASS SETTING IT SMOULDERING . HE WAS IN SUCH HASTE TO MOVE THE CAR THAT HE TRIED TO WIPE HIS MIRROR OFF ON THE EVANS' CAR .  
RAY EVANS DIDN'T KNOW HIS OWN STRENGTH AS HE SAID "HERE HOLD THIS" AND HANDED TRICH THE GEAR STICK KNOB AS HE NEGOTIATED A CORNER . RAY WASN'T THE ONLY ONE TO BREAK THINGS ON THE CORTINA . DURING ONE OF TRICH'S RUNS THE ALTERNATOR BRACKET SNAPPED AND AN ENGINE MOUNT BROKE RESULTING IN A BROKEN FAN AND PANEL BEATEN RADIATOR . THE CORTINA DECIDED TO GET EVEN FOR ALL THIS ROUGH TREATMENT AND SLAMMED ITS DOORSHUT TIGHT ON LEE'S THUMB .

GLEN EGGINS HAD FUN TRYING TO PEG BACK RON VAN OPSTAL'S SUBARU AND VERY NEARLY DID IT TOO!  
RON ON THE OTHER HAND GOT DOWN THERE LATE AND HAD TO HURRY TO MAKE UP HIS RUNS . IT MAY HAVE BEEN TOO MUCH FOR THE SUBARU AS HE BROKE A FRONT STRUT .

THANKS TO OUR SPECTATORS FOR THEIR SUPPORT  
KIRSTY & LEE EVANS , ROBIN BERARDO , KARYN PAYNE , SCOTT MUNRO & BROTHER , PAUL & SHAUN GRAY AND THE MANY OTHERS WHOSE NAMES I DONT KNOW OR CAN'T REMEMBER .

\*\*\* OUR NEXT MOTORKHANA IS AN EXTRA EVENT FOR THE YEAR TO BE HELD AT DARLINGTON PARK RACEWAY ON SATURDAY 14TH DECEMBER \*\*\*

NOVEMBER MOTORKHANA

FOR NOVEMBER WE WERE BACK ON BITUMEN AT BOONDALL ENTERTAINMENT CENTRE, THANKS TO BRISBANE CITY COUNCIL ONCE AGAIN. OUR DIRECTOR WAS GLEN EGGINS WHO WE WERE ALL RELIEVED TO SEE HAS A THING ABOUT REVERSING TESTS. SO HE DID NOT SET ANY; 13 ENTRANTS ARRIVED FOR THIS ONE MAKING IT OUR LARGEST FIELD THIS YEAR. THIS WAS VERY GOOD SEEING AS THE TWEED RALLY WAS ON SATURDAY NIGHT AND SEVERAL OF OUR REGULARS DID NOT RUN.

IT WAS NICE TO SEE SOME NEW FACES INCLUDING KEVIN BALCH WHO MADE THE TREK FROM GYMPIE TO RUN IN HIS SUZUKI SWIFT AND GREG BERNARD REPRESENTING THE OFF ROAD FRATERNITY IN HIS OFF ROAD OLD MAN ROO DATSUN 1600. ALSO NOT NEW FACES BUT STILL GOOD TO SEE ALAN McCONNEL AND ZOE HARRISON IN THE AWESOME MINI SPECIAL.

EVERYBODY INCLUDING THE LARGE GROUP OF CASUAL SPECTATORS AND THE VERY VOCAL OFF ROAD CHEER SQUAD SEEMED TO ENJOY THE EVENT 6 TESTS WERE RUN

DOUBLE LOOP TRIPLE LOOP SQUARE SLALOM DOUBLE BONE GABLES CROSSOVER

ALANS SPECIAL WAS FAR TO GOOD ON THE DAY WITH ALAN GIVING A DEMONSTRATION OF VERY FAST, SMOOTH MOTORKHANA ACTION. GREG BERNARDS DATSUN 1600 TURNED IN FAIRLY SPECTACULAR DISPLAY OF WHEEL LIFTING AND TYRE SMOKING WHICH HAD THE PEROCIAL CROWD CHEERING WILDLY. RESULTS FOLLOW

- 1ST ALAN McCONNEL
- 2ND ZOE HARRISON
- 3RD PAUL GRAY
- 4TH KEVIN BALCH
- 5TH PHIL HUTCHISSON
- 6TH SHAUN GRAY
- 7TH TERRY BOARDMAN
- 8TH RAY EVANS
- 9TH RON VAN OPSTAL
- 10TH STEWART SEAH
- 11TH GREG BERNARD
- 12TH TRICH EVANS
- 13TH KIRSTY EVANS

- MINI SPECIAL
- MINI SPECIAL
- DATSUN 1600
- SUZUKI SWIFT
- DATSUN 1600
- DATSUN 1600
- DATSUN 1600
- DATSUN 1600
- FORD CORTINA
- SUBARU
- TOYOTA COROLLA
- OFF ROAD DATSUN 1600
- CORTINA WAGON
- CORTINA WAGON.

NOVEMBER NIGHT RUN

Thank you to Colleen and Co. for setting this month's Night Run. It was pretty good effort for a first time. I think we all found it a bit trickier than usual, but then when the directions tell you at the sta that the questions were hard to find you tend to get a little worried.

No-one managed to complete the whole run. We were constantly coming across other Night Runners which makes it a bit more fun trying not to give whereabouts of answers away to each other. We had a theatrical group were rehearsing in a building that we were all looking for a phone number on come out enmasse to see what the h... was going one out there. They were pleasantly surprised to know that we weren't casing the place. Also with a guy who was working in a factory further down the street, he thought we looked so suspicious that he followed us down the road on foot.

It was nice to see some more new faces turning up.. which resulted in Greg Bernard picking up second. Results as follows:

- 1st Dean Tighe/Lyndall Parr MG Midget
- 2nd Greg Bernard Datsun
- 3rd Paul Gray/Shawn Grey Cortina Wagon
- 4th The Evans Family Datsun
- 5th Glen Eggins/Karyn Payne Datsun
- 6th Bob Mischok/Danny Mischok

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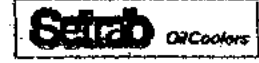
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The ability to see into the future, combined with an infallible lie and bull detector would be very useful assets in my job as 101FM motorsport presenter, especially at this time of year.

It's the will he, won't he?, has he or hasn't he time of the rally season.

The time when the most popular phrases are: signed a deal; letter of commitment; under negotiation; yet to finalise plans; a number of options being explored; considering an offer; and the timeless favourite: no comment!

If you haven't already gathered by now, I'm talking about the annual game of bluff and double bluff as teams and drivers in the World Rally Championship confirm their intentions for the coming season.

Rumours concerning driver line-ups at the top end of rallying have almost reached the dizzy and farcical heights of the F1 circus, where telephone number fees, legal action and denials are a way of life. A denial from a driver that he is signing for the X team is inevitably followed by a press release in a couple of weeks confirming his signing....

Markku Alen was the first major player to set the ball rolling this year with his "shock" defection to Toyota. Disillusioned and disappointed with Subaru's lack-lustre performance this season, the 40 yr old Finn is still hungry for success and sees TTE as his best bet for winning that elusive World Championship crown.

Joining Carlos Sainz and Armin Schwarz, the trio will make a formidable team. Carlos is obviously a winner and Armin has played a number of good supporting roles this season, notably third in Australia, fourth in Monte Carlo and a fifth place in the Acropolis.

The only possible weak link in the equation is the car, a new version of the successful Celica which is set to make its international competition debut in Monte Carlo.

Monte Carlo will also be the scene for the latest generation Lancia Delta's baptism of fire, and the Italian team looks set to be Toyota's main rival again in '92.

Lancia are putting their hopes in the experienced Juha Kankkunen and hard charging Frenchman Didier Auriol. Auriol has been driving for the Fine Jolly Club Lancia team this season and although he has led several events he has failed to clinch a win. The return to the main factory team could well see a change of fortune.

At the end of 1991, or earlier if you believe that particular rumour, Lancia will loose the services of one of its star drivers, Miki Biasion, who will be joining Ford.

Lacking the kind of talent needed for World Championship success, the British based team has invested heavily in the Italian who won the title twice for Lancia in '88 and '89, and have signed him for a three year contract worth more than \$6M.

However, exactly who his team mates are remains to be seen. Francois Delecour appears to have had his nose put out of joint by the move and attempted to join Lancia. The move seemed to have been completed - Reuters News Agency even announced he had signed a two year contract, and then suddenly it was all off, leaving Delecour returning to Ford with his tail between his legs having confirmed his intentions and eluded the team off in the European press.

His recent outing in San Remo may have been his last chance to prove to the Ford hierarchy that he is worth keeping in the team for next year, or that Lancia made a mistake in turning him down. Quite where all this confusion leaves Malcolm Wilson and Gwyndaf Evans is anyone's guess! Popular opinion would be confined to testing responsibilities with a very restricted programme of events.

Subaru looks set to have ex-World Champion Ari Vatanen in the driving seat to replace Alen and

it's possible he will contest this year's RAC for them. They have also recently announced the signing of a three year deal with Colin McRae, leading to a full World Championship programme in 1994. At this point in time the young Scot seems to be the only British driver being groomed for the World Championship scene in the next couple of years.

David Llewellyn's drive at Nissan appears to be in some doubt, the England based team having signed high flying Finn Tommi Makinen and said to be interested in a deal with Francois Chatriot, currently driving for Subaru.

Kenneth Eriksson and Timo Salonen have signed deals to compete for Mitsubishi again next year and bearing in mind the performance the new Galant VR-4 has produced, especially in Greece and Australia, this is a team that could well spring a few surprises next season.

I suppose that by the time this is printed, the whole situation will have changed completely. Carlos Sainz will be driving a "works" SpA Trabant, Ford will be entering a five car all star team headed by Crash Brammer, and Max Crisp will be Team Yugo boss! Remember where you read it first....

Chris Lane  
101FM Motorsport

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PROPOSED CALENDAR

SATURDAY	30 NOVEMBER	KEEMA CLASSIC FINAL ROUND Q.R.C.
SATURDAY	30 NOVEMBER	KEEMA RALLYSPRING _ DARLINGTON PARK
SUNDAY	1 DECEMBER	KEEMA CLUB RALLY _ GALLANGOWAN
TUESDAY	3 DECEMBER	BOARD MEETING 7.30 PM
WEDNESDAY	4 DECEMBER	CLUB NIGHT
SATURDAY	7 DECEMBER	CHRISTMAS PARTY
WEDNESDAY	11 DECEMBER	CLUB NIGHT
SATURDAY	14 DECEMBER	4 W.D. EXPO PLUS MOTORKHANA DEMONSTRATION....
SUNDAY	15 DECEMBER	AUTOCROSS - regs herein
WEDNESDAY	18 DECEMBER	LAST CLUB NIGHT FOR 1991

1992

FRIDAY	10 JANUARY	GOODYEAR STADIUM OFF ROAD SUPER CHALLENGE -
SATURDAY	11 JANUARY	FINALS - GOODYEAR STADIUM OFF ROAD SUPER CHALLENGE

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