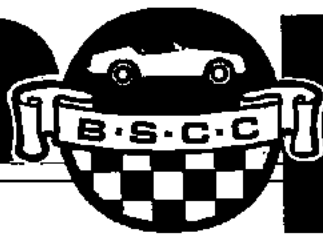


BRISPORT



BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORHANA



MOTORHANA

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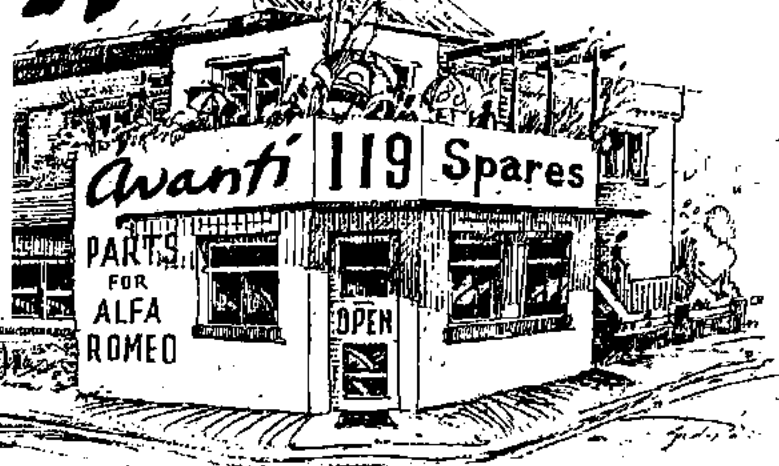
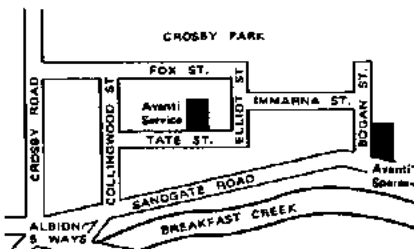
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STARTLINE

Merry Christmas to you all out there and don't forget to drive safely over the Christmas holiday break. Here we are again in December and the year is just about over.

I hope everyone has had an enjoyable leadup to the end of 1991 and particularly during the December month when we had some impressive and well-attended motor sport.

Of course, I'm talking about the mighty Keema Classic Rally weekend at Darlington Park and Gallangowan when we must have had nearly 100 different competitors doing their stuff. At the time of writing, we still do not have a Qld. Rally Champion Driver and Co-Driver because of a decision yet to be made by CAMS Technical in Melbourne. If you read on to the report on the rally you'll get more of an idea of what happened and what's going on. Regardless, everyone had a top weekend and enjoyed themselves immensely-Gallangowan is just that sort of place that you can't help having a good time.

The huge rains created havoc for Barry and his team but they managed to pull it off in the end.

Onto other things and the BSCC Xmas Party was quite well attended with final numbers coming in at about 85. The management at the Filling Station Restaurant provided some lovely food and were very understanding even when the larrikins started constructing paper planes and dive bombing with sugar packets. I was embarrassed to say the least!!

As I write this news has come through that the Autocross at Darlington Park has been cancelled due to the big rains which fell in the middle of the month. I'm sure we'll be able to organise another one before too long so don't get too upset, all you budding competitors.

On the rally scene, all of the Class Champions have been decided after the last round and I'm pretty sure that all of them are BSCC boys. The pointscores are inside the mag. but congratulations to PRC1-Tim and Richard Collingwood, PRC2-Liam and Tim Mahoney, PRC3-Ian Bailey/Ross Munro (actually equal with Mal and Marclain Lawless from IWMAC), PRC4-Viv Gees/Noel Philp, PRC5-Mark Griffith (NDSCC)/Tom Smith (me), Group N1-Dean Tighe/Lyndall Parr/Greg Horton, Group N5-John Goasdoue/Neal Wesche.

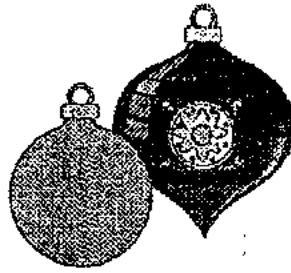
The Club Championships have also been decided and our official points keepers, Ray and Trich Evans have provided the updated list which should appear within. As I'm not sure at this point in time who they all are, I'll just offer my congratulations to everyone who won and everyone who competed during the season.

You may all remember that this should be my last episode of the Clubmagazine Brisport. Unfortunately no-one has come forward to volunteer to take over the job and so at this point in time, next year's magazines will be pretty bleak. I'll still be offering my ten cents worth if and when I can but the Club really needs an Editor-preferably one from each of the Rally and Off-Road sides of the sport.

Well, I'm going to have to bring Startline to an early finish this month but again the whole of Brisbane Sporting Car Club wishes everyone out there a very Merry Xmas and a Happy New Year. All round, 1991 has been a success so let's see what can be done in 1992.

HO, HO, HO.

Tom Smith



TO EVERYONE IN THE BSCC AND ALL
OUR FRIENDS AROUND TOWN, THE
COMMITTEE WISHES YOU ALL A VERY
MERRY CHRISTMAS AND A JOYOUS
NEW YEAR. DRIVE SAFELY, ENJOY
YOURSELVES OVER THE XMAS
HOLIDAYS WE'LL ALL SEE EACH
OTHER IN 1992.

THERE ARE BIG THINGS PLANNED
FOR THE COMING YEAR AND ALL
COMPETITORS AND ORGANISERS
SHOULD BE CONGRATULATED FOR
THEIR EFFORTS IN 1991.

LET'S ENSURE 1992 IS JUST AS
GREAT!!!!



GOODYEAR

STADIUM OFF ROAD SUPER CHALLENGE

DON'T FORGET THE GOODYEAR STADIUM OFF ROAD SUPER CHALLENGE AT
PARKLANDS ON THE GOLD COAST ON THE WEEKEND OF 11/12 JANUARY
1992. QUALIFYING TAKES PLACE ON THE FRIDAY NIGHT WITH FINALS
BEING HELD ON SATURDAY. IF YOU AREN'T GOING TO COMPETE, THEN
JOIN THE WORKING PARTY AND VOLUNTEER TO DO A JOB. IF YOU CAN'T
HELP WE'LL SEE YOU THERE TO SPECTATE - IT WILL BE AN ACTION
PACKED EVENING!!!!!!

Since our overworked and underpaid Brisport editor has done everything except getting on his bended knees (or baring his appendage in public) to tempt his fellow members into making an offering for the Monthly Rag, I thought that perhaps time was nigh for me to present him with something to help fill an otherwise blank page.

I was recently badgered (harried, harassed, pestered, coerced and definitely conned) into the role of (honourary) guest speaker at a local Rotary Club function. The subject of my half hour sermon was, I was informed, to be "rallying", a topic dear to my heart, and hopefully yours, but a totally unknown quantity to the vast majority of those I was to address. Well, for those of you who have nothing better to do with your time, I thought I'd offer the following report (and if you don't read it, I'll leap out of the magazine and rip your bloody arms off!)

Anyway, I agonised for a day or so about what I was going to say, whether or not these guys would prefer to be informed or entertained, how much they may or may not already be aware of, and whether or not they might even be remotely interested in our illustrious sport. I guessed that all of these questions and more would be answered on the night.

At the given hour, I arrived resplendent in suit, tie, and a shirt collar that threatened to choke me, a few notes on paper and about 6 minutes of "rally highlights" on video (in the hope that a picture really would paint a thousand words).

Following dinner, I was formally introduced to a sea of faces that surrounded the dining tables, and frankly I felt a little like I did the first time I climbed the high diving board at the local pool - not really wanting to jump; but knowing I could hardly turn back now.

The audience appeared very staid, and unsmiling; obviously all rather serious business and professional types, and not a dirty fingernail among them. This was gonna be tough! Oh, well, time to leave the diving board behind. What follows is an extract of some of what was imparted.

You may wonder what qualifies me to stand here and talk to you about rallying. Well, nothing really; but then I've never been qualified for anything I've done. I usually just bluff my way through and do it anyway. I've certainly never been a world, national or even state champion; but I am on a first name basis with a few of them and God knows I've had a lot of fun and a few hairy moments chasing them in various bits of mechanised junk, about as sophisticated as a Woolies shopping trolley, and worth about as much.

After close to ten years in various forms of motor racing, I took up rallying just over ten years ago and have never looked back, which can be a bit frustrating for the car behind that's trying to get past. (Small smile from some folk here. That's encouraging, at least!)

Let's have a look at what rallying really is. Basically it's a bunch of petrol heads spending more than they can afford so they can go out on a dirty weekend, and do what they enjoy most - which is driving at ridiculous speeds over ridiculous roads, to get to somewhere they don't really want to be anyway! But then, I've yet to find any sport at all that makes any real sense.

The sport of rallying is probably the most misunderstood in the world (this audience was obvious testimony to that!); but it's also one of the most popular. To compete is one big adrenalin charge, and at an international level, you'd be hard pushed to find any other sport which draws more spectators, and yet for all this, most people have no idea of the rules, or for that matter, what the aim of the game is.

Perhaps one reason for this is that the word "rally" itself is one of the most overused in the language. For instance, a football team may well "rally" in the second half. In fact, according to one authority, the word "rally" means "reassemble, bring together again, reconvene, reunite, call together, collect, gather, muster, recover strength, revive, get better, recuperate, improve, convalesce, come to the aid of a person or cause, rush, pick up, pull through, come round, catch up, and score! Oh, and it also says to "take a turn for the better", which is what happens when the navigator works out the difference between his left and his right!

So, if you've done anything from getting over the flu to making love to your wife (assorted looks of disbelief and horror here!) you've actually been "rallying", and I guess we are all at a rally tonight.

I must add that right at the end of all these definitions, our learned authority actually says "a competitive run over varying country!" And I always thought that was called "orienteering"!! Now all I need is for someone to ask me what "orienteering" is. Well, I guess that's kind of like "rallying on foot", which makes my sort of rallying, a little like "orienteering with a car". No wonder people are confused! Motor rallying actually has a pretty long history. The very first motoring events such as the "Paris to Bordeaux and back" in 1895, were really "rallies", not "races", because it was the challenge of actually getting to the destination that was paramount, rather than who got there first. The cars also carried passengers, a little like today's somewhat faster rally cars, although most modern navigators would have me shot for calling them passengers.

(At this point there was some discussion of the Jack Davey and Galignite Jack era, and of marathon events such as the "Great Endeavour" etc.)

Championship rallying today though is a whole different ball game. You won't see any vintage models. There are no wildly decorated stretched limos, and no roof racks loaded up with tucker and blankets. In this, what we might or might not like to call "serious" rallying, we are talking about very high speed motorsports. It is still not "racing" however; because cars are sent off one at a time, rather than all at the same time.

If you remember that most rallying takes place over forestry fire trails, not much wider than a car's width, you could imagine what would happen if 50 or more all hit the first corner together. It'd make "Hell Corner" at Bathurst seem like a Sunday picnic. And herein lies the confusion! If we called rallying "forest racing" people may have a better understanding, but because we say it's not racing, there are those who think "Well, it's obviously not very fast". And that's where they're wrong. Modern rallying is a speed event. (Discussion followed here with regard to the different types of "stages", the role of C.A.M.S. as a governing body, and the responsible attitude of organisers and competitors with regard to speed limits, etc. etc. This was followed by some light hearted discourse regarding what happens on "special stages" as follows:-)

Drivers here quickly learn the real purpose of the controls. For instance, the accelerator pedal is there to make sure that when you hit something, you hit it good and hard.

The brake pedal is for throwing the car into an uncontrollable skid, preferably at a spectator point in order to ensure plenty of wild adulation from the masses.

The gear stick is designed to create loud crunching noises which ensure both crew members stay wide awake late at night.

The steering wheel assists the seat belts by giving the driver something to hold on to, thus preventing him from being thrown out of the car. Navigators usually don't get a steering wheel, because a navigator is easier to come by than a driver, and in any case, they usually only slow a car down either by being too heavy, or telling the driver he can't take short cuts! A navigator's main goal is to ensure he/she doesn't scream loudly enough for spectators to hear, lest they discover he or she is really not incredibly brave after all! Some navigators have been of benefit in achieving an excellent result. They do this by (sorry Mrs. Rogers) disgorging meals! This of course ensures a driver gets to the end as quickly as possible. As we go now to our "20th Century Dingo" presentation, you are about to discover what is really meant by the term "petrified forest"! (Video was shown at this point, and audience were agape as the dust flew. They had deadset never seen anything like this in their entire lives. By Golly, Gee Whizz, I think I've got them!! Questions and answers flew back and forth following the video and there was a distinct air of enthusiasm filling the room now. I'm even starting to enjoy myself - just a little bit! It was time to wrap things up.)

In closing, let me say (learnt that line from Bob H.), that rallying is very much a team sport. The crew members are equally important to each other, and each must have total confidence in the other's ability to perform under pressure. The sport requires an enormous amount of dedication, not just from the driver and navigator; but from service crews, organisers and officials, wives and families, and because at the upper levels it's not cheap, sponsors are very much in demand. (Come on you business men, me thinks! There's many a mobile billboard up for grabs.)

Events are planned and organised over many months in conjunction with the police, shire authorities, forestry department and the public. At club level, rally driving provides an opportunity for young people of either sex to learn skills which will make them safer drivers on the street, and all in a controlled environment with strict safety regulations. And believe it or not, rallying is, at least statistically a pretty safe sport. Serious injury is extremely rare. There are numerous clubs which promote relatively easy and inexpensive events, together with various social activities. I commend them, gentlemen, and the spectacular sport of rallying to you all. Thank you.

(Strewth, I'd made it: The Rotary chaps had warmed and I now found myself answering a barrage of questions, shaking hands all round, and being told they'd had a very informative and entertaining evening. Wonderful! If only they'd known, I'd been a bit nervous about jumping off that diving board 30 minutes earlier. Oh well, you've got to make a splash sometime.) Incidentally, I admit to having been an overweight navigator who has made a few errors from time to time to time to time.

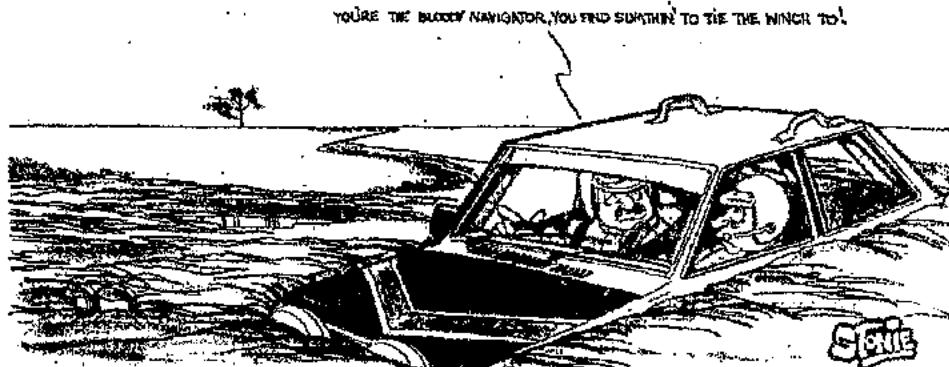
P.S. The Torana is almost set to return. Apologies again to Ivan Higgison of Northern Districts, and I sincerely hope we see you back soon, if you're not already running.

Our old "Fiat" (which we dubbed "Fart" because anybody who came in it got the "wind up"), has changed hands and will be piloted next year by young Simon from Ultra Tune, Buranda. So it kind of stays in the family.

P.P.S. Apologies (again) to those who wanted a copy of our footage from BP Rally Qld. We have had some problems with the video gear; but we now have it available. The final tape runs a full 90 minutes, and is good value at \$20 per copy (including postage). If you'd still like a copy, call me anytime on (07) 282 5320.

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JOHN



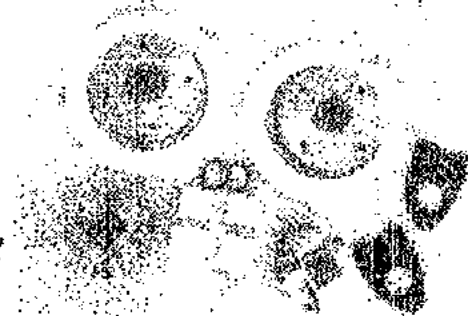
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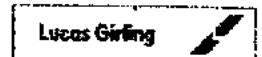
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MOTORKHANA

SUNDAY 16 FEBRUARY
1992

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NIGHT RUN

WEDNESDAY 5 FEBRUARY 1992

THE KEEMA CLASSIC RALLY - QRC4 - 1991

After a shortened year, we finally got around to the deciding round of the QRC on the weekend of 30 Nov./1 Dec.

The rally was directed by Barry Neuendorff with Jim 'Rainmaker' Reddix alongside and was scheduled to use some of the great roads around Gallangowan, along with the social camp-out which traditionally accompanies this event.

Once again, Henk Kabel and the Keema Automotive Group put up the sponsorship bucks in their 32nd year of sponsoring an event for the BSCC. Unfortunately, whether it was because the year was nearly over or because of plain old hard times, the field was fairly small at just 25 cars and crews.

The biggest part of the rally was that it was going to decide the Queensland Championship for the year. Favourites for the title and running cars 1 and 2 were the two Mazda teams of Mark Griffith/Tom Smith(me) and John Goasdoue/Neal Wesche.

Another 'cat amongst the pigeons' was the third Mazda team of Mal Clarke/Steve Ross who were doing their first QRC of the year(ARC round aside). The event promised a battle as no-one had really rallied since BP Rally Qld at the end of July.

To get the most out of a great weekend, Barry had also organised the Keema Club Rally which has become tradition and, to get some local southside involvement for the sponsors, a Rallysprint at Darlington Park so that the spectators didn't have far to travel.

Little did they know that they would have 50 cars in the 'Sprint and by start time on Sunday morning, they had 50 cars in the Club Rally!!! What a weekend!

As most already know the Gallangowan area was struck by fierce rain mid-rally and Barry was forced to shorten the whole lot to gain minimum QRC length. A number of competitors were caught by the short and curlies however, because they had become bogged in the first 40-odd(!!) kilometre stage which was rain affected.

Anyway, we finally made it through the final two sections (which were used for the Club Rally next morning) and John/Neal finished first for the first time in their illustrious careers. This result gave them more than enough points to take out the Championship, but....

To clarify the matter for those who aren't aware, the situation is as follows. Mark submitted a protest about a "performance-enhancing" device which was not allowed in Group N and later when the cars were impounded, withdrew the protest because he, like everyone else wanted the results sorted out there and then-and the Championship sorted out there and then. The Stewards of the event, after some 3 hours of discussions decided that they couldn't make a decision at the time and ordered a 'Hearing' to be held the following week.

The present situation is that the "device" has been sent to CAMS Technical in Melbourne for them to make a final decision. When the outcome is known, confirmation of Champions will be made but until that time John and Neal are provisional QRC's for 1991. If CAMS decide that the "device" is a no-no, then depending on their recommendation Mark and Tom may be QRC's for the year. We'll have to wait and see. That aside the weekend was another raging success all round. Well done Barry, Jim, Esme and the whole team.

TOM SMITH

SSI

POSN.	DRIVER	TIME
1.	Griffith	3.00
	Coatsdoug	3.00
	Dummett	3.00
	Clarke	3.00
	Tighe	3.00
	Bognuda	3.00
	Gees	3.00
	Lawless	3.00
	Crisp	3.00
	Marshall	3.02
	Lee	3.02
	Meacham	3.04
13.	Johnstone	3.04
14.	Cross	3.05
15.	Mahoney	3.06
16.	Brinkman	3.06
17.	Munro	3.06
18.	Kabel	3.07
	Morris	3.07
20.	Stock	3.10
21.	Collingwood	3.12
22.	Weston	3.13
23.	Haywood	3.15
24.	Littlewood	3.17
25.	Clunes	3.20

SS3

POSN.	DRIVER	TIME
1.	Clarke	10.29
2.	Coatsdoug	10.35
3.	Lee	10.36
4.	Griffith	10.45
	Marshall	10.45
	Crisp	10.45
7.	Bognuda	11.06
8.	Stock	11.10
9.	Lawless	11.11
10.	Gees	11.13
11.	Tighe	11.14
12.	Mahoney	11.17
14.	Kabel	11.17
15.	Weston	11.23
16.	Cross	11.24
17.	Collingwood	11.29
	Johnstone	11.34
	Meacham	11.34
	Brinkman	11.36
20.	Clunes	11.52
21.	Dummett	11.53
22.	Littlewood	12.29
23.	Haywood	13.51
24.	Morris	14.49

Munro out hit bank

SS5

POSN.	DRIVER	TIME
1.	Lee	6.37
2.	Dummett	6.42
3.	Griffith	6.44
4.	Clarke	6.47
5.	Coatsdoug	6.49
	Marshall	6.49
7.	Lawless	6.56
8.	Tighe	6.58
9.	Bognuda	7.03
	Kabel	7.03
11.	Mahoney	7.05
12.	Gees	7.09
13.	Cross	7.11
14.	Meacham	7.23
15.	Collingwood	7.27
16.	Weston	7.29
17.	Brinkman	7.33
18.	Johnstone	7.34
19.	Morris	7.56
20.	Clunes	8.16
21.	Stock	8.27
22.	Littlewood	8.57
23.	Haywood	9.16

Crisp out engine problems

SS7

POSN.	DRIVER	TIME
1.	Griffith	38.49
2.	Coatsdoug	39.24
3.	Clarke	41.09
4.	Dummett	41.55
5.	Tighe	43.00
	Lee	43.00
	Gees	43.00
	Mahoney	43.00
	Lawless	43.00
	Kabel	43.00
	Weston	43.00
	Brinkman	43.00
	Stock	43.00
	Clunes	43.00
	Morris	43.00

Marshall out broken rear arm.
 Bognuda out off into culvert.
 Haywood out bogged.
 Cross out suspension failure.
 Collingwood out engine.
 Johnstone out gearbox.
 Littlewood out bogged.

SS9

POSN.	DRIVER	TIME
1.	Clarke	33.14
2.	Coatsdoug	33.22
3.	Griffith	34.12
4.	Lee	35.11
5.	Morris	35.32
6.	Mahoney	37.11
7.	Kabel	37.25
8.	Brinkman	37.27
9.	Stock	37.50
10.	Lawless	37.58
11.	Clunes	38.20
12.	Gees	38.59
13.	Weston	41.59
14.	Dummett	43.08

SS11

POSN.	DRIVER	TIME
1.	Clarke	4.06
2.	Coatsdoug	4.10
4.	Dummett	4.17
5.	Griffith	4.25
6.	Morris	4.26
7.	Clunes	4.32
8.	Lawless	4.33
9.	Brinkman	4.38
10.	Mahoney	4.39
11.	Kabel	4.41
12.	Weston	4.44
14.	Gees	4.45

CL. POSN.

POSN.	CREW	CAR	TIME	CL. POSN.
1.	Coatsdoug/Wesche	Mazda BRMR	1.37.20	1st NS
2.	Griffith/Smith	Mazda 323	1.37.55	1st PRC5
3.	Clarke/Ross	Mazda 323	1.38.47	2nd PRC5
4.	Lee/Lee	Sprinter	1.42.36	1st PRC2
5.	Mahoney/Mahoney	Laser S	1.46.16	2nd PRC2
6.	Kabel/Gerbatt	Swift 4x4	1.46.33	3rd PRC5
7.	Lawless/Lawless	Datsun 1600	1.46.36	1st PRC3
8.	Brinkman/Crossham	Datsun 1600	1.47.20	2nd PRC3
9.	Gees/Philp	Falcon Tudor	1.48.05	1st PRC4
10.	Stock/Gaston	Gemini	1.48.21	3rd PRC2
11.	Morris/Griffey	Suzuki Sierra	1.48.50	4th PRC5
12.	Clunes/Rogers	Laser S	1.49.20	4th PRC2
13.	Dummett/Hilli	Datsun 1600	1.50.55	3rd PRC3
14.	Weston/Reddix	Mazda 323GTS	1.51.48	5th PRC2

PROVISIONAL RESULTS PUBLISHED AT 12 NOON 3/12/91 ANY PROTESTS TO BE IN ACCORDANCE WITH MCRS

CAR	P/ENTRANT/DRIVER/NAVIGATOR	LAP 1	LAP 2	LAP 3	BEST		
					TWO LANCAR/CLASS	DR/RIGHT	CLASS
33A	*A HAMILTON/S REID/S KAKAVAS	2.49	2.43	2.46	5.38 STARION 3	7	1
29	*B COOK/L TAYLOR	2.49	2.49	2.46	5.35 DATSUN 4	2	1
1	*M GRIFFITH/S SMITH	2.57	2.51	2.51	5.42 MAZDA 5	3	1
27	*T BURGESS/T SIMPSON	2.51	2.53	2.52	5.43 DATSUN 3	4	2
2	J GOASDOUE/M WESCHE	2.53	2.52	3.08	5.47 MAZDA NS	5	2
13	+SUBARU DEALER TEAM/*B CRISP/C LANE	3.01	2.56	2.52	5.48 SUBARU 5	6	3
35A	*KEEMA AUTO GROUP/R WORTHINGTON/T KABEL	3.00	2.57	2.52	5.49 MAZDA MX6	=7	3
33	*A HAMILTON/S KAKAVAS	3.02	2.55	2.54	5.49 STARION 3	=7	3
41	*J FIDGEOND GUEST	3.00	3.01	2.95	5.55 VOLVO 4	8	2
6	*E ROGNOD/A P LAYTON	3.08	3.00	2.97	5.57 SIGMA 4	9	3
43	*J ROSE/D GARBETT	3.07	3.00	2.58	5.58 DATSUN 4	=11	4
32	*J GUEST/G BISHOP	3.05	3.03	2.58	5.58 TORANA 4	=11	4
48	*P WALLER/H POTTS	3.05	3.01	2.59	6.00 FORD RS 4	=13	4
11	*M LAWLESS/M LAWLESS	3.08	2.59	3.01	6.00 DATSUN 5	=13	5
53	*G BERNARD/C SMITH	3.09	3.04	2.57	6.01 DATSUN 4	15	7
52	*G BELLA MOYLE	3.04	2.58	3.04	6.05 ESCORT 4	16	8
19	*G MEACHAM/G BRUTON	3.28	3.04	3.01	6.05 GEMINI 5	17	5
36	*M KEIGHLEYS/BAYLIS	3.11	3.04	3.03	6.07 ESCORT 4	=18	9
50	*D CAVELL/H POTTS	3.08	3.04	3.03	6.07 MAZDA 4	=18	9
47	*R VAN OPSTAL/M PAGE	3.15	3.05	3.04	6.09 SUBARU 5	=20	5
26	*I BREMNER/A BATES	3.16	3.06	3.03	6.09 ESCORT 5	=20	7
51	*G YARROW/S YARROW	3.10	3.04	3.05	6.09 GEMINI 2	=20	1
40	*C O'BRIEN/D MAGUIRE	3.14	3.05	3.04	6.09 TOYOTA 2	=20	1
20	*G BRINKMAN/C CROSSINGHAM	3.12	3.07	3.05	6.13 DATSUN 5	24	8
5	*L PARK/D TIGHE/G HORTON	3.08	3.08	3.16	6.14 SUZUKI N1	25	1
35	NOEL GEES/V GEES	3.13	3.09	3.06	6.15 ESCORT 3	=26	8
33	*KEEMA AUTO GROUP/H LABEL/K ERBSCHER	3.11	3.00	3.06	6.15 MAZDA MX6	=26	9
46	*P THATCHER/M MOUNT	3.15	3.09	3.06	6.15 FIAT 3	=26	9
10	*L MAHONEY/T MAHONEY	3.14	3.08	3.07	6.15 LASER 2	=26	5
15	+KEEMA AUTO GROUP/*R CROSS/T McDADE	3.12	3.09	3.06	6.15 SUZUKI 5	=26	4
18	*A JOHNSTONE/M NEELY	3.14	3.10	3.05	6.15 SUZUKI 1	=26	2
49	*B WILSON/D HAYNES	3.17	3.13	3.08	6.21 DATSUN 3	32	12
12	*KEEMA SUZUKI/T KABEL/D GARBETT	3.12	3.10	3.12	6.22 SUZUKI 5	33	6
25	*K MORRIS/R GRIFFY	3.17	3.13	3.08	6.25 SIERRA 5	34	7
39	*P LETTICE/A BURGESS	3.16	3.10	3.15	6.25 GALANT 2	35	4
28	*C CLARKE/S CLARKE	3.23	3.14	3.12	6.26 HONDA 1	=36	3
45	*G STANAWAY/S UNDERHILL	3.19	3.14	3.15	6.26 GEMINI 3	=36	13
30	*R EVANS/F EVANS	3.24	3.15	3.11	6.26 CORTINA 3	=36	14
54	*T WILSON/H POTTS	3.15	3.13		6.28 DATSUN 2	39	5 *
16	*T COLLINGWOOD/R COLLINGWOOD	3.21	3.18	3.12	6.30 HONDA 1	=40	4
34	*B HEDLEY/N PHILP	3.22	3.18	3.12	6.30 DATSUN 3	40	13
35	*T KING/M PAGE	3.21	3.19	3.19	6.34 COROLLA 1	42	5
43A	*J ROSE/S ROSE/B ALDRIDGE	3.22	3.17	3.20	6.39 DATSUN 1	43	6
37	*M LANE/K LANE	3.23	3.22	3.24	6.45 COURIER 3	=43	7
20A	C CROSSINGHAM/*G BRINKMAN	3.22	3.23	DNS	6.45 DATSUN 5	=45	16
44	*J SKELLY/K SCHMIDT	3.30	3.25	3.21	6.47 MAZDA 2	=46	6
38	*F LEE/C NEILSON	3.26	3.19	3.40	6.47 HONDA 1	=46	6
37A	A DRAKE/*M LANE	3.43	3.35	3.29	6.54 COURIER 1	=48	8
24	L LITTLEWOOD/*C PORTER	3.37	3.27	3.17	6.56 GEMINI 2	=48	7
30A	*R EVANS/*R EVANS	3.39	3.36	DNS	7.15 CORTINA 3	50	17

Well, the KEEMA Rallysprint was extremely well attended also with a full field of 50 cars and crews. Some of those were competitors from the QRC who wanted to warm up their cars and have a look at the stage, although it was almost exactly the same as that which we used in the ARC round. Nonetheless, it was a bag of fun with first outright going to Stewie Reid in Andrew Hamilton's Starion with Barry Cook right on his date. The Griffith/ Smith Mazda 323 came third with Trevor Burgess in fourth, stating his case for Group G. An excellent performance also by Andrew Hamilton who guided the powerful Mitsubishi to an impressive equal seventh with Russell Worthington in a Keema Used Cars Mazda MX-6. The event may have been a little rushed due to the need to get the QRC up and running but similar events are planned. Be there next time!!

GRG SEEDING LIST DECEMBER 1991

1	GEORGE	KAHLER	0.9999	37	JOHN	STOCK	0.9272
2	JOHN	GOASDOUE	0.9977	38	GLEN	WESTON	0.9222
3	MARK	GRIFFITH	0.9974	39	KEITH	FACKRELL	0.9200
4	MAL	CLARKE	0.9972	40	TERRY	LEWIS	0.9186
5	BRUCE	DUMMETT	0.9956	41	BRIAN	FACKRELL	0.9159
6	DAVID	JONES	0.9948	42	BARRY	NEUMENDORFF	0.9107
7	STEWART	REID	0.9942	43	MARK	TAYLOR	0.9064
8	ROD	BROWNING	0.9820	44	ROD	CROSS	0.9026
9	CRAIG	LEE	0.9799	45	CHRIS	DEVERE	0.9016
10	DAVID	JOHANSON	0.9792	46	CHRIS	NIXON	0.9015
11	MURRAY	COOTE	0.9759	47	TIM	COLLINGWOOD	0.9005
12	RICHARD	ANDERSON	0.9755	48	GEOFF	KRAUSE	0.8995
13	ADRIAN	PEARCE	0.9724	49	ANDREW	JOHNSTONE	0.8945
14	PETER	GLENNIE	0.9699	50	MICHEL	PAGE	0.8941
15	RICHARD	BOARDMAN	0.9690	51	MICHAEL	BRIMROSE	0.8921
16	ROBERT	BELL	0.9674	52	BARRY	COOK	0.8892
17	GARY	BATTS	0.9654	53	ALAN	CLUNES	0.8853
18	IAN	BAILEY	0.9630	54	GLEN	BELL	0.8772
19	DAVID	BATES	0.9620	55	GLEN	ROGERS	0.8700
20	DEAN	TIGHE	0.9613	56	MICHAEL	O'DOHERTY	0.8693
21	GARY	MARSHAL	0.9609	57	PETER	LOCKHART	0.8692
22	VIVIAN	GEES	0.9606	58	TERRY	GUSTERSON	0.8657
23	ERROL	BOGUDA	0.9600	59	STEVE	CHRISTENSEN	0.8629
24	JOHN	FERGUSON	0.9567	60	CHARLIE	CLARK	0.8619
25	MALCOLM	LAWLESS	0.9530	61	GEOFF	MEACHAM	0.8590
26	BRUCE	REVILLE	0.9523	62	PAUL	BERGMANN	0.8582
27	ROD	DAWSON	0.9499	63	PETER	MAPSTONE	0.8463
28	LIAM	MAHONEY	0.9449	64	ALAN	BATES	0.8392
29	JIM	ROSE	0.9446	65	DANNY	BENSON	0.8325
30	DAVID	CARLTON	0.9437	66	JOHN	CARELESS	0.8310
31	GREG	SUMMerville	0.9424	67	GEORGE	LOGAN	0.8276
32	KEVIN	MORRIS	0.9421	68	ALLAN	CUTTS	0.8257
33	STEPHEN	REID	0.9382	69	JUDY	CASPER	0.8176
34	TONY	KABEL	0.9371	70	STEVEN	BRADFORD	0.8164
35	GLEN	BRINKMAN	0.9282	71	BEN	SCHIMDT	0.7879
36	ALLEN	JONES	0.9278	72	JASON	MEYER	0.7874
				73	JAN	BELL	0.7435

A FINAL REPORT FROM THE WESTERN SUB-BRANCH STRATHBLANE
(BETWEEN TAROOM AND INJUNE)

All the inmates of Camp Bailey have served their sentences and are returning to the big city. You have been warned!!!

If you should run into Herr Commandant wearing a hat that looks like it came out of Bonanza and talking about branding and de-horning and castrating just ask him who the Tar-boy was. I have been forbidden to say.

Field Marshall Errol Bailey and regimental Sergeant Major Trevor Bailey came out for a final inspection before the closing of the camp. If the Field Marshall starts telling you about the four wheel driving he did out here you can believe him. The Great Dividing Range runs through this property and some of the tracks are incredible. I have the photos to prove it.

A final farewell and best wishes to all for a Merry Xmas and a Happy New Year from everyone at Camp Bailey.

Betty Melton

P.S. And what city driver forgot to lock his hubs in 4x4 and then tried a difficult creek crossing.

THE KEEMA CLUB RALLY - SUNDAY 1 DECEMBER 91

NR	ENTRANT/DRIVER/NAVIGATOR	SS2	SS4	SS6	SS8	TOTAL	QUART	CAR	CLASS	O/R
5	D BATES/D CAMPBELL	00:29:40	00:03:40	00:28:23	00:03:36	01:05:21	65, 1/2	DATSUN PRC	1	
1	R BROWNING/D KORTLANG	00:29:55	00:03:35	00:28:54	00:03:28	01:05:32	65, 3/4	CAMIRA PRC	= 2	
10	*T BURGESS/T SIMPSON	00:29:48	00:03:38	00:28:39	00:03:35	01:05:40	65, 3/4	DATSUN GP G	= 2	
2	G KRAUSE/M GRIFFITH	00:30:15	00:03:38	00:29:08	00:03:31	01:06:27	66, 1/2	DATSUN	4	
9	*P WHITE/C MOLE	00:30:10	00:03:44	00:29:20	00:03:38	01:06:52	67	DATSUN GP G	5	
3	*J ROSE/D GARRETT	00:30:48	00:03:37	00:28:10	00:03:33	01:07:08	67, 1/4	DATSUN CRC	= 6	
6	*G DUTHIE/R PETERS	00:30:35	00:03:40	00:29:24	00:03:33	01:07:09	67, 1/4	DATSUN GP G	= 6	
13	*K MORRIS/R GRIFFEY	00:30:05	00:03:53	00:29:44	00:03:45	01:07:27	67, 1/2	SIERRA PRC	8	
11	*P LEE/B FOWLER	00:30:16	00:05:41	00:30:13	00:03:52	01:08:02	68, 1/4	PAJERO ROAD	= 9	1st
8	*M LAWLESS/M LAWLESS	00:30:56	00:03:47	00:29:29	00:03:53	01:08:05	68, 1/4	DATSUN PRC	= 9	
20	*A GASTON/P STRINGFELLOW	00:31:24	00:03:47	00:29:34	00:03:44	01:08:29	68, 1/2	GEMINI PRC	11	
29	S YARROW/D YARROW	00:31:58	00:03:43	00:29:47	00:03:37	01:08:45	69	TORAN PRC	12	
34	*R BEKKER/D FINDER	00:30:59	00:03:54	00:30:27	00:03:48	01:09:08	68, 1/4	TOYOT ROAD	= 13	
40	*C O'BRIEN/D MAQUIRE	00:31:13	00:03:55	00:30:21	00:03:45	01:09:12	69, 1/4	TOYOT PRC	= 13	
21	*RJ CARELESS/D SLATTERY	00:31:57	00:03:57	00:29:53	00:03:46	01:09:15	69, 1/4	DATSUN PRC	= 13	
17	*I BREMNER/A BATES	00:31:09	00:03:49	00:30:39	00:03:48	01:09:25	69, 1/2	ESCORT PRC	= 16	
4	BSCC/R ANDERSON*G WESTON	00:31:39	00:03:51	00:30:12	00:03:46	01:09:28	69, 1/2	MAZDA PRC	= 16	
15	*T GUSTERSON/GEMINI	00:31:51	00:03:53	00:30:07	00:03:42	01:09:33	69, 3/4	GEMINI PRC	= 18	
25	*G YARROW/D GUEST	00:31:11	00:04:01	00:30:41	00:03:49	01:09:42	69, 3/4	GEMINI PRC	= 18	
32	*R SIMPSON/S SCULLEN	00:31:28	00:03:56	00:30:29	00:03:46	01:09:49	70	DATSUN GP G	= 20	
44	*C CLARKE/S CLARKE	00:30:43	00:04:55	00:30:26	00:03:50	01:09:56	70	HONDA PRC	= 20	
47	*E BOGNUM/D BOGNUM/D ASHE	00:34:56	00:03:39	00:28:20	00:03:36	01:10:51	70, 3/4	SIGNMA PRC	= 21	
42	CACA*P KAHLER/J STATHIS	00:32:07	00:03:55	00:30:47	00:04:01	01:10:50	71	GEMINI PRC	22	
33	*S COPPING/A SCOTT	00:32:41	00:03:58	00:30:53	00:03:46	01:11:18	71, 1/2	DATSUN ROAD	= 23	
45	*M KENDON/S CLARK	00:32:20	00:04:01	00:31:09	00:03:56	01:11:26	71, 1/2	DATSUN PRC	= 23	
16	*A CLUNES/B BARR	00:32:54	00:03:56	00:31:02	00:03:48	01:11:40	71, 3/4	LASER PRC	25	
31	*I FERGUSON/T BETTS	00:34:22	00:03:48	00:29:51	00:03:45	01:11:46	72	DATSUN ROAD	26	
14	*T HOWARD/D LAPWORTH	00:32:54	00:04:03	00:31:52	00:04:02	01:12:51	73	DATSUN CRC	= 27	
30	*D MILLER/M BELL	00:32:36	00:04:06	00:32:17	00:03:55	01:12:54	73	DATSUN CRC	= 27	
27	*E WILSON/A HAYNES	00:33:03	00:04:16	00:31:23	00:04:19	01:13:01	73, 1/4	DATSUN PRC	= 29	
12	*R VAN OSTAL/J SYMBE	00:33:17	00:04:02	00:31:53	00:03:53	01:13:05	73, 1/4	SUBAR GP G	= 29	
26	*J KILBRIDE/P MAPSTONE	00:33:13	00:03:57	00:30:49	00:03:46	01:13:27	73, 1/2	GALAN CRC	31	
22	L LITTLEWOOD/C PORTER	00:33:19	00:04:12	00:32:35	00:03:59	01:14:05	74, 1/4	GEMINI PRC	= 32	
10	*W THOMAS/G COURT	00:33:40	00:03:48	00:32:57	00:03:48	01:14:13	74, 1/4	DATSUN	= 32	
14	*J GUEST/G BISHOP	00:33:08	00:04:01	00:33:22	00:04:10	01:14:41	74, 3/4	TORAN PRC	= 34	
41	*B SCHIMMING/A WRIGHT	00:33:42	00:04:10	00:32:58	00:04:01	01:14:51	75	TORAN ROAD	= 34	
19	BSCC* B DAWSON/A STEAN	00:34:05	00:04:04	00:33:52	00:03:56	01:15:57	76	DATSUN PRC	36	
47	*E BOGNUM/D BOGNUM/D ASHE	00:35:10	00:04:12	00:33:57	00:04:02	01:17:01	77, 1/2	SIGNMA PRC	= 37	
48	*V GEES/C PHILP/N GEES	00:35:10	00:04:12	00:33:57	00:04:02	01:17:01	77, 1/4	FALCON PRC	= 37	
43	*G STANAWAY/S MARTIN	00:36:17	00:04:10	00:32:39	00:04:07	01:17:13	77, 1/4	HONDA ROAD	= 37	
35	*R FORD/D WALSH	00:32:59	00:04:02	00:36:00	00:04:35	01:17:26	77, 3/4	DATSUN CRC	40	
37	*M SIMPSON/P JOHNSON	00:35:56	00:04:24	00:33:57	00:04:17	01:18:34	78, 3/4	MAZDA ROAD	= 41	
26	*P DOYLE/S THORNBERRY	00:37:21	00:04:33	00:39:12	00:04:24	01:25:30	85, 1/2	DATSUN	= 41	
23	*P SUDIROT/BEST	00:42:46	00:04:21	00:33:14	00:04:10	01:23:31	85, 3/4	GEMINI PRC	43	
18	*K REID/T SMITH	00:46:46	00:05:29	00:39:52	00:03:46	01:26:53	87	DATSUN	44	
51	*S KENNEDY/G SMITH	00:35:26	00:04:24					PUEGE PRC	46	T WARNER/K HADDOCK
30	*D GRUNDY/S WARNETT	00:34:48	00:04:09					DATSUN CRC		Dave
49	*M KEOGH/G SINN	DNF						DATSUN ROAD		
36	*C BENTLEY/T BENTLEY	DNF						DATSUN CRC		
7	*R VAN HEERDEN/C VAN HEERDEN	00:33:39	00:04:33	retired	hurt			DATSUN		

As you can tell, the battle amongst the front runners was intense to say the least and very even indeed. Although the Group G Datto grunTERS seem to dominate the front part of the results, there is still a Camira PRC car in there which was the official debut of Rodney Browning's beastie. Over nearly 100 kilometres of competitive and tricky roads the final gap between first and second was a measly 11 seconds. It was a great performance from Dave Bates to once again take the winners laurels this year (first time-Bailey Powerlines Rally). Other great performances came from Perry White, Trevor Burgess and Geoff Krause.

For those who weren't there at the time, Trevor Burgess received quite a few cheers when he finished his speech at the presentation with "Long live Group G!!" The Reid/Smith Datto was last 'cos we had a biff, but check out the times for the second laps- a little more respectable! Also, Johnny G. said we were bestest through the final speccy point.
Tom Smith.

THE HUGH JARSOLL ANNUAL AWARDS
FOR EFFORTS IN CONTEMPORARY
MOTORSPORT.

- (1) Prettiest Rally Car of the year: Gary Marshall's Datsun 280Z
- (2) Huge-est Prang of the year (again): Bruce Dummett/Dave Hill in the Bailey Powerlines Rally at Imbil.
- (3) Arsiest escape from certain destruction: Mark Griffith/Tom Smith in the BIGG off at Yarraman (Bumpa T' Bumpa/QT Rally)
- (4) The biggest Bunfight of the year: The decision as to who should be 1991 ARC-Herridge or Bates.
- (5) The best Gemini ever built-even better than the factory ones: Brett-ski Wright's immaculate white beast.
- (6) Best effort at a nervous breakdown: Tom Smith directing 80 cars at the GP Cars Forest Rally.
- (7) Best effort at busting a tailshaft at high speed on an airport runway: Alan Bates/Martin Gibson in the Corolla KE70 on BP Rally Queensland.
- (8) Hard Luck story of the year: Keith Fackrell's Escort breaking down on the 2nd last stage of BP Rally Qld.
- (9) Best effort at trying to asphyxiate a group of innocent people: Richard Anderson's Subaru Ute at Gallangowan.
- (10) First Camira Rally Car in the whole world: Rod Browning's irridescent blue one with the four headlights.


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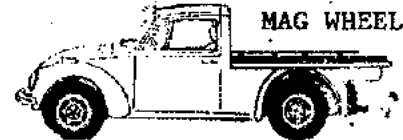
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Chris DeVere	Datsun 1200	9	0	0	0	9
Alan Bates	Toyota Corolla	3	4	0	0	7
Charlie Clark	Datsun 1200	0	6	0	0	6
PRC 2 (1300 - 1600cc)						
Liam Mahoney	Ford Laser S	6	6	9	6	27
Craig Lee	Sprinter	0	0	6	9	15
Rod Browning	Mazda 323GTS	9	0	0	0	9
Terry Gusterson	Gemini	0	9	0	0	9
Michael Brimrose	Celica	4	0	0	0	4
John Stock	Gemini	0	0	0	4	4
Alan Clunes	Ford Laser S	0	0	0	3	3
Glen Weston	Mazda 323GTS	0	0	0	2	2
PRC 3 (1600 - 2000cc)						
Ian Bailey	Gemini ZZ	9	0	9	0	18
Malcolm Lawless	Datsun 1600	0	3	6	9	18
Bruce Dummett	Datsun 1600	0	9	0	4	13
Richard Anderson	Alfetta	4	6	0	0	10
Robert Bell	Escort	6	2	0	0	8
Barry Neucendorff	Peugeot 205GTi	3	1	3	0	7
Glen Brinkman	Datsun 1600	0	0	0	6	6
David Johanson	Datsun 1600	0	4	0	0	4
David Bates	Datsun 1600	0	0	4	0	4
Danny Benson		2	0	0	0	2
Paul Bergman		1	0	0	0	1
PRC 4 (over 2000cc)						
Viv Gees	Falcon XA V8	0	0	6	9	15
Mark Taylor	Mazda RX2	9	0	0	0	9
David Jones	Commodore VC V8	0	9	0	0	9
Gary Marshall	Datsun 280Z	0	0	9	0	9
Dick Boardman	Cordia Turbo	0	0	6	0	6
Terry Lewis	Capri V6	0	2	4	0	6
Viv Gees	Falcon V8	0	0	6	0	6
Errol Bognuda	Sigma 2.6	0	4	0	0	4
Peter Lockhart	Commodore VN V8	0	3	0	0	3
Steve Bradford	Starion Turbo	0	1	0	0	1
PRC 5 (4-WHEEL DRIVE)						
Mark Griffith	Mazda 323 4wd	6	0	9	9	24
Tony Kabel	Suzuki Swift 4wd	0	9	6	4	19
Rod Cross	Suzuki Swift 4wd	4	6	4	0	14
George Kahler	Galant VR-4	9	0	0	0	9
Mal Clarke	Mazda 323 4wd	0	0	0	6	6
Kevin Morris	Suzuki Sierra 4wd	0	0	0	4	4
GROUP N1 (up-to-1300cc)						
Dean Tighe	Suzuki Swift GTi	6	9	6	0	21
Gary Batts	Suzuki Swift GTi	9	0	9	0	18
GROUP N5 (4 WHEEL DRIVE)						
John Goasdoue	Mazda BFMR	9	9	9	9	36

(PROVISIONAL)

QUEENSLAND RALLY CHAMPIONSHIP DRIVER'S POINTSCORES

NAME	CAR	CLASS	QRC1 GYMPIE	QRC2 BURMFA	QRC3 BP OLD	QRC4 G'GOWAN	TOTAL TO DATE
J. GOASDOUE	MAZDA	5	21	24	13	29	87
M. GRIFFITH	MAZDA	5	21	0	29	24	74
L. MAHONEY	LASER	2	8	6	11	14	39
G. BATTS	SWIFT	N1	17	0	21	0	38
G. TIGHE	SWIFT	N1	19	11	16	0	37
I. BAILEY	GEMINI	3	15	0	17	0	32
G. KAHLER	GALANT	5	29	0	0	0	29
D. JONES	C'DORE	4	0	29	0	0	29
T. KABEL	SWIFT	5	6	10	9	10	29
M. LAWLESS	1600	3	0	5	10	13	28
C. LEE	SPRINTER2	0	0	0	6	19	25
G. MARSHALL	260Z	4	0	0	24	0	24
B. DUMMETT	1600	3	0	21	0	4	21
R. ANDERSON	ALFA	2	5	16	0	0	21
T. COLLINGWOOD	CIVIC	1	6	9	6	0	21
R. BROWNING	328	2	19	0	0	0	19
M. CLARKE	MAZDA	5	0	0	0	18	18
V. GEES	FALCON	4	0	0	6	11	17
D. BOARDMAN	CORDIA	4	0	14	0	0	14
R. CROSS	SWIFT	5	4	6	4	0	14
R. BELL	ESCORT	3	9	2	0	0	11
E. BOGNUDA	SIGMA	4	0	10	0	0	10
C. DEVERE	1200	1	9	0	0	0	9
M. TAYLOR	RX2	4	9	0	0	0	9
T. GUSTERSON	GEMINI	2	0	9	0	0	9
A. JOHNSTONE	SWIFT	1	0	0	9	0	9
A. GATES	COROLLA	1	4	4	0	0	8
D. JOHANSON	1600	3	0	8	0	0	8
B. NEUENDORFF	PEUGEOT	3	2	1	3	0	6
G. LOGAN	GALANT	5	0	0	6	0	6
T. LEWIS	CAPRI V6	4	0	2	3	0	5
D. BATES	1600	3	0	0	5	0	5
S. BIRROSE	CELICA	3	3	0	0	0	3
R. LOCKHART	C'DORE	4	0	3	0	0	3
A. CLINES	LASER	2	0	0	0	3	3
G. WESTON	MAZDA	2	0	0	0	2	2
S. BENSON	1600	3	1	0	0	0	1
S. BRADFORD	STARION	4	0	1	0	0	1

(PROVISIONAL)

QUEENSLAND RALLY CHAMPIONSHIP NAVIGATOR'S POINTSCORES

NAME	(WITH)	QRC1 GYMPIE	QRC2 BURMFA	QRC3 BP OLD	QRC4 G'GOWAN	TOTAL TO DATE
NEAL WESCHE	GOASDOUE	21	24	13	29	87
TOM SMITH	GRIFFITH	21	0	29	24	74
TIM MAHONEY	MAHONEY	8	6	11	14	39
ROSS MUNRO	BAILEY	17	0	17	0	34
LOFTY OWENS	KAHLER	29	0	0	0	29
TIM CAYLESS	JONES	0	29	0	0	29
MARCLAIN LAWLESS	LAWLESS	0	6	10	13	29
DAVE HILL	DUMMETT	0	21	0	4	25
JIM LEE	LEE	0	0	6	19	25
IAN GOLDSWORTHY	MARSHALL	0	0	24	0	24
DEL GARRETT	CROSS/KABEL	4	0	9	10	23
RICHARD COLLINGWOOD	C'WOOD	6	9	6	0	21
LYNDALL PARR	TIGHE	10	11	0	0	21
IAN REDDIE	ANDERSON	5	16	0	0	21
ERROL BAILEY	BATTS	0	0	21	0	21
TERRY GUSTERSON	BROWNING	19	0	0	0	19
STEVE ROSS	CLARKE	0	0	0	18	18
JOHN HALL	BATTS	17	0	0	0	17
NOEL PHILP	GEES	0	0	6	11	17
GREG HORTON	TIGHE	0	0	16	0	16
SIMON WHITE	BOARDMAN	0	14	0	0	14
JAN BELL	BELL	9	2	0	0	11
TONY McDADE	CROSS	0	6	6	0	10
GREG TEBBLE	KABEL	0	10	0	0	10
PETER LAYTON	BOGNUDA	0	10	0	0	10
TONY BEST	DEVERE	9	0	0	0	9
STEVE CHRISTENSEN	TAYLOR	9	0	0	0	9
KAREN GUSTERSON	GUSTERSON	0	9	0	0	9
MIKE NEELY	JOHNSTONE	0	0	9	0	9
COLIN CROSSINGHAM	BRINKMAN	0	0	0	9	9
MARTIN GIBSON	BATES, A	4	4	0	0	8
IAN WRIGHT	JOHANSON	0	8	0	0	8
ROSS PERRY	NEUENDORFF	2	1	3	0	6
DAVID MUIR	CLARK	0	6	0	0	6
MIKE CHAMPION	LOGAN	0	0	6	0	6
CRAIG BARTH	LEWIS	0	2	3	0	5
RON PETERS	BATES, D	0	0	5	0	5
ANDREW GASTON	STOCK	0	0	0	5	5
MURRAY WASS	BERGMAN	3	0	0	0	3
NICK BRUCE	LOCKHART	0	3	0	0	3
RICHARD GRIFFEY	MORRIS	0	0	0	3	3
JOHN ROGERS	CLINES	0	0	0	3	3
BOB REDDIE	WESTON	0	0	0	2	2
S. BENSON	BENSON	1	0	0	0	1
TANITH ROFFEY-MITCHELL	BRADFORD	0	1	0	0	1
CAROL PARK	BERGMAN	0	1	0	0	1

THE OTWAYS RALLY

THE OTHER RALLY ON THE 30TH NOV. & 1ST DEC, 1991 WAS AN EVENT HELD IN VICTORIA FOR HISTORIC RALLY CARS (AND SOME SAY COMPETITORS) AND OTHER CARS. I FIRST HEARD ABOUT THIS EVENT AFTER I TRAVELLED TO WANGARATTA IN MARCH, '91 TO COMPETE IN THE BORDERLAND SAFARI. THE PEUGOT CAR CLUB OF VIC. WAS ORGANISING AN EVENT FOR HISTORIC RALLY CARS AND I ASKED TO BE PUT ON THEIR MAILING LIST.

THE LONG AWAITED SUP-REGS ARRIVED FOR THE "OTWAYS HISTORIC TRIAL" AS THIS WAS THE FIRST YEAR, ENTRIES WERE ACCEPTED FROM ANY TYPE OF VEHICLE, SO HILARY & I ENTERED THE SUBARU UTE. WE HAD PLANNED TO LEAVE TENTERFIELD AT ABOUT 4.30PM ON THE THURSDAY AND OVERNIGHT AT GUNADAH BUT OTHER COMMITMENTS MEANT WE LEFT AT 6AM FRIDAY MORNING AND DROVE STRAIGHT THROUGH TO SEYMOUR (30K NTH MELB) ARRIVING AT ABOUT 9PM THAT NIGHT. SATURDAY MORNING FOUND US LOST ON THE NORTHERN OUTSKIRTS OF MELBOURNE. EVENTUALLY WE FOUND THE START AT A SPORTING COMPLEX NEAR BACCHUS MARSH. IT HAS A MINI-BIKE TRACK AND AN OLD AUTO CROSS TRACK WHICH THE PACKENHAM CAR CLUB IS ENDEAVOURING TO DO UP.

WE BOOKED IN AND STUDIED THE OPPOSITION - BOB WATSON IN A RENAULT DAUPHINE - A TEAM FROM S.A. IN A RIO RALLY RENAULT RESTORED TO KAYS RALLY TEAM STYLE, A SAAB V4 RALLY CAR IMMACULATLY RESTORED, A "RALLY HILLMAN IMP" - MAT PHILLIP-ex HDT SPANNER - see Repco Round Australia with P.Brock IN A MK1 ST CORTINA, ANOTHER ST CORTINA, A "HOPKIRK" STYLE RALLY MINI, A COUPLE OF M.G.s, AN ENDLESS SUPPLY OF PEUGOTS IN VARRING STAGES OF REPAIR OR DISREPAIR, ONE FLAT RED PEUGOT 404 WAGON THAT DID THE REPCO ROUND AUSTRALIA AND IS STILL GOING EVEN IF THE HEADLIGHT SURROUNDS WERE HELD ON WITH WIRE, AND THE ex HARRY FIRTH ST FALCON LONDON TO SYDNEY CAR KAG-001 BEAUTIFULLY RESTORED FOR THE NEXT LONDON TO SYDNEY.

THE RALLY WAS DIVIDED INTO SUB EVENTS AND THE WINNER OF EACH SUB-EVENT RECEIVED 50 POINTS, 2ND 49 ON SO ON PROGRESSING DOWNWARDS.

THE FIRST SUB-EVENT WAS A MOTORKHANA. AFTER 4 TESTS I WAS LEADING IN THE SUBARU UTE, BUT THREW IT ALL AWAY IN THE 5TH TEST WHEN I ALONG WITH MANY OTHERS GOT LOST IN THE KHANA-CROSS. SO WE ONLY PICKED UP 36 POINTS.

THE NEXT SUB WAS A MAP-READING TOURING ASSEMBLY (THEY DIDN'T TIME THE ROAD SECTION TO COMPLY WITH CAMS AND THE POLICE) THAT STARTED STRAIGHT AFTER THE MOTOR-KHANA AND WENT ACROSS SOUTHERN VICTORIA. WE DROVE PAST THE 'INFORMATION BOARD' AT THE FIRST VIA, THEY ARE BOARDS ABOUT 4" SQUARE NAILED TO A GUIDE POST OR TREE AT THE VIA POINT. WHEN YOU ARE NOT USED TO THEM THEY ARE HARD TO SEE AND WE DIDN'T REALISE THAT WE COULD BACKTRACK AND GET IT. THE MAP THEY USED WAS THE GREGORY'S'S 150KM AROUND MELBOURNE, AND THE SCALE PRINTED ON THE MAP WAS INCORRECT. THE ORGANISERS TOLD US THAT AND THEY DREW THE CORRECT SCALE IN THE INSTRUCTIONS. THE "GUN" NAVIGATORS IN VICTORIA HAD KNOWN THIS AND ENLARGED THEIR MAP ON A

PHOTOCOPIER TO 1-250,000, SO THEIR RALLY ROMERS WOULD WORK. I HAD TO MAKE A SCALE ON A BIT OF PAPER AND WORK FROM THAT.

A COUPLE OF THE VIA# WERE ANKWARD TO FIND BUT WE GOT THE REST. A LOT OF COMPETITORS WD'ed A MANNED VIA NEAR PENNYROYAL AND THIS THREW THEM AND THEY COULD NOT FIND THE MAPPED ALIGNMENT AT THE NEXT VIA.

AT ONE STAGE WE WERE FOLLOWING BOB WATSON IN THE RENAULT. BOB WAS DRIVING WITH HIS WIFE NAVIGATING. WE WOULD SEE THE RENAULT START TO WANDER AND WE WOULD REALISE THAT BOB WAS NOW DRIVING AND NAVIGATING.

THE LAST 16 KM OF THIS PORTION WAS 16KM FROM THE TOP OF THE OTWAY RANGES STRAIGHT DOWN INTO LORNE ON THE SOUTH COAST OF VICTORIA. YOU LITERALLY ARRIVED AT A STOP SIGN IN THE BACK STREETS OF LORNE AFTER 16KM OF VERY STEEP DOWN HILL WITH THE SMELL OF FRIED FERODO FROM THE BRAKES. NO BRAKES MEANT ENDING UP IN THE BASS STRAIGHT. WE MANAGED 2ND ON THIS BIT AND SCORED 49 POINTS.

THE CARS WERE REFUELED AND PARKED ON DISPLAY ON THE BEACHFRONT CARPARK. AT 4PM THE FIRST CAR LEFT ON AN ECONOMY RUN. THE FIRST 38KM WAS WEST ALONG THE GREAT OCEAN ROAD WITH BASS STRAIGHT ON THE LEFT AND CLIFFS ON THE RIGHT (THIS AREA IS A MUST FOR TOURISTS). AT SKENEW CREEK WE TURNED LEFT AND CLIMBED FOR 20KM TO THE TOP OF THE OTWAYS. WE PASSED MAT PHILLIP WITH THE R.M.R. WHEEL OFF. THE EVENT THEN CARRIED ON TO CAMPERDOWN. WE ARRIVED ABOUT 9PM BUT IT WAS STILL TWILIGHT. OLD LEAD FOOT GOT ABOUT 38 MILES PER GALLON, WHICH WAS ABOUT 3RD.

THE NEXT MORNING WE WERE UNABLE TO USE THE MT LEURA HILL CLIMB SO WE HAD A MAP READING SECTION TO DARLINGTON - WHERE THEY HAD OPENED THE SPEEDWAY OVAL. THE FARMER HAD SLASHED THE GRASS ON THE TRACK AND WE ALL HAD 4 LAPS OF THE 400MTR CIRCUIT. THE GT FALCON SPUN ON HIS 2ND LAP AND NEARLY PUT IT INTO THE HALF INCH THICK STEEL WALLS. APPARENTLY THE LOCAL SPEEDWAY CLUB HAS ONLY A COUPLE OF MEETINGS A YEAR AND THEY SLASH THE GRASS ON THE TRACK WHEN REQUIRED. I THINK I MANAGED 2ND OR 3RD FASTEST TIME.

NEXT THERE WAS A MAP READING-AVERAGE SPEED SECTION TO WALLINDUCK IN WHICH WE WERE REQUIRED TO AVERAGE BETWEEN 70KM AND 80KM AN HOUR FOR ABOUT 90KMs. WE WERE 8SECONDS OFF 70KPM AVERAGE AND WERE EQUAL FIRST ON THIS SECTION.

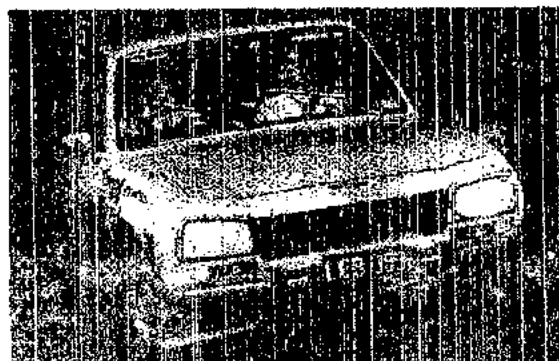
ANOTHER MAPREADING SECTION THROUGH CAPE CLEAR (LOOK FROM THE COAST) TO BALLARAT AIRPORT FOLLOWED AND THE EVENT FINISHED WITH 2 LAPS OF A CIRCUIT UTILIZING PART OF A DISUSED RUNWAY, THROUGH A GRASS AREA, ACROSS THE AUTOCROSS CIRCUIT, USING PART OF THE OFF-ROAD TRACK AND BACK ONTO A SLALOM BACK DOWN THE RUNWAY. AN AUSTIN 1600 HAD THE BIGGEST LOSE WITHOUT CRASHING, WHEN THE TAIL SWINGS GOT BIGGER & BIGGER. A DATSUN UTE FINISHED ITS FIRST RUN WITH THE FRONT OF THE UTE, UP TO THE WHEELS, THROUGH THE FENCE PAST THE FINISH CONTROL.

I HAVEN'T RECEIVED THE RESULTS AS YET BUT IT APPEARS, HILARY AND I MAY HAVE COME 6TH O/R. (PROBABLY 1ST IN THE HUSBAND & WIFE IN A WHITE SUBARU UTE FROM NORTHERN N.S.W. CLASS).

IT IS HOPED TO HAVE A SERIES OF EVENTS FOR HISTORIC RALLY CARS AND THE ORGANISERS ARE TRYING TO FORM AN ASSOCIATION TO FORMULATE RULES etc.. I HAVE ARRANGED TO PURCHASE A 1968 MAZDA 1500SS TO CONSTRUCT A CAR FOR THE NEXT ONE.

IF ANYONE WOULD LIKE DETAILS OF THESE EVENTS I CAN BE CONTACTED ON - TELEPHONE (062) 362660 FAX (062) 362893. WE MIGHT BE ABLE TO GET SOME CREWS FROM QLD TO GO DOWN TO VIC TO COMPETE.

Laurie Garth.



LIFE AT CHRISTMAS

'Twas the night before the Christmas holidays, dear readers and all through the LIFE workshops celebrations were happening.

It's been a while since you last read about LIFE and there is a reason for that. It was because the entire staff at LIFE, Stabilo Boss, Nick O'Penn, Doug Senna, Norm Prost, Lance Boyle, Vas Deferens the Lustbucket twins (Randy and Lolita), and the Japanese-African lab. assistant Washadiki had all been on a fact-finding tour of the most modern up-to-date racing teams in Europe.

They had all spent time at Lada Racing, Moskvitch Motorsport, Skoda Modu Razink oh, and the Ferrari F1 Headquarters. Seriously though Ferrari were very interested in acquiring the services of Doug Senna - they hadn't seen anyone buff a car like that man in the past. Boy, could he polish his rocket!

They were not, however in any way, shape or form interested in talking to Norm Prost. He had apparently said something to some journo about the way the Ferrari team operated and the silly old world-wide newspaper had published it.

"It was all an innocent misunderstanding," said Prost. "What I said was that the management of Ferraro were all idiots. That's a totally different team all together."

Anyway, back into action for Christmas and the whole bunch were busy decorating the workshop with tinsel, spangly things, mistletoe and left-over bits of blown-up W12 racing engines.

Naturally, first to kiss under the mistletoe were Lance and Lolita and it appeared that Lance had a gift for Lolita in his pocket. It was beautiful - a highly polished broken con-rod from one of the best engine blow-ups that the team ever had. (That particular engine blow-up happened in practice. Actually, all of their engine blow-ups happened in practice. Actually, that's all they ever did was go to practice and blow-up engines.)

In another part of the workshop while Lance and Lolita confirmed their love for one another, Vas and Washadiki had their minds on other things. Since the huge boost of sponsorship money they had been working night and day, day and night to come up with the reliability and power needed from their new rotary racing motor. The engine mock-up had already been fitted into the back of the Stage 1 Imp super-lightweight shell and the technical men were hopeful of big things once a few minor problems had been overcome.

One of the most aggravating was the induction system. They had tried a single-bodied injection system, a multi-body injection system, a slide throttle system and a butterfly-throttle system but found most success with an old 'Fish' carburettor which Team Manager Boss had used to hold open the dunny door.

Again wishing to try new technological directions, they had experimented with an alternative to the Turbocharger and Supercharger. A small 'plug-into-the-cigarette lighter' tyre compressor had proven to provide just the right amount of boost for the 'Fish' and the chassis dyno had now developed a twist due to the enormous torque.

Next season was looking good, but the Xmas party was just beginning and things were bound to get out of hand! After the end-of year break - THE BIG EVENT!!!!!!

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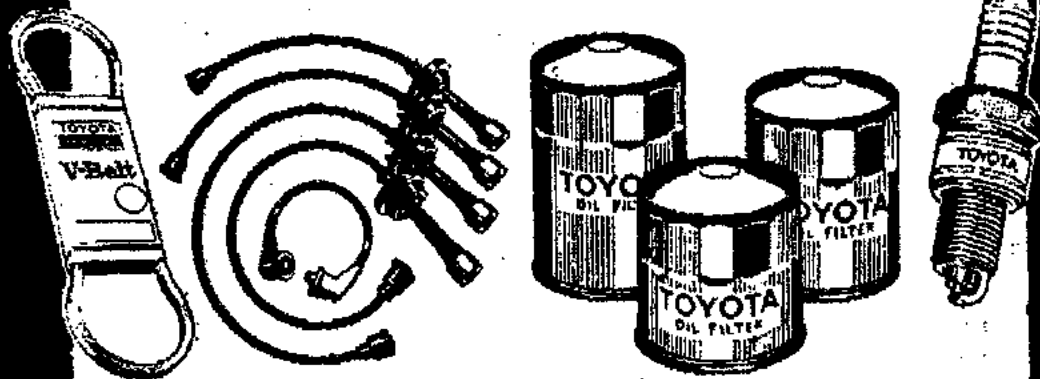
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OFF ROAD GOSSIP

BY The one and only.

Well did you miss me? I know I did. This story began 4 days ago, when I went to my mailbox to find the latest edition of the Mag. To my displeasure I find that there is nothing about Off-Road. So, I fronted the Board asked Tom the question, his response was, as I expected if you want to read about it then someone is going to have to write it.

I know that some of you good people think all the stuff I write is just a big load of (you know what), but when I look back I can see maybe one or two of the facts could of been a little distorted, but if you carry on like a Wanker I'll tell you.

After my last triumph in writing, it got to the point that some anonymous letters came in from Kempsey. They were sent the weekend of the Bridgestone, I can only assume that someone wrote the letters and took them to Kempsey to try and hide their identity. What I am getting at is, if you got something to say, stand up and be counted, because if you don't sign it, it's in the bin. (So get your hand off it or you'll go blind)

It's been so long since I have written I am having trouble remembering what I last talked about. Before I go on I would like to remind everyone that contry to belief my soul can not leave my body and go into someone else's. So what I am saying is that I can only write what I see and do, can you all understand that.

Now! where was I, oh yes. Let's talk about Kempsey. I gets this phone call from Bob Mowbray asking me to look after the Hunter Rivmasta Team for the weekend. I accepted and had a ball with the exception of being run over by Terry in the Pits. Everything ran very smoothly, unfortunately we lost Bryan Basham early with an electrical problem (the piston flew out and knocked a wire off). The next to fall was Doug McMillan with another Bloody gearbox, but hopefully next year that problem won't exist. Bob was still circulating with the car falling apart around his ears, but as always he managed to finish and win his Class.

The biggest thrill for us all was to see Terry & Maureen come home Third Outright. It's been along time since we have seen our members on the winners platform. (I think it was Laurence in 83?) I have always said that Terry can go all the way, and with my help I am sure he will. (just joking) GOOD ONE T&M

My next event was Warialda, I could not believe when you get the town behind an Event, what a difference it makes. Everything that was needed to run a great Event was there. Everybody who went had a Ball.

They had more people helping out than what we get at Inglewood, and at the end of the day the money left over went towards a heart-start machine for the Ambulance. As the Director of the Event I would like to thank Bryan & Bev Basham for the use of their land for the track, and to Terry, Maureen, Doug, Dave and everyone else who helped out.

There was one complaint and that was there wasn't enough notice for the Event, so get your Diary's out and write in the 30th of August 1992 in. I promise you it is an Event well worth the trip. (also another thank-you to Pat & Desley Collins and John Quinn for coming down and being the Stwerds)

I didn't get to go to The Big Cart Track, I heard it was a very successful event. From all reports it was a case of Laurence doing Honor Laps again, I don't know if I am getting old but watching slow off-road races doesn't appeal to me anymore.

The next Event I wish to discuss is Inglewood, now, I thought I had finally had the opportunity to just go to a race and enjoy myself. This however was not to be the case, I thought we had made a good choice for a Director and assistant Director but it seems once it got abit tricky they ran for cover with some pisspoor excuse.

I don't claim to be anything special when it comes to Directing Events, but I do know when I commit myself to do a job I see it through to the end. If I find I can not handle something I ask for help. I won't go on because I might say something I might regret.

A big THANK-YOU must go to John Devries for steping in and Directing the event. Also to Keith Roach for coming to our rescue again, I don't know what we would ever do if Keith left Inglewood. Everybody who went to the Event had a great time and nobody suffered from dust problems because John was able to give a good gap between cars.

I personally had the best time I have had at an Off Road Race for a very long time. The reason being I was able to shoe horn Lindsay out of the Navigators seat in Doug's Car. The only problem I have is that I no longer are satisfied with helping out at Races, I want to race in them. The experience I had when the car was 200 k plus down this almighty straight with the trees only 4 foot each side of the car was as good as a couple of dates I have been on. (if not better)

The only thing about the weekend is that Doug wanted to stich up the 2 Championships, so he wasn't driving the car to it's full potential. I myself could not have done that, the thought of pushing Bill & Don into the trees would of been the best. But Doug stuck to his plan to the letter, all we had to do was finish in front of Terry Rose. This was too easy because he was only in a Class 2 car and you know how slow they are.

We started the race under a cloud after the confusion of the track making and we found ourselves being pointed up the wrong track by an Offical. But it was my fault and I was very suprised that Doug didn't come over a punch me. The good part about it was we had another run, but unfortunately we had to pass a car and that threw our time down and we only managed to come second in Prolouge.

At this point I must mention that the Car that started in front of us had a 3lt turbo V6 hanging out the back of it, which is nearly twice the size of our motor. It would be like putting a GTR Nissan against a Ford Laser, But at the end of the weekend we only lost by 51 seconds, which was great seeing we where not even going flat out. We where expecting to be beaten by atleast 10mins considering the power difference, but Bill did have Don with him and everytime he opened his mouth the car slowed down by 20ks.

Anyway enough of that, I am in the process of writing a 4 page story on the event which will be out next month.

Before I go I must Congratulate Doug McMillan on becoming the Outright Queensland Off Road Champion and the BSCC Off Road Champion, and to Lindsay Eveleigh for being the Queensland Navigator Champion. Doug won the Championship by being Second outright at Gatton, and Second at both the Inglewood Events.

I will sign off for now but I will see you next month

**1991 QUEENSLAND OFF ROAD
CHAMPIONSHIP
OUTRIGHT**

NAME	Rnd 1	Rnd 2	Rnd 3	TOTAL
1st DOUG McMILLAN	7	7	7	21
2nd TERRY ROSE	5		5	10
HAROLD JAMES	10			10
LES BROWN		10		10
BILL SHARPE			10	10
4th BILL CROFT		5		5
7th NEVILLE TAYLOR	3			3
STUART LORD		3		3
BRYAN BASHAM			3	3
10th ALAN NICOLL	2			2
BILL BUCHANAN		2		2
RUSSELL HARTNETT			2	2

NAVIGATOR

1st LINDSAY EVELEIGH	7	7		14
2nd MAUREEN ROSE	5		5	10
DEANNA HUDSON	10			10
LEIGH JONES		10		10
DON WILLIAMSON			10	10
5th DERRICK KENNEDY			7	7
4th JOHN FAWBERT		5		5
TREASA ROSE			5	5
9th ROBERT OXLEY	3			3
STEVE TOTH		3		3
MICHELLE BASHAM			3	3
12th GREG NICOLL	2			2
ANDREW MEADE		2		2
JUDY HARTNETT			2	2

**1991
QUEENSLAND OFF ROAD CHAMPIONSHIP
CLASS CHAMPIONS**

CLASS 1

DRIVER/NAVIGATORS	POINTS
1st DOUG McMILLAN/LINDSAY EVELEIGH/DERRICK KENNEDY	24
2nd HAROLD JAMES/DEANNA HUDSON	10
BILL SHARPE/DON WILLIAMSON	10
4th BILL CROFT/JOHN FAWBERT	5
5th ROBERT BIMROSE/JOHN HILLS	5
KEITH OWERS/ROBERT LAMB	5
LEN BARRON/JOHN FRAZER	5
6th NEIL MORRISON/GEOFF HEATHER	5
9th TREVOR CRISP/ANTHONY CRISP	2

CLASS 2

1st TERRY ROSE/MAUREEN ROSE/TREASA ROSE	20
2nd CHRISTOPHER CAVE/TRACEY SMITH/R. WILLIAMS	10
3rd LES BROWN/LEIGH JONES	10
4th RON VANDERHAAN/PETER RIVERS	7
STUART LORD/STEVE TOTH	7
6th BILL BUCHANAN/ANDREW MEADE	5
RON LANGR/B. MIDDLETON	5
9th NEVILLE BOYES/DALE ROPER	5
9th ROBERT GRAHAM/JASON GRAHAM	5

CLASS 3

1st ALAN NICOLL/GREG NICOLL/COLIN NICOLL	20
2nd BRYAN BASHAM/MICHELLE BASHAM	10
BRUCE WATMAN/GLENN WATMAN	10
4th KEITH HONOUR/DARRYL SCHOFIELD	7
NEVIN LEE/SCOTT POSTEN/SCOTT McNEIL	7
RUSSELL HARTNETT/JUDY HARTNETT	7
7th BOB MOWBRAY/JANEITE MOWBRAY	5
8th STEVE HILTON/MICHAEL TAYLOR	5
9th MICHAEL BOADER/LES BOADER	5

CLASS 4

1st NEVILLE TAYLOR/ROBERT OXLEY	10
CLARIE BAKER/ROBIN BAKER	10
3rd WAYNE HUFSCMID/KEVEN HUFSCMID	7
4th TONY THORNTON/CLIFF CALCUT	5

CLASS 5

1st BILL HAMMOND/STUART KAISER/CINDY KAISER/BRUCE CROWE	17
2nd GREG BERNARD/SUSAN SHAY	14

CLASS 6

1st ANDREW HICKSON/PETER CARRUTHERS	10
LOUIE BINIOS/BILL BINIOS	10

**1991
QUEENSLAND OFF ROAD CHAMPIONSHIP
CLASS CHAMPIONS**

CLASS 7

1st GRANT WHITE/GORDON BATTLE	25
2nd JOHN DARE/DARYL COLE	14
3rd GRAHAME BAXTER/DAVID COULTON/ROSS MASON	10
4th ERIC WHITBREAD/CHRIS NUSSEY	7

CLASS 8

1st KEN SMITH/LAUREN SMITH/STEVE REHN/TON CROHER/DARYN HYLAND	25
2nd TREVOR CUNNING/JOHN NIEMEYER	10
FABIO ZARPATI/SANDRO BEDUONI	10
4th PETER MADLOW/GLEN MADLOW	7
5th ROBERT KNOTT/WAYNE KNIGHT	7

CLASS 9

1st RON MILTON	10
2nd SI HEASLIP	7
3rd HOWARD FORD	7
4th LAURENCE EVENSON	3

Cedric and Helen Loy have recently celebrated their Ruby (40th) wedding anniversary, so congratulations and best wishes from everyone in the BSCC.

Best wishes for a speedy recovery to Ron Lange who is recovering from a heart attack in hospital at the moment. We all hope to see you back on your feet soon.

CAMS Melbourne (Andy Clark) once again reminds off-roaders that you must apply for your permanent competition numbers for 1992. There is a form to be completed and this may be obtained from Esme at the Clubrooms or from CAMS in Brisbane.

The Off-Road Advisory Panel for 1992 consists of; Christopher Cave, James Corbett, John Hammond, Kevin Hufschmid, Derrick Kennedy, Ian MacDonald, Greg Nicoll, Rodney Sams (Chairman), William Sharpe, Ken Smith, Ronald Vanderhaar and Don Williamson.

The Motorkhana Advisory Panel for 1992 consists of; Geoff Crandell, Lindsay Jenkinson (Chairman), Trevor King, Alan McConnell, Ian Syme and Alan Wheeley.

Prestige Trimming at 43 Moss Street, Slack's Creek has notified the Club that they will donate 5% of the value of a re-trim job for any club member who has work done to the value of \$150 or over. The company can be contacted on 208 9389.

We have received Sup. Regs. for the Goodyear High Country Ultracross to be held at Myrtleford (Vic.) on 25/26 January 1992. If any Off-Road competitors are interested in making the trip, the regs. are available from the Clubrooms.

On behalf of the Brisbane Sporting Car Club and all its members, I would like to express condolences to Murray and Linda Cote and their family on the recent passing of Murray's mother. The Cotes are long-time residents of the Gympie District and I believe Murray's Mum had been ill for a while.

On behalf of all members of the Brisbane Sporting Car Club we offer our sincere condolences to Pat and Desley Collins and family on the death in November of Pat's mother.

For those readers who are interested, our very own Iain 'Garden Gnome' Stewart is to be the National Rally Committee member from Queensland for 1992.

The Queensland Rally Panel for 1992 comprises; Errol Bailey (Chairman), Rob Bell, Chris Lane, Craig Lee, Barry Neuendorff, Brian Swinton, Dave Feron and Dave Hill.

The new CAMS office will be located in McDougall St. Milton and the new phone number is 369 4566.





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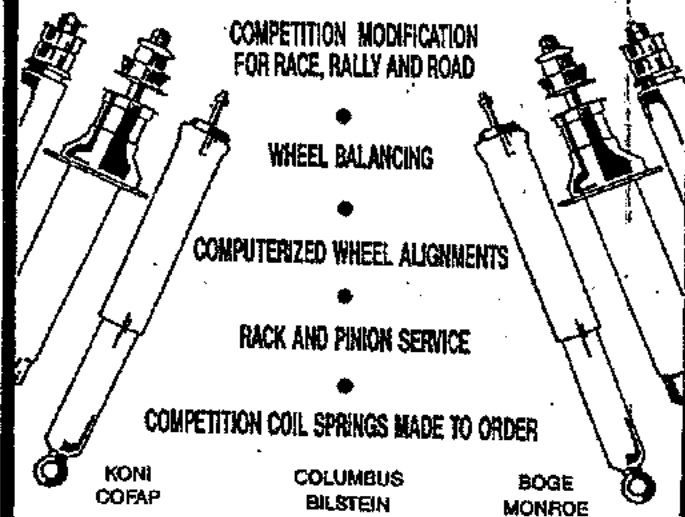
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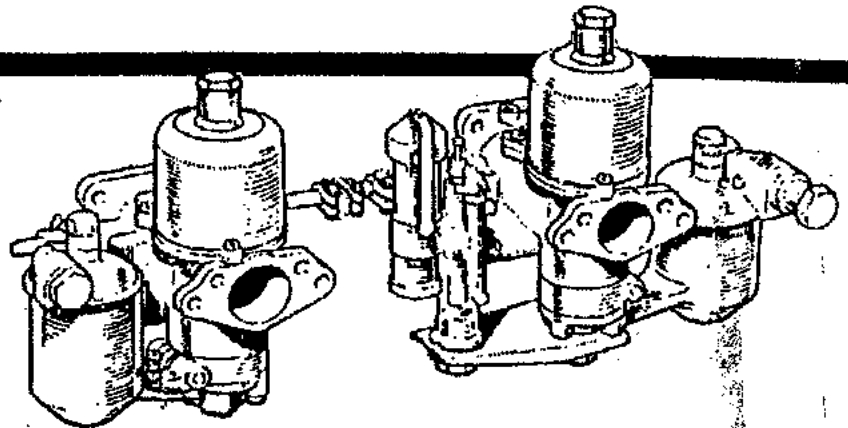
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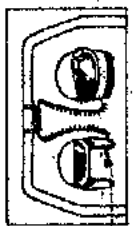
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POS RALLY CHAMPIONSHIP, FEB MAY JULY NOV DEC TOT

POS	RALLY CHAMPIONSHIP, FEB	MAY	JULY	NOV	DEC	TOT
1	TOM SMITH	9	9	11	9	39
2	ERROL BAILY	9		7	9	27
3	RON PETERS			4	11	24
4	CRAIG LEE	10	10	1	10	21
5	IAN BREMER	6	6	10	9	19
6	GARY MARSHALL	1	8	5	10	19
7	DEL GARRETT	5	8	6	11	17
8	DEAN TIGHE	8	1	5	8	14
9	ROD BROWNING	8	1	6	8	14
10	JOHN GOASDOUE	8	1	5	8	14
11	TONY KABEL	8	4	6	11	14
12	NEAL WESCHE	4	9	9	13	13
13	GARY BATTS	1	1	2	9	13
14	BARRY NEUENDORF	1	4	6	7	12
15	ALAN BATES	1	6	11	6	12
16	BLAN WESTON	11	2	9	11	11
17	DAVE AMBROSE	11	2	9	11	11
18	LOFTY DREWS	11	1	10	11	11
19	BRIAN EVERITT	11	1	9	11	11
20	GEORGE KAHLER	11	1	9	11	11
21	D KORTLANDS					
22	IAN GOLDSWORTHY					
23	JOHN PINDER	1	9	10	1	10
24	IAN REDDIE	2	9	9	9	9
25	IAN BAILY	2	9	9	9	9
26	DENNIS BROWN					
27	G DUTHIE					
28	PAT HETHERMAN					
29	GREG HORTON					
30	BOB MURRO	2	7	7	9	9
31	JIM REDDIE					
32	R BECKER					
33	IAN COLLINGWOOD	1	1	1	5	8
34	LYNDALL PARR	8				8
35	RICHARD ANDERSON	3				7
36	JOHN FETTER					
37	GREG TERSELE					
38	ROY VARI OPSTAL	1	2	1	1	6
39	ALAN CLARK	2	2	1	1	6
40	K HASBROCK					
41	NEIL SALTER					
42	T WARNER					
43	BILL WILSON	1				5
44	B COPPING	1				5
45	JOHN HALL	4				4
46	ANDREW OMEN					
47	ROSS FERRY	1	1	2		4
48	NOEL PHILIP	1	3			4
49	A SCOTT					
50	RICHARD COLLINGWOOD	1	1	1		3
51	RODNEY CROSS	1	1	1		3
52	BRUCE DANSON					
53	JEFF HAYNES					
54	MARTIN GIBSON	1	1	1		3
55	TONY HOWARD	1	1	1		3
56	ANDREW JOHNSTONE	1	1	1		3
57	M KENDON					

OTV GESS = 59 B BARR = 61

TONY BEST	1					1
MARK CONNORS						1
STEVEN DRAHEIM						1
RAY EVANS						1
TRICH EVANS						1
PETER GOODMAN						1
JEFF HAYNES						1
TONY MCDADE						1
PETER MARSTONE						1
MICHAEL NEELY						1
COLLEEN SMITH						1
ALAN STEAN						1
GARY ATKINSON						1
ROBERT BECKER						1
BRIAN BLAIR						1
TERRY BOARDMAN						1
PAUL BRELSFORD						1
MIKE CHAMPION						1
JIM DONALD						1
TONY DONALD						1
ALLAN DUNKLEY						1
NOEL BEES						1
PAUL GRAY						1
SHAUN GRAY						1
IAN GORSKY						1
ANDREW HAMILTON						1
RUSSEL HARTNETT						1
BARRY HEDLEY						1
DARREN HYLAND						1
WENDY KATTERNS						1
STEPHEN KAKAVAS						1
SEBASTIAN LEE						1
TERRY LEWIS						1
GEORGE LOSAN						1
CHRISTOPHER MADDEN						1
G MARTIN						1
SEOFF REACHAM						1
CHRIS MICHEL						1
NEIL MICHEL						1
IAN MELROBERT						1
G PORTER						1
C PORTER						1
KEN SMITH						1
LAUREN SMITH						1
WAYNE SMITH						1
G STANAWAY						1
P SUDIRO						1
CHRISTOPHER DE VERE						1
STEPHEN VERVOORN						1
LEE WILLIAMS						1
BRETT WRIGHT						1

APR AUG NOV TOT
 SPEED EVENT CHAMPIONSHIP.....
 APR AUG NOV TOT

POS	CHAMPIONSHIP.....	APR	AUG	NOV	TOT	POS	OFF ROAD CHAMPIONSHIP.....	FEE	MAR	AUG	NOV	TOT
1	DOUG BOASDOUE	11		11	22	1	DOUG McMILLAN	10	11			21
2	EMMY NEUENDORFF	11		11	22	2	MAUREEN ROSE	9		11		20
3	JIM REDDIE	11		11	22		TERRY ROSE	9		11		20
4	BILL SHARPE	11			11	4	DERRICK KENNEDY	10		9		19
5	LAURENCE SVENSON		11		11	5	LINDSAY EVERLEIGH	10		9		19
6	BRIAN DRISP			10	10		BRYAN BASHAM		11	8		19
7	RON VAN DER HAAR	10			10	8	MICHELLE BASHAM	7		8		15
8	TERRY ROSE			9	9		ALAN NICOLL	7		9		16
9	A HAMILTON				9	10	KENNETH SMITH	7		9		16
10	DERRICK KENNEDY	9			9	11	DEANNA HUDSON	4		8		12
11	ROSS LANE	9			9		HAROLD JAMES	11				11
12	B SAMS			9	9		BOB MOWERAY	11			10	21
13	DAN WILLETT			9	9		BILL SHARPE	1				1
14	STEVE BERNARD			8	8	15	RON MILTON	2	10			12
15	WAYNE CAMBLE	8			8	16	CHRISTOPHER DAVE	9				9
16	ALAN NICOLL	2		6	8		GRAHAM HILL					2
17	GREG NICOLL			8	8		MOSS LANE					2
18	DOUG McMILLAN	7			7		LAUREN SMITH	4				4
19	S NEACHAM			7	7		JOHN DE VRIES	8				8
20	LINDSAY COOPER	6			6	21	NEVILLE TAYLOR	1				1
21	RON VAN DER HAAR			6	6		TOM DRICHER		8			8
22	IAN BREMNER			5	5		ROBERT GALEY					2
23	NEVILLE TAYLOR			5	5	24	GORDON BAILLIE	1	2			3
24	CHRISTOPHER DAVE	4			4		TREVOR CUNNING	1	6			7
25	WILLIAM HAMMOND			4	4		J HARTNETT					4
26	DEAN TIGHE			4	4		R HARTNETT					4
27	TONY FEHLHARBER	3			3		JOHN NIEMEYER	1	6			7
28	NOEL SEES			3	3		ERIC WHITFIELD	1	2			3
29	ZANE MURRAY			3	3		GRANT WHITE	1	2			3
30	MENIK KABEL			2	2		RON VAN DER HAAR	6	4			10
31	KEN SMITH			2	2		KYETH HONDOR	6	3			9
							TRACEY SMITH	3	4			7
							KEVEN HUFSCHMID	3				3
							DARRYL COLE	1				1
							JOHN BARE	1				1
							PETER CARFUTHERS	2				2
							GREG BERNARD	1				1
							LAURENCE SVENSON		1			1

POS LADIES CHAMPIONSHIP POINTS

1	TRICH EVANS	31
2	LYNDALL PARR	20
3	KIRSTY EVANS	18
4	COLLEEN SMITH	18
5	LAUREN SMITH	17
6	DEL GARBETT	11
7	MAUREEN ROSE	11
8	MICHELLE BASHAM	10
9	ZOE HARRISON	9
10	DEANNA HUDSON	9
11	TRACEY SMITH	7
12	WENDY KAJTERNS	7

*** PLEASE NOTE ***

ALL CHAMPIONSHIPS NOT FINALISED BECAUSE OF PROTESTS TO BE
 HEARD FOLLOWING GALLANGOWAN. ALSO POINTS HAVE TO BE AUDITED
 BY REGISTRAR TO ELIMINATE ANY MINOR ERRORS THANK YOU.

		<u>TELEPHONE NUMBERS</u>	
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SECRETARY.....	GLEN WESTON	379 1080	
TREASURER.....	GARY McLANE	355 5985	848 6464
ASSISTANT TREASURER.....	ALAN BATES	074 444 656	
CLUB CAPTAIN.....	RAY EVANS	209 1432	209 1432
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ALAN CLUNES	PATRICIA EVANS		
PETER MARCOVICH	GARY McLANE		
ALAN NICOLL	JOHN QUINN		
TOM SMITH	BRIAN SWINTON		
ADMINISTRATION OFFICER.....	ESME GIBSON	345 3435	391 8881
CAMS DELEGATE.....	PETER MARCOVICH	395 1722	846 3647
AUDITOR.....	PETER QUINN		
EDITOR.....	TOM SMITH	353 1116	834 2714
REGISTRAR.....	PATRICIA EVANS	209 1432	
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	Derrick Kennedy, Moss Lane, Alan Nicoll		
RALLY - Chairman			
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DATES TO REMEMBER FOR 1992

AUSTRALIAN RALLY CHAMPIONSHIP:

ROUND 1 - ALPINE RALLY (VICTORIA)	28/3/92
ROUND 2 - BP RALLY (WEST AUSTRALIA)	25/4/92
ROUND 3 - FESTIVAL STATE RALLY (SOUTH AUST.)	23/5/92
ROUND 4 - RALLY QUEENSLAND (QUEENSLAND)	4/7/92
ROUND 5 - COFF'S HARBOUR RALLY (N.S.W.)	25/7/92
ROUND 6 - RALLY TASMANIA (TASMANIA)	18/10/92
ROUND 7 - ESANDA RALLY (A.C.T.)	21/11/92

QUEENSLAND RALLIES:

BSCC QRC1 - GYMPIE	29/2/92
BSCC GP CARS RALLY	14/3/92
GCTMSC QRC2 - NORTHERN NSW	4/4/92
NDSCC SOUTH EAST QUEENSLAND CLUBMAN SERIES 1	9/5/92
CCCC (GLADSTONE) SEQCS 2	6/6/92
BSCC ARC4/QRC3 - YARRAMAN, NANANGO	4/7/92
GCTMSC - SEQCS 3	22/8/92
CACA - SEQCS 4	19/9/92
BSCC - SEQCS 5	17/10/92
IWMAC - SEQCS 6	21/11/92
BSCC - QRC 4 - GALLANGOWAN	5/12/92

AUSTRALIAN OFF ROAD CHAMPIONSHIP:

ROUND 1 - INGLEWOOD	QORC -2	28-29/3/92
ROUND 2 - GRIFFITH		3/5/92
ROUND 3 - SEA LAKE		7/6/92
ROUND 4 - KEMPSEY		18-19/7/92
ROUND 5 - WAIKERIE		13/9/92

QUEENSLAND OFF ROAD

GOODYEAR STADIUM OFF ROAD SHORT COURSE	10-11/1/92
ROUND 1 Q.O.R.C. GATTON	1-2/2/92
SHORT COURSE	17/5/92
BIG KART SHORT COURSE	16/8/92
WARIALDA LONG COURSE	30/8/92
ROUND 3 Q.O.R.C.	4/10/92

FIRST CLUB NIGHT FOR 1992 WILL BE WEDNESDAY 8 JANUARY

FIRST NIGHT RUN FOR 1992 WILL BE WEDNESDAY 5 FEBRUARY

FIRST MOTORKHANA FOR 1992 WILL BE SUNDAY 16 FEBRUARY - please ring Ray Evans
209 1432 re venue early Feb.

Best wishes to all members for the Festive Season, and a happy and successful 1992

Eric Gibbs

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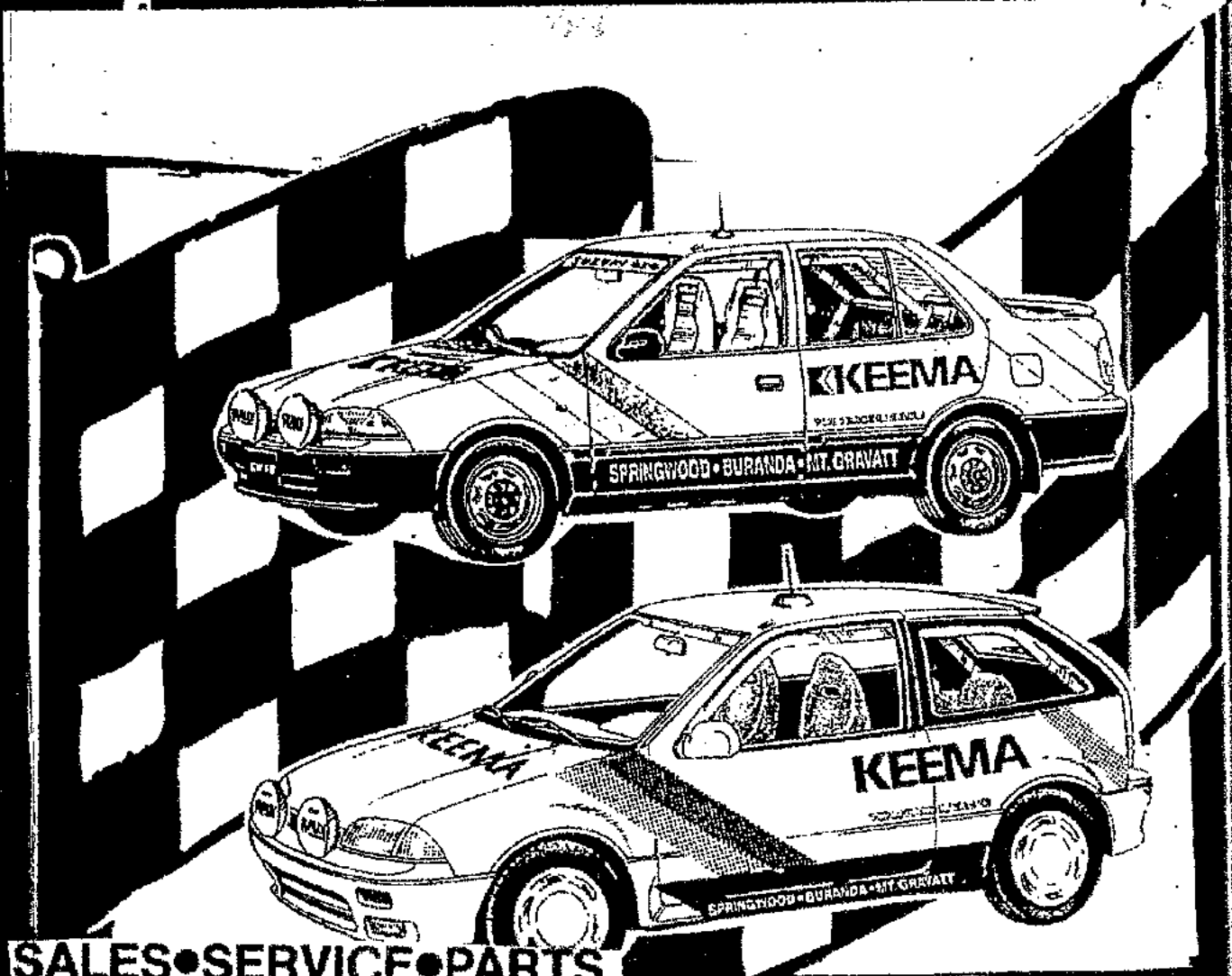
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