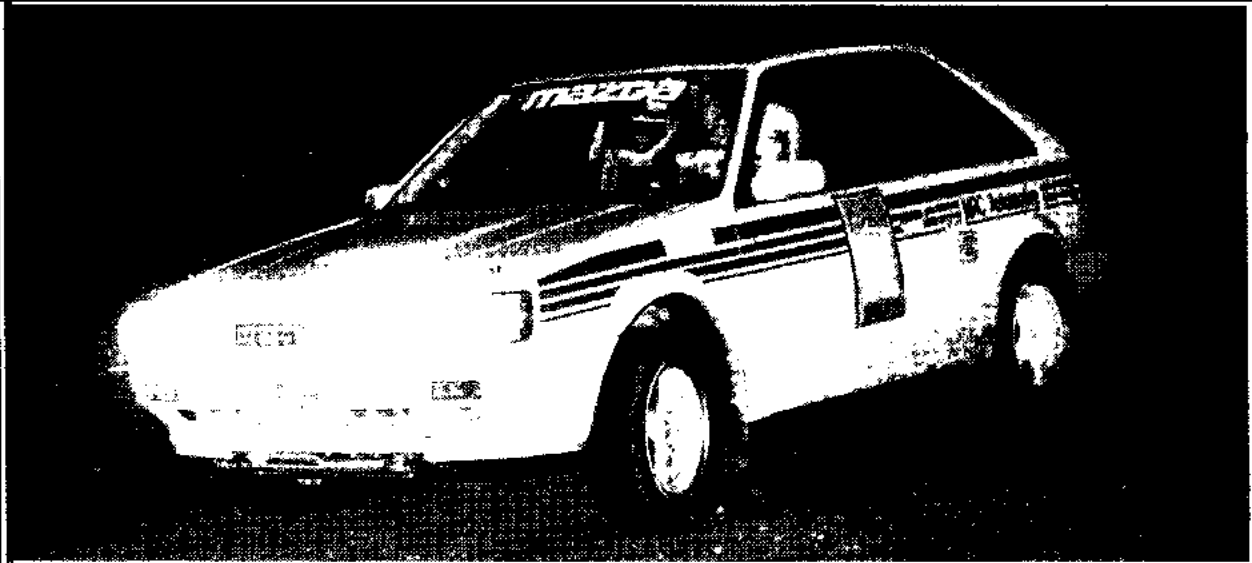


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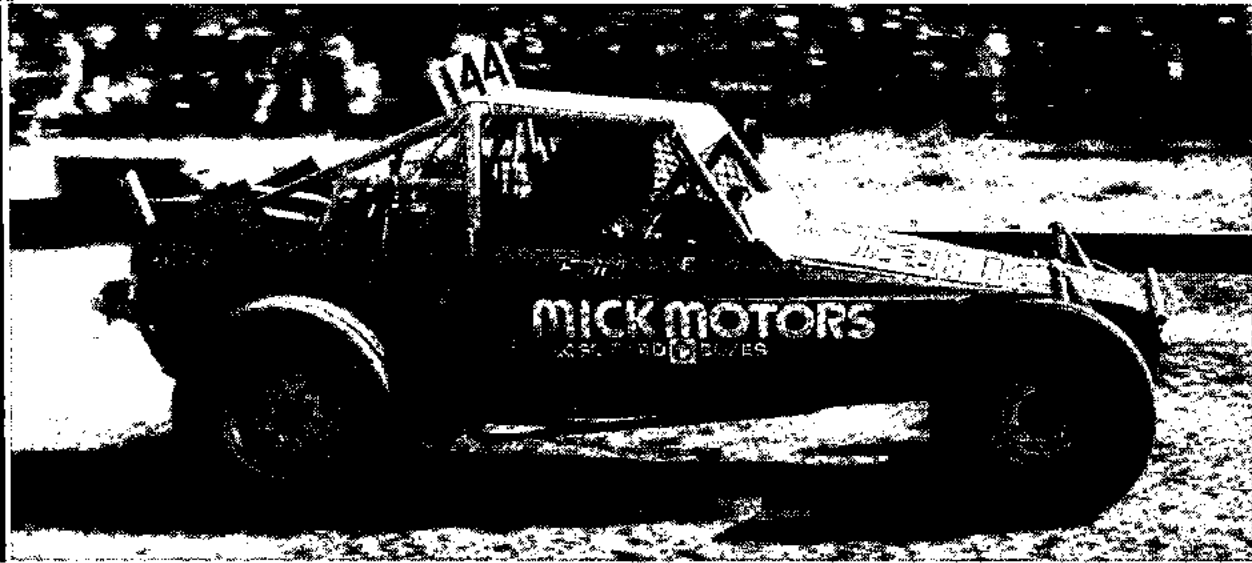
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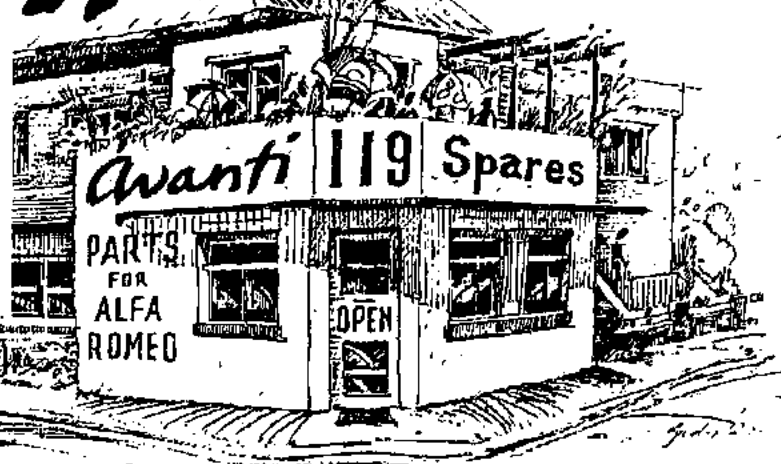
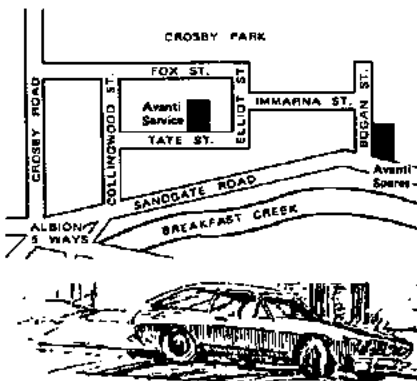
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STARTLINE

by CHRISTOPHER DE VERE

Thank you Tom, for your contribution to this magazine as Editor. Goodbye and good luck with the new family.

I am honoured to put pen to paper to address all members, associate members of the B.S.C.C. each month.

If anyone has anything they would like published please phone me or write it down and send it to Esme and hopefully I will tell it as it is. This includes - Gossip, Old Jokes - events past and present - things that go "bump" in the night (rally cars etc.).

As most of you know by now the "Cleanaway Cooloola Classic" will not be run in May, but we are pleased to announce that CLEANAWAY will sponsor the Queensland round of the 1992 Australian Rally Championship which will be run in July on the 11th and 12th.

The CLEANAWAY RALLY QUEENSLAND will start in King George Square, on the Saturday morning, work its way to Gympie and overnight there, then return to Brisbane on the Sunday.

On another note, Tom mentioned in his editorial some of the B.S.C.C. members travelled to Gympie to help with the clean-up after the floods. Well they got their picture in the "Gympie Times"!!! Congratulations everybody an excellent bit of P.R.

The National Off Road Committee held their meeting at Melbourne Airport Travelodge on 15/16 February and judging by the report I have read from this meeting there are some interesting changes coming up for "Off-roaders". I will headline here what was discussed and further into this magazine some extracts of the more important items.

- | | |
|----------------------|---|
| a) hinged roofs | b) interpretation of NORC recommendations |
| c) medical examiners | d) vehicle weight/roll over protection |
| e) towing distances | f) roll cage configurations |
| g) quality assurance | h) single seaters |
| i) warning triangles | |

TALKING P.R.

Garry Connelly came to town to drum up interest in local crews from "Rally Australia!". I didn't go so I did the next best thing and asked John Goasdoue what his thoughts were on it all and to quote John "Good light and sound show, plenty of hype". Approximately 20 interested parties were there, these included Dean Tighe who is interested in running his GTI - R Pulsar. That should be worth keeping an eye on judging by his past performances in the Suzuki GTR. Brian Crisp, Craig Lee (who drives like a Finn anyway) and John Goasdoue/Neal Wesche, who will run the 323 Mazda in Group N. John is also looking at the "One make Series" that is being set down. Apparently it will consist of 5 rounds, these are Queensland's A.R.C., Coffs Harbour, Rally Australia, Esanda and Tasmania. The prize being a drive in a round of the World Rally Championship. Good luck John.

The TWEED CITY RALLY

Blink and it's gone. They managed to get 16 km and 4 stages into it then down came the rain and washed it out. So the winner after the shortest rally in history was Bruce Dummett. This would have to go down as the cheapest rally Bruce has ever competed in. Credit due, Bruce was fastest over all the stages held. Officially this rally will not be counted as a round in the Championship. Better luck next time.

ALPINE RALLY

Tony Best and myself entered but didn't front? we were the only ones in "Class One" (it takes two to tango). The interesting thing about the amount of four wheel drive cars, 25 out of the total of 43 starters. The oldest cars were a Mazda RX2 and an Escort RS 2000. The field was mainly made up of Mitsubishi VR 4s, Mazdas and Subarus. Interestingly enough there were three Toyota Celica GT4s entered and none finished, but judging by the fact that only 21 cars did, this is not surprising. First home was Rob Herridge in the Subaru Liberty RSR, second Graham Alexandra - Mitsubishi Gallant VR4, third - Peter Fyfe Nissan Pulsar GTI-R. Just over 2 minutes separated first from third. Barry Smith and Iain Stewart were ninth outright and Geoff Keys 10th - Well done!

The way Subaru are spending money, it appears they are really after the crown this year. I have heard the budget is a cool \$2,000,000. I don't know whether they are running for the title or buying it!

If you think you spend a fortune on your motor sport follow this. For the 1991 Lombard RAC Rally Lancia had a back-up crew of 106 people for 3 rally cars, 3500 litres of petrol, 39 vehicles and 10 works service vans. That is what I would call an organisational headache. It also appears that Michelin have what is known as the "Australian Cut" tyre for "The Lombard" because apparently the surfaces are similar to what is in Australia - the mud on the R.A.C. comparing with the cloggy gravel here.

Good news for all of us who use Forestry Roads. I was speaking to a senior Forestry Officer a couple of days ago and he said the Forestry is changing it's attitude towards the public using their roads, because they have been losing some of their Crown land to National Parks, which effectively stops everybody, including Forestry. So, they have decided that, if they allow public access to all of their leases they, hopefully, may stop the rot. He also said most Forest Rangers are now trying to find ways of increasing their revenue. Jimna and Gallangowan may come under the jurisdiction of Imbil. I will cover in more detail to total conversation at a later date.

Esme is taking a trip to England after the A.R.C. On one hand it's wonderful that she can do it, but does she realise that we cannot do without her!

Sometime in the future I would like to do a feature on historic rallying as it is taking on in Australia as it has done overseas. In the future as rallying becomes more and more expensive this will become an alternative for people who wish to be involved without spending their kid's savings and getting divorced over it.

Till next time,

Go Faster

Christopher.

PRESIDENT'S NOTES

As you may already know, I was elected President of the Car Club at the recent Annual General Meeting after Laurie Svenson stood down from that position. Laurie has had a very successful year as President of the Club. In the past year the Club has hosted national rounds of both the Off-Roading and Rally championships together with a number of state and club events for both Off-Roaders and Rallyists. During the year the Club also purchased new radios and a supply of tag heuer clocks to improve our communications and scoring efficiency on events. The radios and clocks have already well and truly started to pay for themselves and are in great demand by other Clubs which hire them on a regular basis.

Things are looking fairly bright for the coming year as well. The Club's board is considering buying a computer in the near future. We hope to get a computer system which Esme can use for storage of membership records and word processing; which the treasurer can use for all of the accounting work; and which can be carried out into the field to do scoring on rallies and off road events. It is a tall order to fill but we hope to have something in place shortly.

The Club recently hosted the Queensland round of the Australian Off Roading Championships at Inglewood. I was fortunate to travel out to Inglewood with the Svensons, with Laurie's new Porsche Carrera powered buggy in tow. Derek Kennedy organised a brilliant event with over ninety buggies, trucks, and cars entered for the 300 kilometre event. It is also brilliant to see companies such as Goodyear, Isuzu General Motors, Yokohama, and Bridgestone supporting competitors and in some cases entering teams of their own. The bad news was that Laurie's buggy suffered some problems on its debut (including a very small engine fire) but it shows great promise and should be back in action already.

Preparations are currently under way for the hosting by the Club of Rally Queensland. Errol Bailey will be the Director of this years event however there will be a change in the format from previous years due to the loss of BP as a sponsor. The event will run for two days, commencing Saturday morning in Brisbane, travelling up to Gympie and stopping overnight, and returning to Brisbane on the Sunday. Errol has arranged a number of sponsors for the event including Cleanaway as the major sponsor. It should be a great event but there is still a lot of hard work for Errol and his team to do between now and July.

Well, that's all for now. See you next month.

Alan Bates.

Dear B.S.C.C.

Thank you for the recognition of being at Inglewood and best wishes for a quick return to racing which came with my HARD LUCK Trophy from Isuzu General Motors and Castrol.

The Hard Luck Trophy being for the 1st round of the Australian Off Road Championship at Inglewood, where, unfortunately, after a collision with another competitor in the thick dust of the reconnaissance I didn't make a start in the race, and after so many hours of preparation to get to the race, it was very disappointing.

From a spectators point of view it was a great race to watch, and was well organised, with a lot of Queenslanders and B.S.C.C. members doing very well.

Clinton Cooper, who after doing a great prologue time (13th off the line) had a spectacular roll-over on the first corner of the first lap after a back stub axle broke.

Bill Sharpe, prologued 5th, but finished his race early by wiping a stump out with his back wheel.

Doug McMillan finished 3rd in Class 1 after prologuing tenth, and finished 4th outright.

Laurie Svenson had teething problems with the new 144's automatic transmission, but will no doubt sort them out.

Dan Willett prologued 49th but ended with the same fate as Bill Sharpe, after clipping a stump with his front wheel, which then threw the back of the buggy into the same stump, sending him into a 30 metre broadside.

Tony Fehlhaber, prologued 38th and was put out of the race with a damaged radiator.

Terry Rose is off to a good start for the year with a win in Class 2 and 3rd outright.

Steve Hilton was going strong until 15 kms from the finish line - he blew a diff.

Ron van der Haar must be re-thinking his strategy after ploughing into a tree side-on in the reconnaissance, which bent his frame and put all his gear-shift out for the prologue and then in the first lap of the race, he ran head on into the exact same tree, putting him out of the race.

Russell Hartnett prologued well considering the class three's had trouble in the thick sandy conditions. He went onto get a second place in Class 3.

Greg Nicolls followed in Hartnett's dust, for the first two laps, but failed to complete lap three.

The Hufschmid's, although looking at a full rebuild of the Baja after the body separated from the frame, and had a bit hit from behind, were obviously happy with their win in Class 4. Nev Taylor managed to get the Baja home after a long last lap, to get 2nd in class.

Greg Bernard finished 2nd in Class 5 behind Mark Manns after three consistent laps. The Solomans finished second in Class 7 behind Bridgestone's Les Siviour.

Ken Smith's Holden Rodeo seems to have the back suspension working much better, getting the power to the ground. He took out Class 8 and finished 12th outright. Barry Massey got the Jeep wagon around the course for a third in Class 8.

Mick Myers was flying in the prologue getting 14th off the line and although driving hard in the race he lost time with a flat tyre and having to get the frame re-welded between laps to finish third in class.

The Queensland ladies put on a show with Desley Collins leaving the line with a hiss and a roar to get a 67th prologue position, but after two similar lap times she was unable to finish the third. Samantha Brand drove the ex-Wayne Cambie single seater at a consistently fast pace all day to finish second in Class nine.

All up - a good weekend of competition.

"Stitch"

P.S. Our north Queenslanders Ross and Moura Watson did well in their Class 1 buggy with 21 O/R and the Macarthur brothers a creditable 26th. Nev Marshall 4th in Class 9 three minutes after Mick Myers and Keith Honour in 335 was rapt finishing 39th and Mark Twine did well to finish 44th. And Bryan Basham did well finishing 32 after all those flattyre

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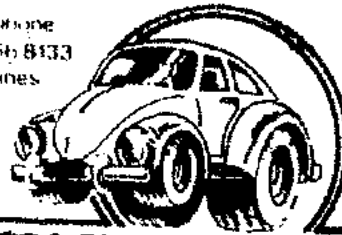
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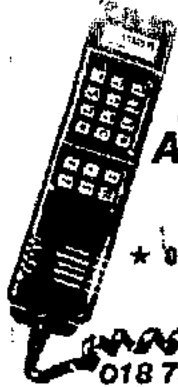
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DRIVER/CO-DRIVER/NAVIGATOR	ATT ENTRANT	CAR NO	O/R PLA
M. BURROWS/R WALLER	BRIDGESTONE	121	03:34:58 1
C. ALBINS/R McCLELLAND		120	03:39:13 2
T. ROSE/M ROSE		204	03:48:34 3
D. McMILLAN/L EVELEIGH	H/RIVMASTER	155	03:50:30 4
H. BENTLEY/O LLOYD-WRIGHT	GOODYEAR TYRES	104	03:50:53 5
P. PRENDERGAST/C CALLCUT	BRIDGESTONE	205	03:51:05 6
N. MORRISON/G HEATHER		124	05:51:14 7
T. GROWDEN		911	03:51:21 8
L. BROWN/L JONES	GOODYEAR TYRES	200	03:51:45 9
R. GRAHAM/J GRAHAM		282	03:52:57 10
K. OWERS/R BARR	YOKOHAMA TYRES	106	03:53:12 11
K. SMITH/L SMITH/D HYLAND	GOODYEAR TYRES	802	04:04:15 12
M. MANNS/A CARTLEDGE	TEAM RODEO	501	04:07:14 13
D. ALLPORT/P ALLPORT		269	04:09:05 14
G. BECKETT/D CAMILLERI		315	04:10:30 15
P. HADLOW/G HALDOW	YOKOHAMA TYRES	801	04:12:18 16
B. JOHNSON/D JOHNSON	GOODYEAR TYRES	164	04:13:29 17
R. HARTNETT/J HARTNETT		370	04:18:01 18
M. WARREN/D WARREN		303	04:19:14 19
L. BARRON/W BARRON/J FRAZER		149	04:22:27 20
R. WATSON/M WATSON		1105	04:23:55 21
K. LEE/S FOSTER		302	04:24:31 22
E. SYRJANEN/P TAYLOR		162	04:28:52 23
L. SIVOUR/P ISEPPI	BRIDGESTONE	702	04:29:28 24
S. LORD/S TOTH	GOODYEAR TYRES	123	04:31:04 25
D. MACARTHUR/R MACARTHUR/C YOUNG		248	04:32:08 26
S. BRAND		933	04:37:12 27
P. EVANS/D COOPER		2217	04:37:45 28
M. MYERS		909	04:42:19 29
N. MARSHALL		914	04:45:19 30
K. HUFSCHMID/W HUFSCHMID		412	04:53:04 31
B. BASHAM/M BASHAM		306	04:53:11 32
L. WILSON/V EUSTACE		653	04:53:57 33
S. LATTER/D WARBOYS		307	04:54:45 34
B. MASSEY/J MASSEY	BSCC	860	05:06:42 35
G. BERNARD/C SHAW		599	05:09:00 36
P. HEATHCOTE/W HASLEHAM		2233	05:10:24 37
D. SOLOMAN/A SOLOMON		747	05:28:49 38
K. HONOUR/T O'BRIEN		335	05:31:19 39
D. WATERS/G WATERS		828	05:31:48 40
M. WHISKER/S SHEINECKER	H/RIVMASTER	308	05:53:14 41
M. BUSH		904	05:53:58 42
K. WHISKER/S YOUNG	H/RIVMASTER	609	05:55:18 43
M. TWINE/D WILLIAMSON		242	06:27:22 44
N. TAYLOR/R OXLEY		402	06:37:20 45



BURROWS BREAKS THROUGH AT INGLEWOOD

There wasn't the length of a football field between Daren Wells and Mark Burrows for much of the dry and dusty I.G.M. CASTROL 300, opening round of the 1992 Australian Off Road Championship. Yet there was a long gap behind eventual winner Burrows at the end of a race that claimed more than half its original 94 starters. Inglewood, in the Darling Downs country of south-west Queensland, produced a classic off-road championship race - with a first-time winner as a bonus.

Even during his 1988 championship year, Burrows hadn't won a national round outright. He'd always been the bridesmaid.

At Inglewood, Burrows well and truly made amends. In only his second national championship race in his Mazda MX6-engined Class 1 buggy, Burrows (5m 11s) qualified second fastest behind 1990 Australian Off Road Champion Wells (5m 10s) in Saturday afternoon's seven-km prologue. Reigning Australian champion Les Brown (5m 12s) was next, ahead of Charlie Albins (5m 15s) and the fastest Queensland, Bill Sharpe (5m 18s), Neville Boyes (5m 18s) - driving for the first time a borrowed Class 1 Rivmasta with ex-Tony Longhurst Cosworth power - newly Yokohama-sponsored Richard Bennett (5m 19s), and reigning Queensland Off-Road Champion Doug McMillan (5m 21s).

Howard Ford (5m 26s) was quickest of a healthy contingent of Class 9 entrants, Ken Smith (5m 47s) did his Isuzu-General Motors and Goodyear sponsors proud by claiming fastest four-wheel drive and fastest 'tin-top' times in his Class 8 Rodeo. Bryan Basham's Hunter Rivmasta (5m 50s) was fastest in Class 3. Mark Manns' Class 5 Rodeo (6m 0s) had a relatively troubled prologue but still was fastest in class. Paul

Zacka (6m 10s) was fastest in the stock Class 7, ahead of six-time class champion Les Siviour, who was debuting a new fuel-injected long-wheelbase Nissan Patrol. And, Lyndon Wilson (6m 31s)

held sway in the dwindling ranks of Class 6.

Notable seedings brought about by mechanical problems included Stuart Lord, Laurie Svenson, Barry Johnson, Peter Hadlow and Fabio Zarfati.

Prayed-for rain didn't happen on Saturday night, and Sunday dawned clear and hot.

Cars were sent away single file and at 30-second intervals. "It'll be impossible to overtake here" Doug McMillan had said before the start, "The best you can hope to do is make up time on the car in front and hope that'll eventually put you ahead of him on the road". That's exactly what happened to Mark Burrows. He and Wells were in a class of their own as they fought out the lead on the first 100-km lap. Just four seconds separated them at the end of the lap.

Wells still held his lead on the road during lap two but not against the clock. Event director Derrick Kennedy re-grouped the leaders at the end of the second lap, and Burrows was first car away on the final lap, with Wells in hot pursuit, despite the fact that he was recovering from glandular fever.

But Wells was back in the pits halfway through the last lap, trying to cure an electrical problem that eventually stopped him at the 80 km mark.

"We didn't see another car on the last lap", a jubilant Burrows said at the finish. He also said he was disappointed for Wells.

Behind Burrows came Charlie Albins, Terry Rose, Doug McMillan, new Goodyear recruit Hayden Bentley, Peter Prendergast, Neil Morrison and, first of the Class 9s, Trevor Growden.

Ken Smith continued to do the right thing by his and the races' sponsors by impressively claiming Class 8 and a highly creditable 12th outright. Mark

Manns was next car home, in his Class 5 Rodeo. Geoff Beckett did well to claim Class 3, as did Les Siviour in his Class 7 ST Patrol's debut race, Lyndon Wilson held on to take Class 6, and Kevin Hufschmid came away with the Baja Class 4.

There were heroic efforts that went relatively unrewarded, like Stuart Lord's fight back from a frustrating early mechanical problem. And there were a lot of bent and broken cars strewn around the long track.

It can't be good news for Burrows' opposition that he likes all off-road tracks, even Inglewood. His combination of hard-won experience, a new, strong car, and a new confidence have already stamped him as a man to beat this year.

Next round, Griffith City 400, Griffith, NSW May 9-10

Chris Gable



SUNDAY SUN, March 22, 1992

Berta Barbe and Desley Collins . . . pitting their skills against the top men in the national off-road championship.

Women drive home their point

BRISBANE school teacher Desley Collins and Berta Barbe will clash with the top men in the first round of the Australian off-road championship at Inglewood next weekend. Collins and navigator Barbe and two other women's teams will compete against 100 men in three classes, which also include the second round of the Queensland championships. The two other women drivers are Victoria's Michelle Martin (class six) and Brisbane's Sabina Brand (class nine). Collins and her son, Michael, will com-

pete in class one and her husband, Pat, is entered in class five. Collins, a two-time Queensland women's champion, has not raced since 1989. The Collins family has been entrenched in off-road racing for 14 years. Michael recently recorded a win over former national champion Darren Wells on the Gold Coast. With enormous time and effort needed to race, Collins said she often asked herself: "Why the hell am I doing this?" But she admitted she forgot all about

the hard work once she was behind the wheel on race day. "I've been working on the car for the past month with what ever spare time I have," Collins said. "My husband and son have worked on the car full-time." While Collins will not figure in the top placings, she said the feeling between the competitors was more than enough reward. "Racing is such a tremendous atmosphere," she said. "You get to know people from all over the country."

AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER 1/92

INTRODUCTION

Welcome to all of you for 1992, and to the start of another championship season.

Numbers for Round 1 appear to be down slightly on last year, which is no doubt a sign of the economic climate. Nevertheless, as our promotional brochure says, "Off Roaders are Different", so in spite of the political woes which might be inflicted upon us by our political "leaders" let's all make 1992 a good year for off roading.

NATIONAL COUNCIL MEETING

There have been two National Council meetings since the last AORC newsletter: one in November and one in February. The first was covered fairly comprehensively in the issue of CAMSReport just published, but a brief run-down of off roading matters discussed at the February meeting will probably be of interest to you.

New regulations relating to fuel injection systems on Class 1 vehicles were approved. In fairly simple terms these allow fuel injection systems to be modified along much the same lines as carburettor systems. Full details are in the NCC Minutes extracts of which should be available from your State office, if required, prior to the next edition of CAMSReport.

Any off road vehicle fitted with a full windscreen is now required to be equipped with a windscreen washer and at least one windscreen wiper.

From 1st June 1992 all off road vehicles will be required to carry a reflective or fluorescent red triangle with sides at least 200mm long, and also a tow rope at least 2 metres long.

The rules relating to helmet clearance have also been changed with effect from 1st January 1993. From that time, a minimum clearance of 60mm will be required between occupants' heads and both vehicle roof and the main hoop of the roll cage. As mentioned earlier this does not come into effect until January next year, but it is something that the scrutineers will be looking at this year to help you prepare, if necessary, for then. If you have any problem at all do not hesitate to contact either a member of the National Off Road Committee or one of the senior scrutineers in your state. They will be only too happy to help you.

The rules for the payment of prize money for National championship events have been amended. In the past they required that prize money be paid to the first five places in each class, even if there were only five entries. As you will appreciate, this was hard on event organisers when classes were poorly subscribed, and meant that the larger classes were subsidising the smaller. Full details are included in the March edition of CAMSReport, but to refresh your memories prize money will be paid as follows :-

- 1,2 or 3 entries - 1st place only.
- 4 or 5 entries - 1st and 2nd places.
- 6 or 7 entries - 1st, 2nd and 3rd places.
- 8 or 9 entries - 1st, 2nd, 3rd and 4th places, and
- 10 or more entries - 1st, 2nd, 3rd, 4th and 5th places.

1993 AUSTRALIAN OFF ROAD CHAMPIONSHIP

I appreciate that the 1992 AORC season has only just started, but in order to help you prepare as much as possible for next year, the National Off Road Committee has drawn up the following tentative dates for 1993.

- Round 1 - 11 April (Queensland).
- Round 2 - 9 May (NSW).
- Round 3 - 13 June (Vic).
- Round 4 - 25 July (NSW), and
- Round 5 - 19 September (South Australia).

It is hoped to finalise the schedule at the next meeting of the NORC, which will be held in June. If anybody can see any major problems with these dates, would you please let me know sometime between now and June.

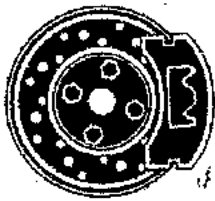
ISSUES FOR 1992

Arising from the NORC's meeting in February are a number of major issues which the Committee would like to resolve at its June meeting. To assist it in this regard, and to ensure that competitors' wishes are taken into consideration, the Committee wants your input.

The issues concerned are :

- The future of classes 6 and 9, especially at AORC level.
- Roll over protection.
- Noise.
- Single seaters, and
- Number of cylinders in class 8 vehicles.

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JOHN



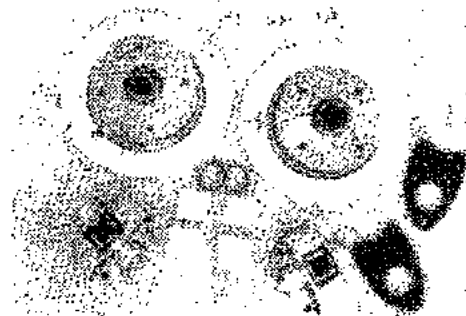
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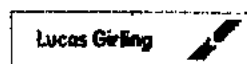
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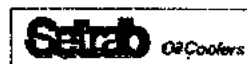
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AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER 2/92

INTRODUCTION

Inglewood has now been run, and Griffith is rapidly approaching.

Inglewood was generally successful, although the organisers are a little disappointed at the relatively small number of entries. Perhaps next year, if they are allocated Easter their fortunes will improve.

Incidentally, I have received very little feedback on the draft calendar for next year's Championship: if you have strong views about it, best you approach me at Griffith.

LOG BOOK NOTATIONS

One of the things which did cause feeling to run a little high at Inglewood was the notation in log books of various items to be rectified.

I wrote at length about this to AORC competitors in May last year, however it is probably worth reiterating that a log book entry is not a black mark. It simply serves as advice to the scrutineers at the next event that a matter required correction, which surely most competitors attend to anyway! It can also serve as a reminder to competitors who can, with all that goes on at a Championship round, forget things.

COMPETITION NUMBERS

As most of you were at Inglewood would be aware competition numbers were checked fairly comprehensively. As you will appreciate, competition numbers on an off road vehicle travelling at speed are not always easy to read. And if a competition number is not read at a particular check point, then the vehicle in question is deemed to have taken a short cut and will be penalised accordingly. Numbers which are easy to read obviously minimise the risk of this happening, and this is what the scrutineers were trying to achieve.

Unfortunately the full requirements for off road numbers were not included in the 1992 CAMS Manual, but were included in the January 1991 edition of CAMS Report, which should be available from either your car club or State Office of CAMS. If the details are not available from one of these sources, contact me and I will gladly forward them to you.

Although there are no plans to make a major issue of it - in fact we do not want a major issue - competition numbers will be checked again at Griffith.

HELMET-TO-ROOF CLEARANCE

Helmet-to-roof clearance was checked at Inglewood, with some drivers adopting quite amazing, and no doubt rather uncomfortable, positions in order to achieve the required clearance.

Firstly, the reasons for the check at this stage is to assist you, the competitor, to ascertain just exactly what clearance you do have. Rest assured that the scrutineers are not looking for a reason to stop competitors competing. There is currently a moratorium on this issue, which will remain in force until next year. Then the rules will be enforced a little more rigidly. Secondly, the necks (literally) in question are yours. Surely you are interested in protecting them!

CONTINUOUS LAPS

One of the issues raised at Inglewood was that of whether or not the format for Inglewood could be changed to include four laps of the course, with laps one and two being continuous, a lunch break, and laps three and four being continuous.

I discussed this briefly with the Director, who was not opposed to the idea, but pointed out that the running of only three laps allows a greater interval between the starting of the various cars, which in view of the extremely dusty conditions normally prevailing at Inglewood is desirable to retain. Perhaps it is like most things, a compromise between two viable alternatives, each with strengths and weaknesses.

Anyway, if you have strong views about it one way or the other, either the Director, Derek Kennedy, or I would be glad to hear them.

CLASS 6

The proposed new regulations for Class 6, in draft form, should by now have been circulated to members of the various State Off Road Panels, and also to the majority of Class 6 competitors. Again, your input is sought so that we can tailor the rules to suit the (hopefully) majority of competitors.

REGULATIONS

Regulations can be a real bugbear. They have the potential to be a source of agro for both competitors and officials alike. Too often officials are accused of enforcing regulations in an unreasonable rigorous way, normally with regard to the competitor making the accusation.

Almost as often officials are accused of not enforcing the regulations with regard to another competitor, allowing him an advantage not permitted by the rules. Which raises the question - just where do you draw the line?

A fairly simple and straight forward view is that copies of the rules are available to all competitors, therefore if all competitors know that the rules are going to be enforced to the letter they know exactly where they stand; what they can do and what they can't do. If the rules are varied from time to time then competitors do not know where they stand, and the situation becomes one of chaos and confusion.

Having said this rules should obviously be applied with common sense, which I would like to think is usually the case in off roading. For example, in cases of "minor" ineligibilities not affecting performance" competitors are usually allowed to compete with the proviso that they have the problem rectified for the next event.

If anyone disagrees violently with this philosophy, the National Off Road Committee and I would be interested in hearing what you would propose as an acceptable alternative.

All the best for Griffith, I look forward to seeing you there.

Andy Clark

Andy Clark
Executive Officer - Off Road

A16/18
AC:kv-1485
16 Apr-11 1992

EXTRA RIDES ON FEBRUARY'S MIRC MEETING

CAB CHASSIS VEHICLES
It was felt that, apart from safety considerations, the use of utility type vehicles without any bodywork behind the cab was not consistent with the image the sport should be portraying. It was **MOVED** that the use of table top and open chassis vehicles in Classes 5,7 and 8, not be permitted on safety grounds.

ROLL OVER PROTECTION

It was decided to defer further consideration of proposed regulations for roll over protection till the next meeting. It was also noted that from 1 January 1993 any new vehicles, or vehicles for which new log books are being issued will not be permitted to be equipped with alloy roll over protection.

METAL VALVE CAPS

The Australian Tyre Manufacturers Association had advised that the requirement for metal valve caps should not be changed. It was resolved to take no further action on this matter.

COMPETITION NUMBERS

It was moved that only the first THREE competition numbers in each class be reserved for those placetters in the previous year's championship. It was **RESOLVED** that in future years permanent competition numbers allocated the preceding year would be reserved until the end of February, and that they will only be allocated to holders of Restricted Licences or superior.

NOISE

It was agreed that noise testing should be carried out at all events, with log books of offending vehicles endorsed with details of any breaches. Competitors would then be expected to rectify the problem by their next event.

HINGED ROOFS

The Committee considered proposed

specifications for the hinging of roofs to buggies as prepared by Mr Hedley and Mr Mick Myers.

It was **MOVED** that the proposed specifications be endorsed by the Committee for formal acceptance

TOWING DISTANCES

The Committee noted an apparent anomaly between Articles 9.3 and 11.3 of Off Road Standing Regulations. The first stipulates that any vehicle which is towed or pushed by other than an authorised vehicle for more than 400m on any lap shall be excluded from the results, whilst the second stipulates that unauthorised towing for more than 200m on any lap will result in exclusion.

The Executive Officer was asked to initiate action to have this anomaly corrected administratively.

ROLL CAGES

It was brought to the Committee's notice that whilst the Specific Requirements for Off Road Vehicles specify the types of roll cages required for Class 4 and Class 5 vehicles, other vehicles were not provided for in this way. It was **MOVED** that General Requirement 18 be amended by inserting "Vehicles of Classes 1, 2, 3, 6 and 9 are to be fitted with Type 5 (safety) cages".

THE TWEED CITY RALLY

Following the postponement of the Cooloola Classic Rally, the Gold Coast's event took on the status of first round of the State Championship to run. Unfortunately, thanks to a heap of rain which fell during the preceding week and on the Saturday of the event the rally was called off before the minimum distance could be reached.

The entry for the Cooloola was great with 47 listed, and because of the delay in getting the rally off the ground it was only logical that most of those crews would have a run in the Tweed City event. As a result, there were 42 entries received, only one of which did not start.

Of those 42, 10 were PRC5 (4wd) class, and consisted of 4 Mazda 323's for Kahler, Griffith, Dummett and Rose - 1 Subaru Rx-Turbo for Brian Crisp, Celica GT-4 for Craig Lucey, 2 Laser TX-3 turbo's for Carrigan and Jones and the 2 Keema Suzuki Swift 4 x 4's for Tony Kabel and Rod Cross.

Of the remainder, strong performances were bound to come from Craig Lee, David Jones and Dean Tighe, to name but a few. No-one could have guessed that the wet weather to come later that night would really make this a 4wd event.

At the start at the Tweed City Shopping Centre, the field lined up in their splendor and glory ready to hit the road. The sun was basically shining through and there were no real thoughts of any trouble for the rally.

Little did we know that the worst was yet to come.

The first stage was only a short 'Liason' from the start (remember this is the first event for the all new singing and dancing A-to-A timing system).

The problem was that a resident on the Shire road did not want their access cut off completely and so objected to the Council. Director Gary Mitchell was more than helpful and changed the start and finish so that no-one was inconvenienced. The Council still said no-go and the stage was treated as non-competitive. This was a shame as it would have been a real hoot, with it's fast finish through the sugar cane fields.

We then did a couple more stages on the way over to the HQ service break at the Murwillumbah showgrounds and had a minor service.

The next stage was supposed to be around the oval/trotting track at the showgrounds, but torrential rain had the whole place awash. Luckily we were still able to do a few demo laps around the trotting track to entertain the locals who came to watch. The straightaway out the back of the main ring was truly 2 feet deep in rainwater and we all drove through that fairly gingerly. Thoughts of drowned motors and compressed con-rods deepest in everybody's minds.

The field then headed out to complete some more competitive distance and were diverted a couple of times after the roads were too flooded to cross in places.

The Director's contingency plan also went out the window when the 'rain route' became impassable and the field was sent back to HQ. Prior to the last section before that decision, we transported half way through a special stage in order to compete competitively downhill (to save the roads). Some of the latter half of the field were unable to make the transport up the hill and a number were left stranded, including Glen Weston who said his car went faster in reverse with the brakes on than it did going forward!

By the time we had all returned to HQ, we had only covered about 25 k's of competitive roads and the organisers were trying their hardest to find some more for the field to achieve minimal distance for QRC status. When that appeared unlikely, they tried for half distance for half points but even that plan came unstuck when it was pointed out that the road closure times (for public Shire roads) had expired. Gary and his team worked very hard to accommodate the field and tried their best to get the distance but whichever way they turned, they were face to face with more rain. Errol Bailey, Swinno, Peter Whalley and the rally panel were there to help but even their divine intervention couldn't stop the rain.

The end result was that the rally was called off before the required distance was achieved, with the unofficial win going to Bruce Dummett/ Dave Hill. Thanks for trying so hard, Gold Coast. You guys made a valiant effort under the circumstances.

Tom Smith

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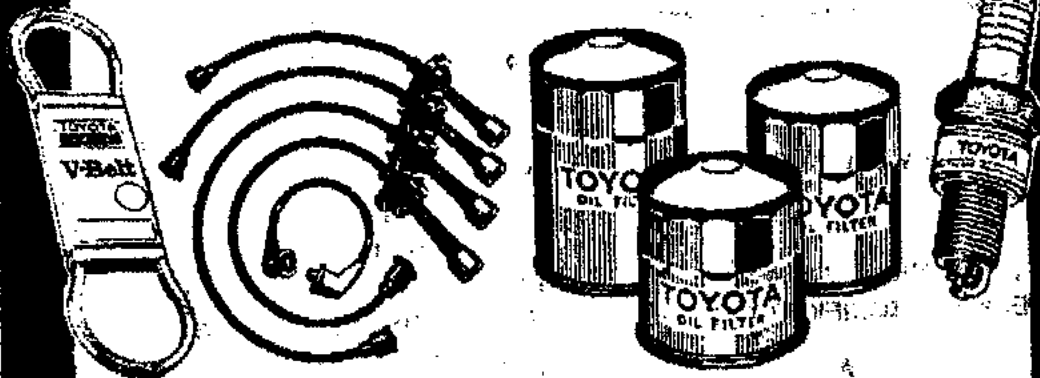
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ENTRY LIST FOR TWEED CITY RALLY 1992

4 APRIL 1992

NO.	DRIVER	CO/DRIVER	CAR	CLASS
1.	George Kahler	Lofty Drews	Mazda 323	PRC 5
2.	Mark Griffith	Tom Smith	Mazda 323	PRC 5
3.	Bruce Dummett	Dave Hill	Mazda 323	PRC 5
4.	David Jones	Tim Cayless	Commodore	PRC 4
5.	Craig Lee	Jim Lee	Sprinter	PRC 2
6.	Brian Crisp	Christopher Lane	Subaru RX	PRC 5
7.	Ian Bailey	James Von-Drehnen	Gemini	PRC 3
8.	David Bates	Ron Peters	Datsun 1600	PRC 3
9.	Dean Tighe	Greg Horton	Swift	Ni
10.	Jim Rose	John Spencer	Familia	PRC 5
11.	Errol Bognuda	Brad Fowler	SIGMA	PRC 4
12.	Dave Feron	Michael Harrison	Gemini	PRC 3
13.	Craig Lucey	Andrew Crawford	GT4	PRC 5
14.	Warren Carrigan	Mark Sinton	Laser TX3	PRC 5
15.	Malcolm Lawless	Marclain Lawless	Datsun 1600	PRC 3
16.	Vivian Gees	Noel Phillip	Falcon	PRC 4
17.	Allen Jones	Lance Jones	Laser TX3	PRC 5
18.	Mark Taylor	Steve Christensen	Mazda RX7	PRC 4
19.	Rodney Cross	Tony McDade	Suzuki	PRC 5
20.	Tony Kable	Del Garrett	Suzuki	PRC 5
21.	Glen Weston	Gary McLane	Mazda 323	PRC 2
22.	Keith Fackrell	Bruce Mills	RS 2000	PRC 3
23.	Barry Neuendorff	Alan Staib	Peugeot	PRC 3
24.	Tim Collingwood	Richard Collingwood	Civic	PRC 1
25.	John Martin	Barrie Burr	Torana	PRC 4
26.	Alan Clunes	Suzie Southin	Laser	PRC 2
27.	Mark Casper	Paul Black	Datsun 1600	PRC 2
28.	Daniel Benson	Annette Benson	Datsun 1600	PRC 2
29.	Geoffrey Meacham	Greg Bruton	Gemini	PRC 3
30.	Andrew Hamilton	Stephen Kakavas	Starion	PRC 4
31.	Robert Careless	John Slattery	Datsun 1600	PRC 3
32.	Spencer Yarrow	Derek Yarrow	Torana	PRC 4
33.	Ian Bremner	Alan Bates	Escort	PRC 3
34.	Peter Mapstone	David Lapworth	Gemini	PRC 2
35.	Neil Michel	Chris Michel	Galant	PRC 2
36.	Colin O'Brien	Damian Maguire	Celica	PRC 2
37.	Tim Charalambous	Tony Best	Celica	PRC 3
38.	Steve Draheim	Wes Mortensen	Escort	PRC 3
39.	Trevor King	Gary Hewson	Corolla	PRC 1
40.	Meryl Rogers	John Rogers	Corolla	PRC 1
41.	Jim Pilgrim	Michael Eve	Torana	PRC 4
42.	Jan Bell	T.B.A.	T.B.A.	T.B.A.

RESULTS

These results incorporate the top ten placegetters and are as transcribed from the results board on the night of the event. Consequently they are very provisional until I get a copy of the final scores:-

Posn.	Crew	Car	Score
1.	Dummett/Hill	Mazda 323	16.09
2.	Kahler/Drews	Mazda 323	16.50
3.	Carrigan/Sinton	Laser Tx-3	17.00
4.	Jones/Cayless	Commodore	17.14
5.	Lucey/Crawford	Celica Gt-4	17.19
6.	Crisp/Lane	Subaru RX	17.24
7.	Griffith/Smith	Mazda 323	17.37
=8.	Jones/Jones	Laser Tx-3	17.53
=8.	Bognuda/Fowler	Sigma	17.53
10.	Bates/Peters	Datsun	17.57

1
During the year in 1991, the BSCC received an entry for one of the club rallies from a guy in a Group G Datsun 180B. No-one had actually heard of him and the assumption was that he was a new competitor.

In a situation like that, the best thing to do is seed him in a suitable position somewhere near the end of the field and see how things work out.

The problem that time was that the guy phoned Esme and said something like, "I think I should be a little further up the field 'cos I won the Zimbabwe Rally Championship in 1985! What do you say to a claim like that?"

The organisers had to take it into account and the gentleman finished quite well in a fairly quality field.

The man is Barry van Heerden and apparently his excuse for using the 180B was that there are plenty of them lying around and the good bits all bolt into them.

Below is a picture from the 1987 World Rallying yearbook showing the man himself in his Datsun 160G (?) as the official 1985 Zimbabwe Rally Champion.

Barry, we're sorry we ever doubted you!!!!

ZW Zimbabwe

Round 7 23 Nov 1985 SELBAN Norton

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Van Heerden/Mitchell

Datsun 160G

2h.50m.18s.

1985 Zimbabwe National Rally Champion: Barry van Heerden



Barry Van Heerden, 1985 Zimbabwe Champion

ARCHIVE

THE PARTY TAPES

On the night of the 'Fred Thompson Insurance Rally' in Beerburrum, a number of us were absent because of the wedding of Bret-ski Wright and the lovely Kylie.

The week before, a huge bunch of lads had indulged in a bucks-party at the offices of one Richard Anderson, (actually it was in the back yard of Avanti Spares) and we had a great time.

One of the faces missing from the party was that of John 'Googly' Goasdoue, who was visiting the family at the Gold Coast for the weekend.

Well the plain fact of the matter is that we missed him so a few of us decided to leave a message on the old answering machine at the number of Sportz Suspension, which is still connected at home.

The end result is a 30 minute collection of hits from Alan Bates Craig Lee and myself (Tom Smith) and featuring guest appearances from Ian Bremner, Brett, Kingo and a host of others.

We're seriously considering marketing the finished product and are currently doing a deal with 'Dino Music'.

The album may be available soon from a BSCC outlet near you. Ask one of the guys and see if they enjoyed it.

TOM SMITH.

THE ALPINE - ARC1

Unfortunately, this year the number of Queenslanders who ventured south for the first round of the National Championship was a little lower than in the past.

Confirmed starters included Murray Coote and Coral Taylor, George Kahler and Lofty Drews, Geoff Keys, Iain Stewart (co-driving for Barry Smith), and a DNS accounted for Chris Devere and Tony Best in the little black Datsun 1200.

After a typically rough Alpine event, the winner's laurels went to the Group N Subaru RS Turbo of WA's Rob Herridge with front runners 'Possum' Bourne, Murray Coote and Neal Bates succumbing to mechanical problems.

Highest Queensland placegetter in the end was Geoff Keys who with co-driver Ross Runnalls gained an impressive ninth in his new Galant VR-4.

The car is the ex-George Fury machine which was built by Jamie Drummond for the 1991 Rally Australia and is a Group N Evolution model. Apparently, Geoff wasn't too happy with his performance on the Saturday, but after putting up some great stage times on Sunday fought his way back up to the ninth finishing place.

Perhaps the drive of the event though went to the brother and sister team from Victoria, Dean and Marlene Nixon who pushed their Nissan March Super-Turbo to an incredible fourth outright.

The car is a front-wheel drive with a 930cc motor, a supercharger and a turbocharger!!!

The Kahler/Drews machine suffered a problem and did not finish and the Smith/Stewart VR-4 came in 10th.

Well done to the Banana-Benders who took up the challenge.

Round 2 of the ARC is in WA on 2 May.

THE CAMS NIGHT OF CHAMPIONS

On Friday the 24th April, CAMS is hosting an invitation-only presentation for those individuals who won awards during the 1991 competition year.

As well as Rally Champions and Off-Road winners there will be CAMS awards going to Motorkhana Champs, race champions and the like.

BSCC members amongst those who will be accepting the respective rally class and outright awards include Tom Smith (PRC5 and Qld Rally Champion co-driver), John Goasdoue and Neal Wesche (Group N 4wd Champions), Dean Tighe, Greg Horton and Lyndall Parr (Group N1 Champions), Ian Bailey/Ross Munro (PRC3 Champions), Viv Gees and Noel Philp (PRC4 Champions).

Sorry if any names have been left out but a full report of the evening will be forthcoming in next month's exciting episode of Brisport.

FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE

Tom Smith has many Escort bits and pieces for sale at bargain basement prices.

After many years of collecting things I am getting rid of the lot. Lower Control Arms, diff ratios (3.7 and 4.125), axle housing, sway bars, rims, steering rack, x-flow tappet covers(chrome and alloy); sidedraft weber air cleaners, and many more.

If you're after anything give me a call at home on 353 1116
at work on 834 2713.

The 1992 Queensland round of the ARC

At the April Board meeting, a decision was made that for this year the ARC scheduled for 11/12 July will be directed by a team headed by Errol Bailey and based around the successful format of the Gympie Cooloola Classic Rally.

Unfortunately, last year's Director Dennis Brown and his team were unable to formalise sufficient sponsorship to run their 3-day event, and with time slipping away were unable to re-do the whole route to accomodate a 2-day event. Understandably, Dennis did not want the club to make what appeared to be a possible huge financial loss and was reluctant to committ the team to an undertaking of this nature.

Errol was able to talk to Gympie sponsors Cleanaway who were willing to up the ante and support the ARC event provided of course it is based in Gympie. In addition, other Gympie businesses are chipping in to up the stakes even more, and it appears that an event is on the go!

Other states running rounds of the ARC are also dropping their rounds to 2 days thanks to the lossof series sponsor BP and the important thing is that the BSCC run a rally.

More news as it comes to hand.

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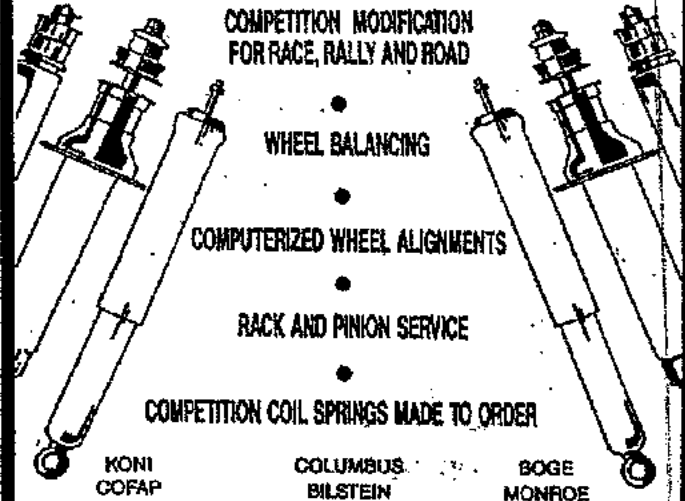
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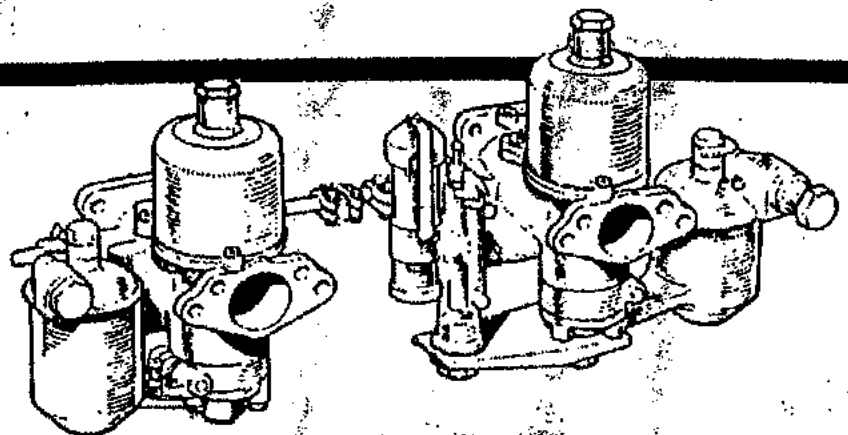
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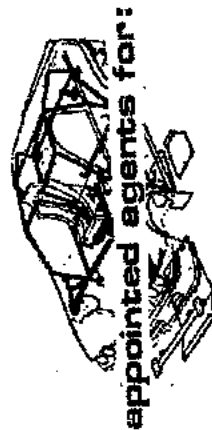
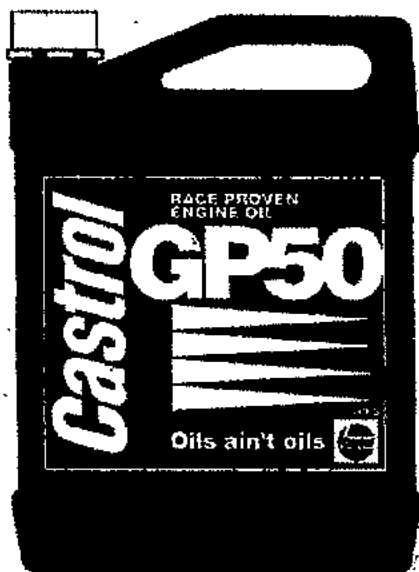
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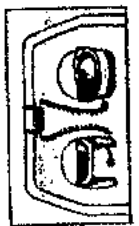
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BUILDING YOUR RALLY CAR - PART 3

Last month we got to the point of starting work on the car.

The first area that will need attention is any part of the car that is damaged, either through accident or rust. Most small panel beating jobs and rust repair work can be done to a satisfactory standard without spending a great deal of money. You should ask advice on how to go about this work and then, if the job is not too big, tackle it yourself.

If, however there is major accident damage to repair or the car has quite a bit of rust you may need to refer it to a panel beater. If you do it is always wise to talk to the panel beater beforehand, let him know that the car is going to be used as a rally car and discuss the cost of the repairs. If you approach this properly, you may find that the panel beater is willing to do the work to "rally" standard at a very reasonable price in exchange for some advertising on the side of the car. You can probably reduce the cost further by doing some basic preparation work before delivering the car like cutting out the rust or stripping out the part of the car to be repaired.

Once the repairs have been carried out, the next step is to attend to the major welding work to prepare the body shell, and to construct the roll cage. This is where advice from other guys rallying the same make of car will come in handy. Certain cars have reputations for "breaking up" in certain areas. My project car, the Toyota Sprinter, has a tendency to be weak in the front chassis rails and strut towers. I have taken preventative measures by seam welding all joins in the engine bay and front chassis rails where they join the fire wall of the car.

It is possible to go overboard with seam welding. In the old days rally cars were often completely seam welded from the front bumper to the rear bumper. This can cause excessive stiffness in the shell thereby causing the shell to crack up rather than to flex under rally conditions. Other parts of the car which are put under excessive stress (such as the panard rod mounting point) can also be plated or seam welded.

Although opinions differ, some people also like to fuse weld around the windscreen and door openings of the car. This process involves using an oxywelder to fuse together the layers of panel steel which meet around the windscreen and door openings.

The next job is the construction of the roll cage. In the past roll cages have been constructed from high carbon steel, aluminium alloy, and other more exotic material such as chrome-moly steel. C.A.M.S has ruled that as from 1 January, 1993 all roll cages must be constructed of steel. As I understand the change in the rules, cars which have existing alloy cages (or alloy cages constructed before 1 January 1993) will be issued with log books and will be allowed to continue competing but only new steel cages will be approved by C.A.M.S after the end of this



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PROPOSED CALENDAR

TUESDAY 5 MAY	BOARD MEETING 7.30 PM	BSCC CLUBROOMS
WEDNESDAY 6 MAY	CHUBB FIRE PROTECTION - presentation by John Bateman see details earlier in mag	NIGHT RUN - 8.00 pm BSCC CLUBROOMS
WEDNESDAY 13 MAY	CLUB NIGHT	
SUNDAY 17 MAY	GRANDCHESTER SHORT COURSE OFF ROAD - see below	MOTORKHANA BOONDALL ENTERTAINMENT CENTRE CAR PARK
WEDNESDAY 20 MAY	CLUB NIGHT and hopefully collating magazine	
WEDNESDAY 27 MAY	CLUB NIGHT - OFF ROAD VIDEOS	

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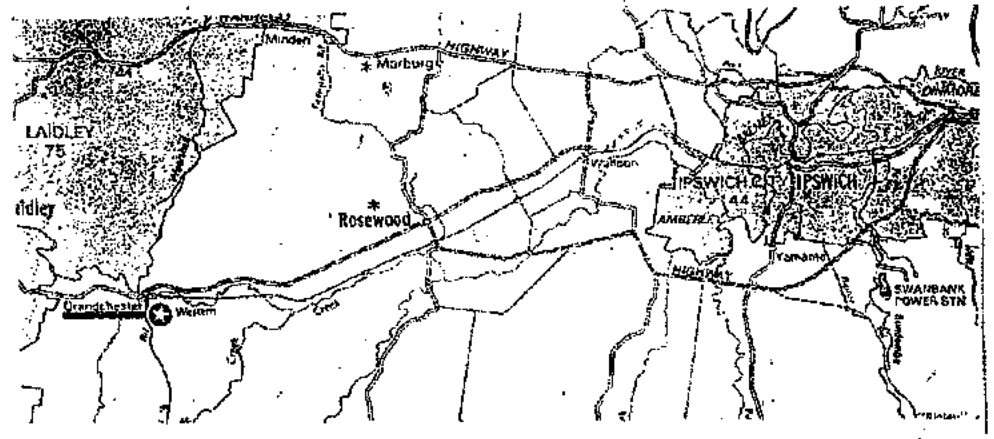
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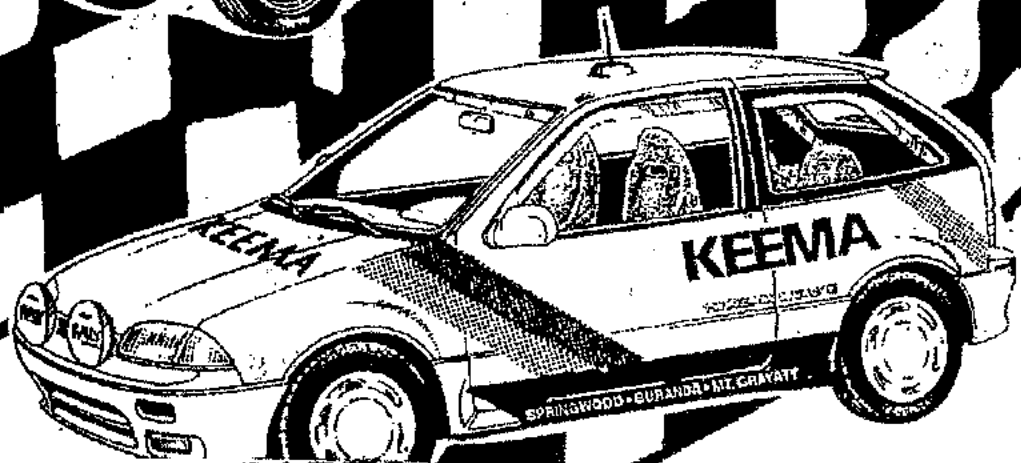
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