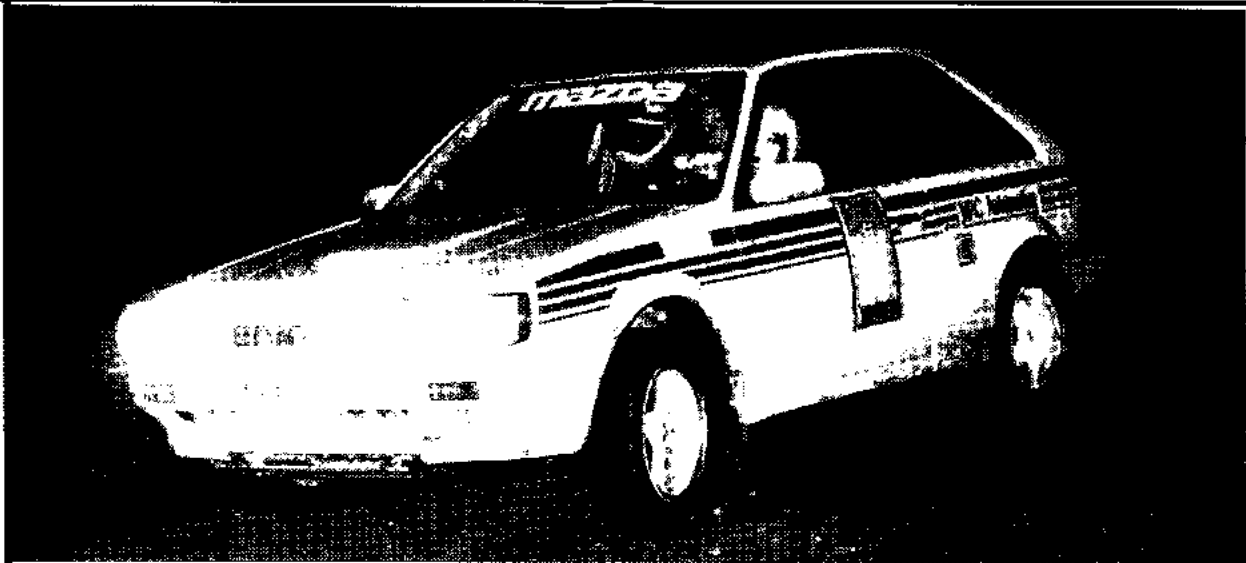


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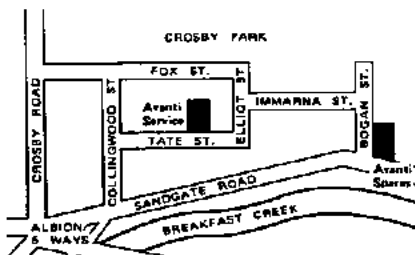
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STARTLINE

by CHRISTOPHER DE VERE

Well how do all you red-blooded Aussie Drivers feel now after all of this Rain??? I reckon I will be taking up water sports shortly, it seems every time the club gets an event going of any description, it rains!! I love rain but this is getting out of hand. The 16th dawned grey and wet with all the motorkhana crews watching the sky. Meanwhile out at Grandchester the off-road crews were paddling around in about a foot of slop.

Check Ray's carriage of the motorkhana event of the weekend further into this magazine. When I spoke to Ray, he said they had fifteen starters, which is a good field to front any time and as I write this Ray has got the results in. First was Terry Boardman in a Datsun 1200, second was Kevin Balch in a Suzuki GTI and the gap between first and second was 0.41 seconds which in any language was very close. I would not like to have that difference between myself and anybody else. Interestingly enough, first car was 18 years old against the Japanese modern technology.

The off-road event held at Grandchester on the 16th had 21 starters out of which 15 finished. The only major problem apart from rain-soaked electrics, was Moss Lane's Ford Courier which hit a tree. Moss wasn't driving - no he was too smart for that - he let Sandy Drake wreck his car!! As predicted by the steady drizzle, and after a vote after the lunch break, nobody wanted to continue. So after only two heats were completed, the rest of the event was cancelled. The winner was Laurie Svenson in his Funco Porsche, Greg Nicoll didn't start this event due to his buggy sucking dust in at Inglewood. Greg reckons the motor is a total write-off. Class 5 (Sedan Class) had a lot of trouble getting traction as the buggies chopped up the course.

Next off-road event for B.S.C.C. will be held at the Big Cart Track at Landsborough on the 16th August. So be there and support our members please.

If you are interested in the Targa Tasmania John McLeallen serviced for Nigel Parkinson's Dino Ferrari so I got John to give me his impression of the event which I have covered in detail further into the magazine. Quickly though, while on the same subject, Neil Taylor took his Datsun 710 Violet down to the event and came third in the class against two Lotus Cortinas. Neil said the highlight of the event for him was being in the same motel as Stirling Moss and Roger Clark and getting a chance to drool over their shoes and then managed to converse coherently briefly.

Just when one goes up another comes down - Diahatsu up - Nissan down (not what you're thinking!!). Diahatsu have signed up for the Onemake Series. Meanwhile Nissan has withdrawn from The World Rally Championship after proving nothing to everybody. So much about taking the world by storm - lots of people around the world dug deep into their pockets for a Nissan GTI-R to go rallying in. Most hoping to get work bits and some support from manufacturers, dealers, etc. to keep up with the opposition. I wonder where this leaves them now?? I feel the car had real potential, but I guess we will never really know. (Shame File!!)

Meanwhile over at Diahatsu, it appears the Charade 1.3i is to be the leader of the Onemake Series that we have all been waiting for. Officially, the series will start on 10th July, the first round being our very own Rally Queensland. This should make a great launch for everybody. Regarding the scoring for the Onemake Series, Rally Australia will be worth double points against any of the other rounds run this year. Although in 1993, the series will take in a total of 14 events. Still sketchy at this time is the price of the package. I have heard \$7-10,000.

OLD STORIES

Rod Browning was able to come up with an ancient memory about Peter Brock when he was competing in the Alpine many years ago. Apparently one stage was run over the Tawonga-Gap which was on bitumen. If you don't know the Tawonga Gap, then imagine Mt Glorious without guide posts, with blind corners, Boeing 747's at the same level etc.etc.etc. Well, Rod was co-driving the infamous Alan Cutts and as Rod said, this was back before helmets were mandatory. But because of the nature of this section, he put his on. Alan kept his old towelling hat on and referred to Rod as the "Sheila" or the "Girl" in the left seat. Rod wasn't alone in his feeling; Brocky told the media that if you went off there, your clothes would be out of fashion before you hit the bottom (but would your helmet still be in fashion??)!! While on Cutts, a former Australian Rally Champ and Al were checking a Rally near Nanango, and apparently there is a straight over, a km long with a turn-hard-right before the cliff-at-the-end-of-the-straight.

Fly on the windscreen reports:

Co-driver: I think we should put a caution at the end of the straight.

Driver: Naw!! They've got to learn to read the road.

Co-driver: If they go off there, they'll never b_____ read again.

P.S. CHANGES & THINGS

Tim Collingwood and his father have bought Laser Automotive Repairs at Strathpine. Tim figures if you enjoy what you do - then work for yourself, it only gets better (who's he kidding!!). Rod Browning rang me about the shipment of SNELL 90 Open-face Helmets he has got on a special deal at \$95.00. I've bought one (at a BIG discount - all bribes welcome) and if anyone is looking for the best helmet on the market, call him, not me - they normally retail at \$135.00. Alan Stean has changed address, same suburb, same phone, same family, business now in Kenway Street. Alan is building up a stock of old rally gear for vintage rallying. So if you have any bits and pieces, or better, you need something, phone Alan on (07) 808 2755. Murray Coote (um...ah...well) has just taken delivery of a Mitsubishi VR4 which he will prepare for a Malayan Team planning to run in New Zealand on the 24th June baaa....! Troy, who shall remain famous for his spins during the set-up of the Cooloola Classic last year, has bought the 180B of Barry Van Heerden. Troy plans to compete in Rally Queensland or at the least, his presence will be felt. Has anybody got Car & Car Conversions year 1990, Month August, October and November, 1989 March, July and October - Buy or borrow please. Till next.

Go faster

Christopher

PRESIDENT'S NOTES

Well, at last it has happened! The BSCC has joined the computer age. Well, strictly speaking, that's not true. For years the Club has been relying upon the generosity of its administration officer, Esme Gibson to carry out computer work and word processing on her home computer system and to print out the results on her printer. The Club has now placed an order for a computer of its own.

For those of you who know something about these new-fangled computers it is a Total Peripherals 386DX with 4 meg of ram and 200 meg of hard drive. The processor comes with a super VGA colour monitor with graphics, keyboard and a dual floppy drive. The Club also purchased a commercial quality Canon Bubble Jet Printer which will be able to take care of everything from printing labels for envelopes to printing A3 sized scoring charts.

The computer has come along at an excellent time. Its first application will be in the scoring for Rally Queensland in July. Errol Bailey tells me that a special computer scoring program is being prepared for Queensland's round of the ARC and he is keen to trial the system on the computer well in advance of the event so that there are no problems on the day.

Errol also tells me that preparations for Rally Queensland are proceeding well and that the road work for the event is well under way. Super special stages are planned for both Gympie and Brisbane. There is however, a need for more people to act as control officials, road block officials, and scorers and if you can help or know somebody that can, please contact either Esme Gibson at the Club rooms or Errol Bailey.

For those who don't know, 1993 is the 40th anniversary of the formation of the BSCC. The Board has been looking at doing something special to celebrate the event and has asked Henk Kabel to head up a sub-committee to make suggestions on how to mark the occasion. If you have any ideas, please feel free to contact Henk Kabel (at Keema Mazda), or Esme.

Ipswich and West Moreton Auto Club has advised us that their Willow Bank Complex is available for hire at quite reasonable rates. The Club's land, incorporating motorkhana, short course Off Road track, and auto cross track are available for hire to conduct testing of vehicles, driver training, events etc. The BSCC has expressed an interest in hiring the facility to conduct some events in the near future so please keep an eye on the magazine for further details.

Finally, a welcome to two "new" faces on the Board. Neil Michel joins the Board as assistant Treasurer to Gary McLane. Neil should be able to handle the job. He is a partner of Duesburys, Chartered Accountants, a large inner city accounting firm. Also, helping out with some of the work is Craig Lee who has taken over the Rally Sub-committee reports. Craig is ably qualified for this as he is also a member of Rally Advisory Panel.

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

Alan Bates.

TARGA TASMANIA

with thanks to John & Neil



Approximately 280 cars of all makes and sizes started in the most unique event held in Australia (pardon - Tasmania). Perfect weather, perfect roads, beautiful scenery, and a billion dollars worth of machinery with some of the world's greatest drivers of all ages competing for outright honours.

Right from go it was flat out to the finish and some of the times recorded on the closed roads verified this with the Ferrari F40 recording 300 kph on the old Longford Circuit. The field included some exotic machinery such as 4 Honda NSX's, BMW M5's, Lancia's, Jag's of all shapes, Porsches by the dozen, Detomatso Pantera, Packard Straight 8, Ferraris, Commodores, Datsuns, Nissans, Toyotas, Triumphs, MGs, 8 official Ford entries, and even a Volkswagen 1200 who reckons he was flat everywhere trying to keep up. John McLeallen who serviced for Nigel Parkinson, Dino Ferrari said some crews had arrived ahead of time to get some pace-noting practice in before the event. This figured when some of the early times were posted after the first day. Nigel Parkinson thought he was fast in his Ferrari, at one stage showing 7000 rpm in 5th gear which comes up with approximately 150 mph. John said the Ferrari F40 did approximately \$230,000 damage after hitting trees and ending up in a gully. John said that the car valued at \$1,000,000 would have to be shipped back to Italy for repairs because of the large amount of carbon fibre and kevlar in the construction of the vehicle. At least it was insured. One unique car was the Hipso Suiza. This car has an aircraft engine of 27 litres and is a 1920's classic. Another unique piece of machinery was the Packard Straight 8 that a Japanese crew drove consistently well throughout, but finished out of the money. Another car which has been the backbone of rallying in Australia for years, a Datsun 1600 was driven by a Japanese crew - the sole 1600 in the event. John said the only complaint was to control officials, most of them were novices and apparently many crews were given wrong times, which were later sorted out by the Director - but he assures me no favouritism was shown as everybody got stuffed around.

Something that must be a first for Australia was the Police doing zero and also sweeping the sections after the field went through. I remember Murray Coote saying he had a similar thing happen in Rally Australia, the Police escorting Murray from one stage to another. One crew in an E-type Jaguar convertible had a rally that they probably will never forget, if they can ever find their video camera. Apparently while they were driving through a stage, the co-driver decided to stand up to get some race cam of the driver's expertise, but while flat across a bridge, got crossed up, the front of the car slammed into one rail, the back of the car slewing around into another. The co-driver was thrown out and the video camera landed in the river. The last anyone saw of them was the co-driver down to his Bonds diving into -1° looking for the camera.

The cars were started at 30 second intervals, which makes sense when you consider the number of entries. John said the Honda and BMW teams changed everything every day including their underwear - a first for this event. Nigel's Dino only went through one set of tyres and brake pads, and \$7,000 for the event, which in comparison with a lot of the other teams, would have been petty cash. The main North-South Highway was closed for two hours while the rally went through and not one complaint, which was absolutely amazing considering the problems we have closing roads. Maybe we should take note of Targa Tassie and Rally Oz and the support and professionalism shown by all those associated with the organisation of these events.

Outright was a Honda NSX driven by Greg Crick. Second was Denny Hulme driving a BMW M5 and after 6 days was only 9 seconds behind first. Third was Ross Brindley in another BMW M5.

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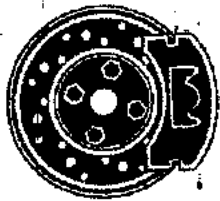
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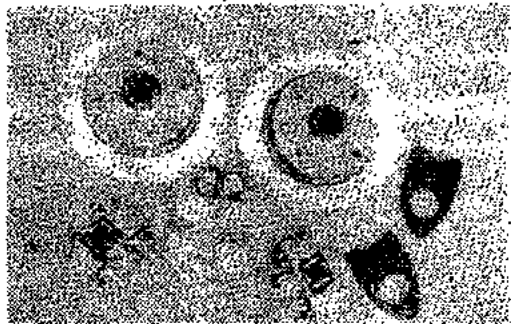
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- *START AND FINISH AT THE CLUBROOMS
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- AND YOU'RE ALL SET.

OUT THE FREEWAY; TO MAINS RD, DOWN OLD BEENLEIGH RD, OUT TO ARCHERFIELD ROUND AND ROUND, SOME QUESTIONS, FOLLOWED BY MORE QUESTIONS THEN BACK TO THE CLUBROOMS. EASY! WELL, SORT OF... I ONLY MADE ONE MISTAKE IN THE MAP BUT EVERYONE WORKED IT OUT AFTER A WHILE.

THE WINNERS -	IAN GORSKI AND WENDY KATTERNS	26	POINTS
	SHAUN GRAY AND PAUL GRAY	25	"
	DEAN TIGHE AND LYNDAL PARR	25	"
	TERRY BOARDMAN/MICHELLE HENNESSEY	24	"
	KEN PHILP/TONY GALLETTY	24	"
	CHRIS SHIELS	18	POINTS
	COLLEEN SMITH	18	"

THANKS TO EVERYONE WHO CAME ALONG.

GREG BERNARD.

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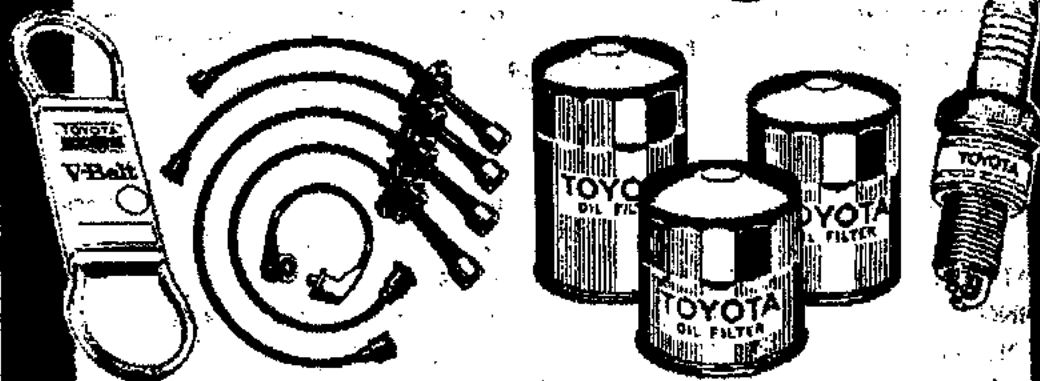
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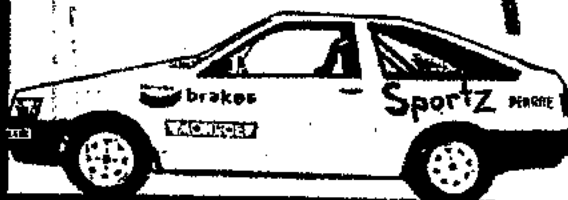
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MOTORKHANA MAY 1992

Brisbane Sporting Car Club's 3rd Motorkhana was held on Sunday 17th May at Boondal Entertainment Centre. Due to the continuous drizzling rain the night before most events which were to be run on the Sunday were cancelled or postponed, causing the biggest turnout of competitors the club has seen at a Motorkhana for years. Fifteen competitors in all arrived in the cold miserable conditions to test their skills on the very wet bitumen. Everyone was eager to race, with some of the cars having to be put back together the morning of the event. All competitors enjoyed the event with 5 five tests and 2 runs per test. By the end of the day Terry Boardman in the mighty Datsun 1200 came out on top by only .41 of a second. Thanks to everyone for making the event well worth the running.

director: Shaun Gray

1st Terry Boardman	Datsun 1200	10th Ron Van Opstal	Toyota T18
2nd Kevin Balch	Suzuki GTI	11th Chris Shaw	Datsun 1600
3rd Chris Shiels	Datsun 1600	12th Troy Lindley	Datsun 180B
4th Mick Shiels	Nissan Skyline	13th Tom Smith	Toyota Corolla
5th Rob Reddiex	Ford Escort	14th Alan Bates	Toyota Corolla
6th Brian Jones	Toyota Corolla	15th Tim Kay	Ford Cortina
7th Gary McLane	Ford Escort		
8th Greg Bernard	Datsun 1600		
9th Tim Anderson	Datsun Stanza		

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RON VAN OPSTAL	39.25	49.54	41.37	40.74	38.59	209.49	10TH
CHRIS SHIELS	32.33	48.25	40.43	36.55	40.52	198.08	3RD
MICK SHIELS	31.75	48.97	40.37	36.59	41.21	198.89	4TH
TIM KAY	36.33	51.39	46.68	42.15	55.82	232.27	15TH
TOM SMITH	34.35	47.88	38.77	40.06	61.63+5	227.69	13TH
GARY McLANE	34.31	47.31	37.54	38.10	44.52	201.78	7TH
ROB REDDIEKX	31.79	47.41	39.49	39.00	42.43	200.12	5TH
KEVIN BALCH	33.44	44.61	36.14	33.87	41.46	189.52	2ND
TROY LINDLEY	35.71+5	51.50	38.96+5	46.24+5	38.89	226.30	12TH
BRIAN JONES	34.25	49.03	37.38	36.91	42.59	200.16	6TH
GREG BERNARD	33.98	48.19	42.07	37.57	40.77	202.58	8TH
CHRIS SHAW	35.09	49.54	43.49	40.69	41.50	210.31	11TH
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PLEASED TO REPORT THAT WE HAVE SECURED THE USE OF THE CAR PARK AT THE BRISBANE BICENTENARY SPORTS AND ENTERTAINMENT COMPLEX AT BOONDAL FOR THE THIRD SUNDAY IN EACH MONTH SO WHY NOT MARK THE FOLLOWING DATES IN YOUR DIARY?

21 JUNE, 19 JULY, 16 AUGUST, 20 SEPTEMBER, 18 OCTOBER AND 22 NOVEMBER.

LIFE GOES JAPANESE

Stabilo Boss was incensed!

Just when a manufacturer and it's chosen developer come up with the final and proven product, the Japanese with their brilliant scientists and immeasurable amounts of money come up with the same product only with a name ending with 'a' or 'i'.

The Brits had their little family of Austins, then the Japanese came up with Toyota Corollas. The Brits again had MG sports cars, then the Tokyo office pulls out the Datsun 2000 Sports.

Now, just when LIFE R&D had come up with the ultimate Hillman Imp, based luxury, sports, competition, enthusiast's, collector's item vehicle - a guy who works for Daihatsu builds a Charade, the basis for a whole Rally-Series which will capture the imagination of the working-class hero (who? - Jimmy Barnes?).

Well, Life wasn't going to take this lying down! They would join the Series, but on their terms!

They had the experience in farting around a lot with small cars and spending heaps of money on no discernible result. The similarities were there - Imp 800cc, rear wheel drive, rear engine; Charade 1300cc, front wheel drive, front engine. How hard could it be??? Doug Senna could drive anything as long as it had wheels, so the management was confident that some pride could be salvaged.

In addition, aerodynamicist Manfred 'Shorthaus' von Nippel suggested, and quite rightly so, that the team should only use the 1.0 litre version as they were 'so far ahead of the opposition in the other areas'.

Also the small donk car had slipperier features thanks to the lower bonnet line and better underbody dynamics.

Yes, it was decided. The LIFE team would clean out the workshops and leave the IMP project out for the Council to collect on one of those suburban clean-ups. After all, it was only mega-millions worth of development and was not worth keeping.

Another important concept was that the inclusion of a Nipponese driver may impress the rallying world - consequently lab tech Washadiki would soon be taking lesson from Doug Senna in the gentle art of driving like an idiot. NEXT MONTH - THE BIG EVENT!!!

THE THINGS YOU SEE RUNNING AT THE BACK OF AN 80+ CLUB RALLY!

"Let's do a Club Rally!" "O.K. why not. We've got a fast car, I'll put some spotlights on her and a map light. What else do we need?" "Let's see - First Aid Kit and a tow rope" "Down to K Mart - what's the cheapest?"

Sound familiar? I hope not. If you have a big accident in the bush it stands to reason K.Mart First Aid Kit = K Mart First Aid. Enough said.

Tow ropes. The Coles variety. You know the orange ones with a loop at each end or the delux version - a hook at each end. Carrying one of these in your family sedan is crazy, let alone having one in your rally car. If you have one of those plaited orange monsters I suggest you had your washing on it. They break very, very easily, they're too short, the steel hooks break or straighten.

Last month a man was killed when his vehicle became bogged and his wife tried to tow him out with another car. The tow rope broke off catapulting it through the wind-screen. He died the next day in hospital. How do you think the wife feels?

Towing someone along the road is basically illegal besides the fact that your insurance does not cover either of you - but if you have to - try and work out some sort of communication between the two cars, i.e. flashing headlights or blowing the horn. Always try to keep the tow rope tight even when slowing down. Never tow with a chain. Why? Beside the sudden jerk at take off, if for what ever reason the towed car loses control, guess what? so does the tow car.

A vehicle which has become bogged can weigh up to 10 tonnes. This

brings us back to the rally, not one car that was stuck or bogged displayed their "O.K." sign. Not one car had both a suitable tow rope and tow points. Some had one or the other but most had neither! If you make the mistake of sliding off the road and become bogged, the moment the car stops moving DO NOT KEEP TRYING TO DRIVE - you will only succeed in bogging the drive wheels. Do not hold it flat in first - it won't help!

On the other hand, if the car does move a little, kick out the Navi to push or you could try the forward, reverse, forward, reverse method, quickly changing from forward to reverse moving the car a little each time with a rocking effect. If this fails. STOP.

Be ready, may be in the past it was thought that you would be stuck until recovery came along. Most people in Club Rallies are out for a bit of fun, so BE READY. Have your TOW ROPE/SNATCH STRAP hooked up. Have your navigator stand with that "Please help me look" when you hear a car and put the driver in the car and BE READY. Obviously no one in the top 10-15 is going to stop but if you are all ready to go the competitor would only lose 15 - 20 seconds. (Same story if say the car won't start and you need a tow). Some of the tow ropes I saw the other night were frightening - from the K Mart clothes line to a ratchet tie down strap. Surely you value your car and life more than that?

You spend say \$100 on a seat, \$400 on a tripmeter, more money on the motor. Money on petrol, entry fee, seat belts, tyres. Why not spend say \$50 on a good tow rope or snatch/strap that won't wear out or break down and can save you from spending a lot more money?

What sort of tow rope should you have? It should be at least twice the length of your vehicle, with a

loop at each end - this should never have steel hooks or steel loops at either end. It should come with a load capacity sticker - most rally cars would be around 1000 kg, but this can be multiplied by up to five times when your vehicle becomes bogged!

A good strong tow point is just as or more important than the rope because most rally cars don't have a chassis. Making a strong safe tow hook will require a little work and thought, all too often has a front or rear bumper bar been torn off. Fitting a tow bar to the rear (or front) is one of the easiest ways. It may add unwanted weight, but needs to be fairly strong. Do not leave the tow ball on; take it off and bolt or weld a proper tow hook or the tow ball will snap without warning, where as a tow hook will just straighten out. Tow hooks are not expensive and can be purchased from any bull bar company or 4 WD wreckers. Hilux ones are best as they usually come with a safety catch. Stay away from tow loops (1) Because you must use a "D" shackle if any part breaks it makes for a deadly projectile. (2) It takes more time to hook up and more parts have to be carried. Get some plate bolted either side of the sub-frame makes a good strong base to bolt a tow hook to.

Always make sure that the tow rope is hooked to both vehicles properly. Don't sit in your car, and hope the people towing you out know what they are doing!

Now, remember, a proper tow rope, a proper tow point and you'll have a smooth safe recovery.

One of the most versatile types of tow ropes is a Snatch-em-Strap beside the fact that it is exactly the same as a tow rope it also stretches like a big elastic band. Snatch-em-straps come in a variety of sizes, most having loadpaying or braking strain and only one

size is suitable for your car. For the average four cylinder rally a 2" wide strap would be okay.

A Snatch-em-strap is a tough, high-strength nylon strap which, with its ability to stretch under tension and then retract, will free any stuck vehicle. The stretch and elasticity of the nylon strap, coupled with the forward momentum, eliminates the dangerous jerk, thereby decreasing damage to the vehicle.

The nylon is specially treated to resist abrasion, weathering, moisture absorption and finally deterioration. The easiest way to effectively use the strap is to slip one loop over a frame-welded towing hook of the stuck vehicle and the other loop over the back tow hook of the pulling vehicle. Always ensure that both vehicles have strong, suitable and safe towing points. Insist that all spectators stand well clear. The stresses exerted when using a snatch-em-strap can be very considerable. Use the strap with moderation. DO NOT use shackles or temporary hooks etc. with the strap. Always inspect the strap for fraying or cuts prior to each use.

Try to line up the rescue vehicle as directly as possible in front or behind the stuck vehicle. Always make sure that the strap is fully uncoiled and that it will not interfere with the vehicle when pulling commences, also check that the strap is free of knots is not twisted.

When the area between the two vehicles is safely cleared take up the slack with the rescue vehicle, back up approximately 2 metres and take a running start. The amount of start required will vary on the amount of traction available. Straps can be cleaned in mild soap and water, but never store when wet.

Safe recovery.

GREG BERNARD.

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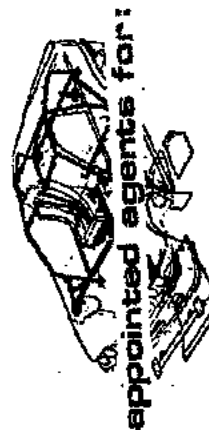
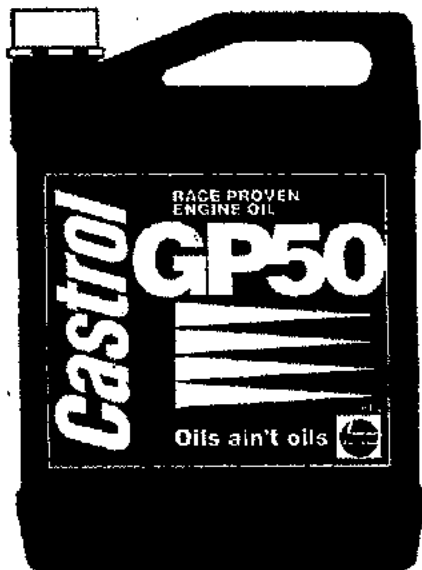
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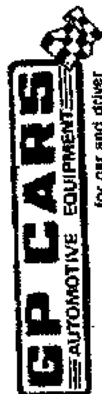
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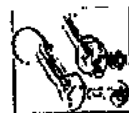


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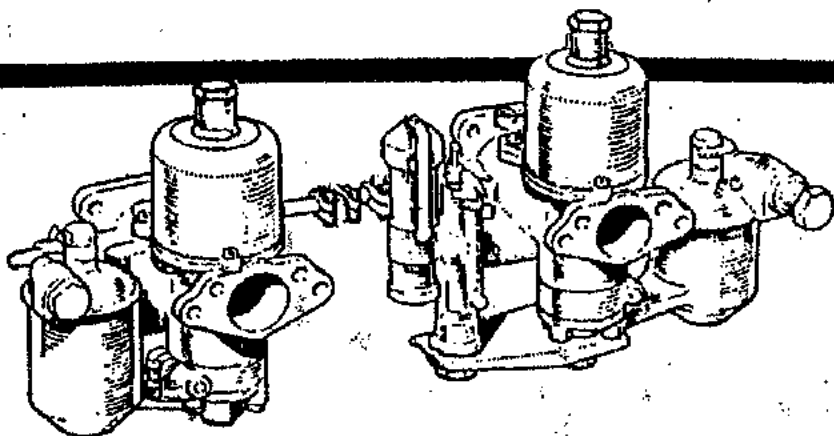
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THE DAIHATSU ONE-MAKE SERIES

The recent news of the newly introduced Daihatsu One-Make Rally Series has a lot of people very excited about the prospects of their rally careers.

As rumoured the car which will become the focus of the series is the 1300cc, 16-valve Daihatsu Charade (4-door?). This particular car is a strong mover in the Australian market place and Daihatsu have made a strong marketing move by promoting the vehicle through the sport of rallying.

In addition, the company has signed a contract to supply Rally Australia with vehicles for the next 3 years, and I guess this would cover everything from little Charades, Handivans and 4wd cars like 'Rocky'.

Obviously the involvement of Rally Australia and Gary Connelly has played an important role in the culmination of final negotiations for the series, and the overall aim is to get some increase in the amount of interest and entries in Rally Australia, the home round of the WRC.

A number of Queenslanders had expressed great interest in entering the series based upon initial concepts and ideas and at least two crews have registered their interest with the administrators of the series, the Rally Australia Office in Perth.

Included in the list are John Goasdoue and Neal Wesche, and the "Rall-ee" team of Craig and Jim. Both of these crews consist of very capable drivers and navigators, but the obvious question is how long will it take them to get used to the puny 1300 Fronties. Admittedly the cars spit out something like 100 hp, but they are quite different to Mazda 323 4wd's and Toyota Sprinters.

Regardless, both teams are aiming for the prize at the end of the line, that is, a fully-paid entry into a World Rally Championship Round somewhere else (possibly the East African Safari, where Daihatsu have traditionally done very well).

The whole series is a great concept which can only be more and more successful as time progresses. Apparently, only about 25 cars will initially be available and I'm sure they won't last long. I saw an Ad. in Aust. Rallysport News for the sale of a Datsun 1200 from

the Gympie area. I suppose our new Editor, Chris Devere is selling up to buy a new Daihatsu and compete in the Series.

In any case, the initial price should be very attractive and affordable, and the company promises further deals on spare parts and panels.

Any other interested competitors should get a hold of the latest copy of Australian Rallysport News which has a comprehensive story about the Series. The next step is to phone the Rally Australia Office and list your name. Remember, the first round is Cleanaway Rally Queensland and that event is only about 6 weeks away.

SMART CAR, DAIHATSU!!!!

TOM SMITH

QUEENSLANDERS IN THE ARC

Despite the lack of a Series sponsor for the ARC, a number of Queenslanders have made the effort and have competed in the initial rounds of the National Championship.

In Round 1 at the Alpine we saw both George Kahler and Geoff Keys finish at the head of the field, Geoff in the top-ten and George a little way behind thanks to some problems.

At the Broughton Auctioneer's Forest Rally in WA, the Keys man again pulled off a top ten finish in his Group N Galant, just pipping George who wore the name of the event sponsor on the side of his Galant.

George's car nearly didn't make it because of some unexpected dramas including missing the transporter and then having the vehicle carrying it across the Nullabor catching fire.

Consequently, the car did more kms in getting there under it's own power than it did in the event.

The important thing is that both men managed to get to the events and both have entered for Round 3 in South Australia.

Another rumoured entry for SA is the Coote and the little Mazda 323GTX, but one would hope that the car is going to be running for the Queensland round in early July. We also musn't forget the man himself Stormin' Norman Fritter, competing as usual.

BRISBANE SPORTING CAR CLUB CHAMPIONSHIPS

In the magazine each month you will find an up-to-date list of point scores for the Club Championship.

There will be FIVE separate Championships, as well as an overall Club Championship and a Ladies Championship. The five series will be:

- *Motorhomas
- *Night Runs
- *Off-Road Events
- *Rallies
- *Speed Events

Points may be scored in ALL M.S.C.C. Organised Motorhomas, Night Runs, Off-Road events, Rallies and Speed Events, both open and closed. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to Club member's results only, for example, if a BSCC member comes 17th outright in an event but this is the best result for a Club member, that competitor will receive the points for 1st place, and so on.

Points for the various types of events will be allotted in the following way:

for NIGHT RUNS, LONG COURSE OFF ROAD EVENTS and RALLIES

11 points for the winner, (remembering that winner means best BSCC result) 10 for 2nd, etc. down to 2 points for 10th and 1 point for all BSCC finishers thereafter.

for MOTORHOMAS and SPEED EVENTS

points will be awarded down to 2 points for 10th place, in all events; only outright results will be considered, not class placings.

In case of a tie, e.g. for 3rd place, both competitors will receive 9 points for 3rd place, the next best results will be allotted 7 points for 5th place.

Up to two organisers of each event will each receive 9 points for their efforts; however, these points can only be gained on two occasions per type of event, (excluding Night Runs and Motorhomas which receive 11 points).

Finally, the top ten placers in each of the five types of events, MOTORHOMAS, OFF ROAD EVENTS, NIGHT RUNS, RALLIES AND SPEED EVENTS, will receive a points allocation of:

- 11, 10, 9, 8, etc.

in order of their placing (regardless of actual points gained) and all those below 10th will receive 1 point each. It is this total which will determine the Club Championship.

The Ladies Championship will be scored on a similar basis, but needless to say, only lady members will be eligible.

CLUB CHAMPIONSHIP

POS	NAME	TOT
01	BARRY WILLET	01
02	BEN WALKINS	01
03	BEVERLEY BASHAM	01
04	BILL WILSON	01
05	BRETT WELLS	01
06	BRIAN BOARDMAN	01
07	BRYAN EVERITT	01
08	CHERYL MCKINNON	01
09	CHRIS AFFOO	01
10	CHRIS CAVE	01
11	CLINT COOPER	01
12	D WILLIAMSON	01
13	DANNY WILLET	01
14	DARREN, SOLOMON	01
15	DARYL COLE	01
16	DAVE AMERDSE	01
17	DAVID LAPWORTH	01
18	GARY ATKINSON	01
19	GLEN DUTHIE	01
20	GLEN EGGINS	01
21	GORDON BAILLIE	01
22	GREG HORTON	01
23	HANK ROUEK	01
24	J HARTNETT	01
25	J MASSEY	01
26	JACQUI SANDBERS	01
27	JEFF HAYNES	01
28	JOHN MOORE	01
29	JOHN PENDER	01
30	JOHN ROGERS	01
31	KIRSTY EVANS	01
32	LEE MARSHALL	01
33	LINDSAY COOPER	01
34	M BASHAM	01
35	M THINE	01
36	M WATSON	01
37	MARTIN DENHAM	01
38	MATT READ	01
39	MERYL ROBERTS	01
40	MICHAEL TAYLOR	01
41	MICHELLE HENNESSY	01
42	MIKE NEELY	01
43	NEV TAYLOR	01
44	PAUL BRELSFORD	01
45	R HARTNETT	01
46	R WATSON	01
47	RAY EVANS	01
48	RICHARD COLLINGSWOOD	01
49	ROB BEKKER	01
50	ROB REDDIE	01
51	ROBERT OXLEY	01
52	ROBERT PINGEON	01
53	ROBERT SIMPSON	01
54	ROBERT TAYLOR	01
55	ROB CRUSS	01
56	RON VAN OUFAL	01

CLUB CHAMPIONSHIP

POS	NAME	TOT
01	LAURENCE SVENSON	18
02	SHAM GRAY	18
03	KEN SMITH	15
04	PAUL GRAY	13
05	ROY VAN DER HAAR	13
06	DERRICK KENNEDY	12
07	CHRIS SHIELS	11
08	CRAIG LEE	11
09	DEAN TIGHE	11
10	DOUG MACMILLAN	11
11	HUGH REARDON-SMITH	11
12	KERRIE PEID	11
13	KEVIN BALCH	11
14	LINDSAY EVELEIGH	11
15	LYNDAL PARR	11
16	STEVE WILLET	11
17	WARREN DARRIGAN	11
18	GREG BERNARD	10
19	MAUREEN ROSE	09
20	MICK SHIELS	09
21	TERRY ROSE	09
22	MICHAEL COLLINS	08
23	ALAN NICOLL	07
24	BRUCE DUMMETT	07
25	GARRY McLANE	07
26	GREG NICOLL	07
27	JOHN GOASDOUE	07
28	LAUREN SMITH	07
29	KAREN VAN DER HAAR	06
30	KEITH HONOUR	06
31	KENNETH PHILP	06
32	MARTIN GIBSON	06
33	MOSS LANE	06
34	ROD SAMS	06
35	TERRY BOARDMAN	06
36	TONY GALLETLY	06
37	TROY LINDLEY	06
38	BARRY NEUDORFF	05
39	DOLLEEN SMITH	05
40	TIM ANDERSON	05
41	ALAN BATES	04
42	DEL GARRET	04
43	TONY KABEL	04
44	CHRIS SHAW	03
45	IAN GORSKI	03
46	WENDY KATTERNS	03
47	BRUCE DAMSON	02
48	DONALD MACARTHUR	02
49	GRANT WHITE	02
50	IAN REDDIE	02
51	TONY FEHLHABER	02
52	JOHN DAPE	01
53	ALAN CLONES	01
54	ALAN SOLOMON	01
55	ANDREW HAMILTON	01
56	ANDREW JOHNSTONE	01
57	B MASSEY	01

OFF-ROAD CHAMPIONSHIP

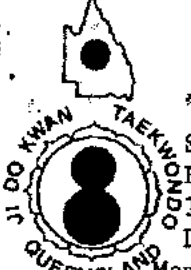
POS	NAME	FEB	MAR	TOT
01	DOUG MACMILLAN	11	10	21
	LINDSAY EWELEIGH	11	10	21
03	LAUREN ROSE	11	11	22
	TERRY ROSE	10	11	21
05	LAURENCE SVENSON	09	09	18
	DERRICK KENNEDY	09	01	10
06	KAREN VAN DER HAAR	08	01	09
	KEITH HODJUR	08	09	17
	KEN SMITH	09	09	18
	LAUREN SMITH	09	09	18
	MARTIN GIBSON	09	08	17
	RON VAN DER HAAR	09	08	17
13	T HARTNETT	07	07	14
	R HARTNETT	07	07	14
15	CHRIS CAVE	07	07	14
	M WATSON	07	07	14
	R WATSON	06	06	12
18	CLINT COOPER	06	06	12
	DONALD MACARTHUR	06	06	12
	LINDSAY COOPER	06	06	12
	RUSSELL MACARTHUR	06	06	12
22	ALAN NICOLL	05	05	10
	BEVERLEY BASHAM	05	05	10
	GREG BERNARD	05	05	10
	GREG NICOLL	05	05	10
	M BASHAM	04	04	08
27	B MASSEY	04	04	08
	BARRY WILLETT	04	04	08
	J MASSEY	04	04	08
	STEVE WILLETT	04	04	08
31	ALAN SOLOMON	01	03	04
	CHARIS SHAW	01	02	03
	DARREN SOLOMON	01	02	03
	GORDON BAILLIE	03	03	06
	GRANT WHITE	03	03	06
34	NEV TAYLOR	01	01	02
	ROBERT OXLEY	01	01	02
38	D WILLIAMSON	01	01	02
	DARYL COLE	01	01	02
	JACQUI SANDBERG	01	01	02
	JOHN DARE	01	01	02
	M THINE	01	01	02
	ROBERT TAYLOR	01	01	02
	TONY FEHLHARZ	01	01	02

RALLY CHAMPIONSHIP

POS	NAME	MAR	TOT
01	CRAIG LEE	11	11
	HUGH REARDON-SMITH	11	11
	KERRIE REID	11	11
	WARREN CARLISAN	11	11
05	BRUCE DUMMETT	09	09
	JOHN GOASDOUE	09	09
	BARRY NEUENDORFF	09	09
07	DEL BARRET	07	07
08	TONY KABEL	07	07
	IAN REDDIE	06	06
10	ROD CROSS	05	05
11	TONY MADADE	05	05
13	BILL WILSON	04	04
	SHERYL MCKINNON	04	04
1	JEFF HAYNES	04	04
	WARREN TEGG	02	02
14	BRUCE DAWSON	02	02
15	DAVE ANDROSE	02	02
	RON VAN OPSTAL	02	02
	STEVE CHRISTENSEN	02	02
	ALAN CLIMES	01	01
	ANDREW HAMILTON	01	01
	ANDREW JOHNSTONE	01	01
	BEN WATKINS	01	01
	BRIAN BOGDANIAN	01	01
	BRIAN EVERITT	01	01
	CHRIS SHAW	01	01
	COLLEEN SMITH	01	01
	DAVID LAPWORTH	01	01
	GARY ATKINSON	01	01
	GLEN DUTHIE	01	01
	GREG BERNARD	01	01
	HANK POTER	01	01
	JOHN PETERS	01	01
	JOHN PINDER	01	01
	JOHN ROGERS	01	01
	MARTIN DENHAM	01	01
	MERYL POTERS	01	01
	MIKE MEELEY	01	01
	PAUL BRLESFORD	01	01
	PISHARD COLLINGWOOD	01	01
	POZ BEKKER	01	01
	ROBERT PIDGON	01	01
	SIMON RICHMOND	01	01
	STEPHEN KARAVAS	01	01
	STEPHEN VERVOORN	01	01
	TIM BOARDMAN	01	01
	TIM CHARALAMBOS	01	01
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02	STEVE WILLETT	08	05	13
03	KEN SMITH	05	07	12
04	MICHAEL COLLINS	11		11
05	RON VAN DER HAAR	09	10	10
06	ALAN NICOLL			09
	DERRICK KENNEDY		09	09
	GREG NICOLL		09	09
	MOSS LANE	09		09
	ROD SAMS		09	09
11	DONALD MACARTHUR		08	08
12	TONY FEHLHABER	07		07
13	DANNY WILLETT	06		06
15	GREG HORTON	04	06	04
	BRETT WELLS		04	04
17	GRANT WHITE		03	03
	JOHN MOORE	03		03
19	MICHAEL TAYLOR		02	02
	CHRIS AFFOO			02
	LES MARSHALL	02		02

NIGHT RUN CHAMPIONSHIP

POS	NAME	FEB	MAR	APR	MAY	TOT
01	DEAN TIGHE	11	11	11	10	43
	LYNDAL PARR	11	11	11	10	43
03	PAUL GRAY	09	11	11	10	41
05	GREG BERNARD	11	11	11	10	41
06	KENNETH PHILP		09	11	11	32
	TONY GALLETT		09	11	10	30
08	COLLEEN SMITH		08	07	10	30
09	IAN GORSKI		06	07	06	29
	WENDY KATTERNS		07	11	11	24
11	MATT READ		06	11	11	24
12	SEAN CONWAY		10			18
13	CHRIS SHIELS		08			18
14	GLEN EGGINS	06			06	12
	KIRSTY EVANS			11		11
	RAY EVANS			11		11
	TRICH EVANS			11		11
19	LAUREN SMITH		08			08
19	MICHELLE HENNESSY				07	07
	TERRY BOARDMAN				07	07
21	ROBERT SIMPSON		06			06
	TONY GRAHAM		06			06

MOTORHANA CHAMPIONSHIP

POS	NAME	FEB	MAR	MAY	TOT
01	KEVIN BALCH	09	11	10	30
02	CHRIS SHIELS	07	10	09	26
03	MICK SHIELS	05	09	08	22
	SHAUN GRAY	11		11	22
05	GARRY MELANE	08	07	05	20
06	TROY LINDLEY	10	08		18
07	TIM ANDERSON	06	05	04	15
08	ALAN RATES		11		11
	PAUL GRAY				11
	TERRY BOARDMAN				11
11	RON VAN DER STAAL		06		06
12	ROB REDDIE			03	03
13	GREG BERNARD			07	07
14	BRUCE DAMSON			05	05
15	CHRIS SHAW	04			04

LADIES CHAMPIONSHIP

POS	NAME	TOT
01	LAUREN SMITH	16
02	MAUREEN ROSE	11
03	KERRIE REID	11
	LYNDAL PARR	11
05	COLLEEN SMITH	10
	DEL GARRET	10
07	BEVERLEY BASHAM	09
	CHERYL MCKINNON	09
	KAREN VAN DER HAAR	09
	WENDY KATTERNS	09
11	JACQUI SANDBERG	08
	HERYL ROGERS	08
	TRICH EVANS	08
14	KIRSTY EVANS	07
15	MICHELLE HENNESSY	05

CLUB CHAMPIONSHIP

NAME	TOT
RUSSELL MACARTHUR	01
SEAN CONWAY	01
SIMON RICHMOND	01
STEPHEN KAKAVAS	01
STEPHEN KERVORN	01
STEVE CHRISTENSEN	01
TIM CHARALAMBOS	01
TIM COLLINGSWOOD	01
TONY BEST	01
TONY GRAHAM	01
TONY HOWARD	01
TONY MCDADE	01
TRICH EVANS	01
WARREN TEGG	01

GRANCHESTER SHORTCOURSE RESULTS 17/5/92

NO	DRIVER	HEAT 1	HEAT 2	TOTAL	CLASS PLACE	OUTRIGHT PLACE
171	W Mendham	4.24	5.07	9.31	1st	=5th
171A	G Gilliland	8.02	6.15	14.17	3rd	14th
182	D Willeit	DNS				
141	B Willeit	4.04	5.07	10.11	2nd	8th
221	C Cave	DNS				
240	R Vanderhaar	4.21	4.48	9.09	1st	2nd
244	D Kennedy	4.25	4.50	9.15	2nd	3rd
248	D MacArthur	4.28	4.54	9.22	3rd	4th
248A	R MacArthur	4.31	DNF			
268	Troy Crane	4.32	DNS			
268A	Terry Crane	DNS	DNF			
309	G Hancey	4.33	DNF			
427	J Moore	5.20	5.35	10.55	1st	10th
544	D Millar	DNF	DNF			
567	M Lane	5.17	DNF			
567A	S Drake	6.21	7.30	13.25	1st	12th
715	G White	4.49	5.28	10.17	1st	9th
818	K Smith	4.07	5.22	9.29	1st	5th
818A	C Smith	6.24	7.08	13.32	2nd	13th
939	L Svenson	4.07	4.15	8.61	1st	1st
939A	G Horton	4.24	5.07	9.31	2nd	=5th
939B	C Alfco	5.36	5.54	11.32	3rd	11th

A bit of a damp day, (to say the least) with competitors and helpers making the Grandchester Off Road Short Course a success. Despite the rain and mud as good a day as possible was had, though curtailed slightly! Fourteen vehicles managed to finish two heats and there may have been more placings if we had had a third heat.

Congratulations to Laurence Svenson on his 1st Outright and many thanks to Pacific Trophies for donating the trophy. Congratulations to all class winners too and we're sure Colleen Smith will treasure the trophy her father passed on to her.

A big thank you to all our helpers - Greg Nicoll and Martin Gibson, for helping with the track and on the day. John Thurlow, Mark Warncke and Steven Braun for recovery. Dennis Denning for scrutineering, Dave McClure for starting. Lexie, Janelle and Esme for scoring, Ross Williams, Glenn Hancey, Jim Sams for track work. Also to the Smiths and Greg Horton for helping to clear up after the event.

We are grateful to the Macfarlands for allowing us to use their property and hope to run another event at Grandchester possibly next year.

Rod Sams did an outstanding job as Director and we wish to thank him and congratulate him on a great event.



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 WEDNESDAY 3 JUNE CLUB NIGHT &&&& NIGHT RUN 8.00 PM
 WEDNESDAY 10 JUNE CLUB NIGHT
 WEDNESDAY 17 JUNE CLUB NIGHT
 SUNDAY 21 JUNE MOTORKHANA 9.30 AM BOONDAL ENTERTAINMENT CENTRE CAR PARK
 WEDNESDAY 24 JUNE CLUB NIGHT

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