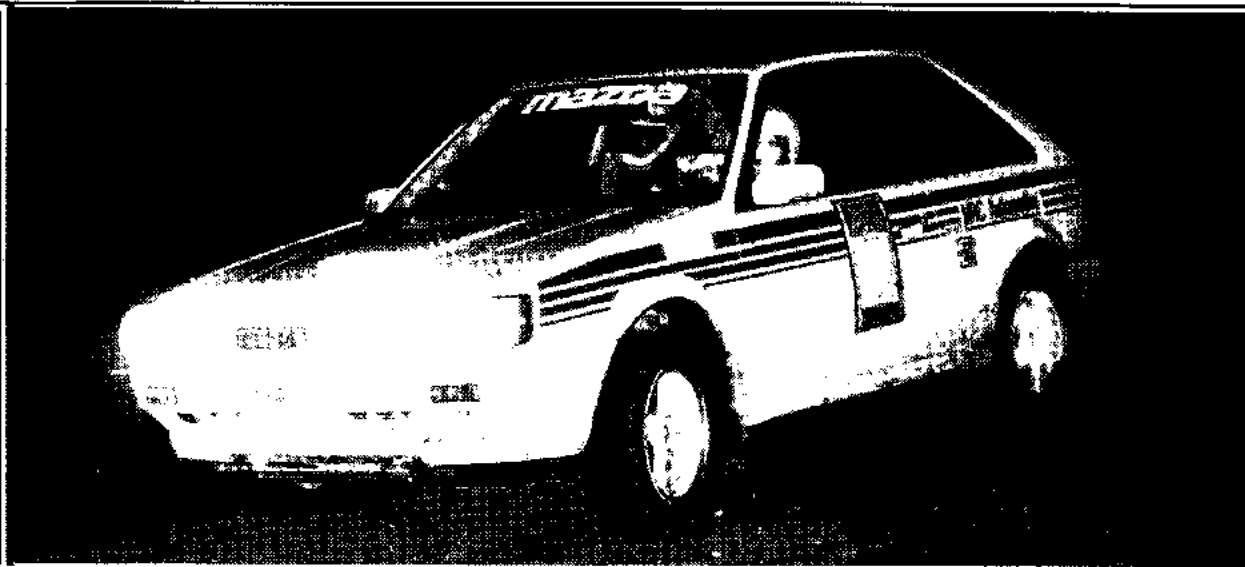


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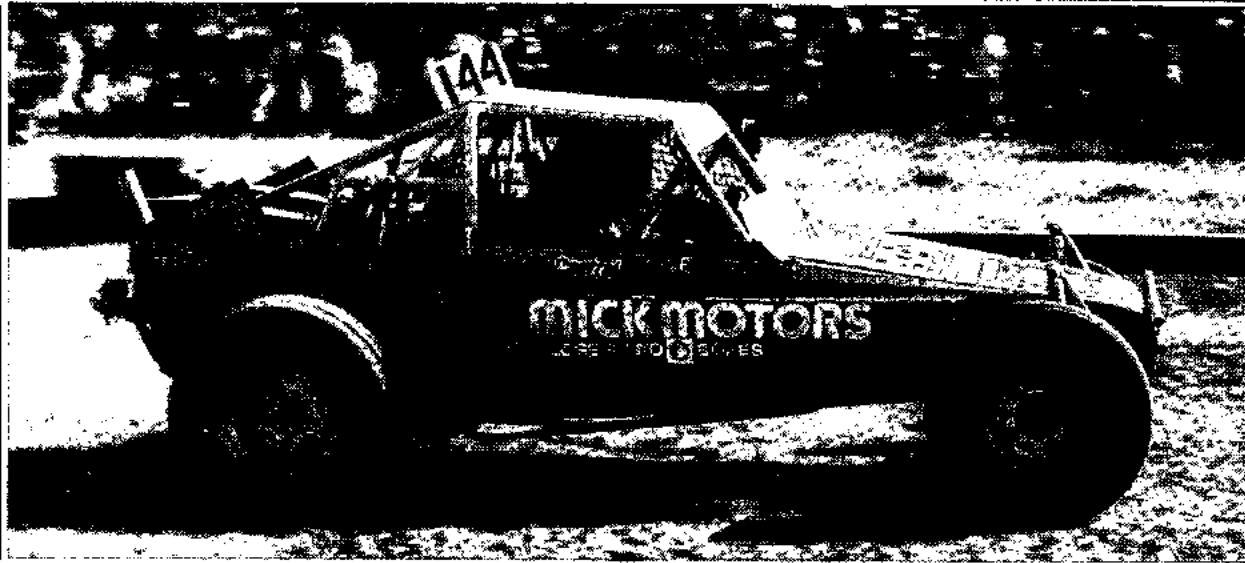
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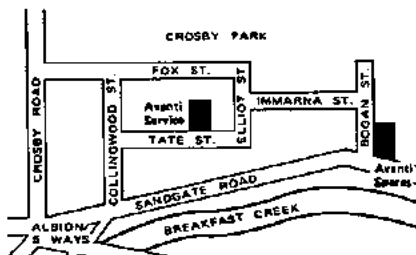
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PRESIDENT'S NOTES

By the time you read this, Rally Queensland 1992 should only be one week or so away from being held. The Director, Errol Bailey has now released more details of the event. The rally will start from King George Square and SS1 will be a short blast around the Queensland Railways Goods Yard at Acacia Ridge. The rally then winds its way up to Gympie on the Sunday morning for an overnight stop and another super special stage (on bitumen) in a park in the heart of Gympie. The grand finale is back in Brisbane at the newly opened "Southbank" complex and the trophy presentation will be held later that day at the Greek Community Centre.

I understand that "Possum" Bourne is confirmed for the event in the Prodrive/Team Subaru car and if you are not competing or helping out in any way it would be a great opportunity to come along and see a world class competitor in action.

Rally Queensland will also be the first round of the Daihatsu Challenge One Make Series. Daihatsu have allotted four Daihatsu Charades to Queensland drivers, and these four cars together with another six to ten from interstate should also be competing. The series is a real milestone for rallying in Australia and should provide some really close and fiery competition between the competitors. It should draw a lot of attention to Rally Queensland, the B.S.C.C. and to rallying in general.

I was also interested to hear that Hyundai will be bringing a bus load of Hyundai dealers from their South Pacific Dealer's conference on the Gold Coast to Brisbane and Gympie for the weekend to watch team drive, Wayne Bell, in action. Apparently the dealers will be travelling to both of the super special stages as well as other selected spectator points along the way.

With manufacturers like Daihatsu, Hyundai and Subaru supporting rallying so solidly (and using it in their advertisements) the sport is bound to boom over the next few years.

I was very fortunate recently to be invited by Steve Abrahamson to a presentation given by Steve on behalf of the B.S.C.C. to the Toowoomba City Council and representatives of Toowoomba Community Groups. The purpose of the presentation was to "sound-out" Toowoomba as a likely venue for the Queensland round of the Australian Off-roading Championships in 1993.

The presentation was extremely well received. Toowoomba's Mayor, Clive Berghoffer, gave the idea his full support, and other representatives from Forestry, the Army, Scouts, Rotary and Eventscorp (to name a few) were really enthusiastic about staging a premier class Off-roading event in Toowoomba. Even the media attended the presentation, with the Toowoomba Chronicle sending along a very enthusiastic journalist to cover the meeting. The whole evening was capped off with a really adrenalin pumping video clip of some buggies going through their paces put together by the club's own Bruce Dawson. Bruce is a professional video producer and it really showed in the quality of the final

product.

Steve's presentation was easily the most business-like and polished presentation I have ever seen and really does indicate a new level of professionalism for the sport.

Major sponsors of the event, Isuzu General Motors, should also be particularly pleased with the level of support being received from the Toowoomba community and the amount of excitement that the idea is generating in the local media.

Just finally, the new computer and printer had been delivered to the club rooms and Esme thinks that it's great. It's already being used full time preparing for Rally Queensland.

Bye for now,

Alan Bates.

June Night Run

We did it! Wendy and I have directed our first night run, and we didn't receive any physical or much verbal abuse for our effort. A pleasant surprise!

Unfortunately only four crews fronted up for what, by their reports, was a fun night. Someone mentioned that a football match of all things might have been on and this kept numbers down. I think Queensland lost anyway.

Did I also hear someone say something about races through Salisbury and Tarragindi, or were they just involved in the attempted abduction of a German exchange student. Got to keep an eye on these people next time.

The results:

= 1	Michelle Hennessy and Terry Boardman Lyndall Parr and Dean Tighe	18 points
3	Paul Gray and Shaun Gray	17 points
4	Colleen Smith and Emma Sibley	16 points

No excuses will be accepted for competing next month. Don't be shy. We had a great time making up the run and we've got some ideas for our next, out in the wilds of....., well you'll find out.

Ian Gorski

THE ALL NEW FORD ESCORT

For all those Escort enthusiasts out there, and there still are quite a few around the news is finally out.

The all new Ford Escort Cosworth Turbo 4wd has recently been released in Pommiland to rave reviews. It incorporates all the proven equipment from the 4wd Sierra/Sapphire but is smaller, lighter and more agile.

With 167 kilowatts of power in standard form the little beast has more potential than most of the market competitors and will be built in Germany where 5000 will be made available. They probably won't last long!

The price of the new Escort is about 20,000 pounds (\$45,000) to us in the land of Oz and that must be good value in anyone's language.

It appears that the rally version will have the much daunted seven speed gearbox which caused so many problems early but which has finally been tamed. The aerodynamics of the Escort are quite special with, for the first time according to Ford, positive downforce being obtained at the front and rear of the car.

The problems have been struck with the local Automobile Association and the Royal Society for the Prevention of Accidents who say they can't understand why anyone would want to drive something so fast on public roads.

They have gone so far to describe it as 'an irrelevant Dinosaur' because it will reach speeds of 225kph and accelerate from rest to 100 k's in less than seven seconds.

British insurance companies are already scared though and one dealer in London says a driver living in London would pay around 13,000 pounds a year, (yes that's 13 thousand!!) plus an excess of 350 pounds!

Now that's an expensive premium!! I don't know what GIO would charge?

Anyway if anyone out there wants to order one you probably won't get one through Metro or Denmac, and I don't think there will be a ready source of panels at any Brisbane wreckers just yet.

Mind you, it would probably win the ARC pretty convincingly if you can afford to keep up to the maintenance.

Who is going to be the first to get one, Kahler, Keys or Coote??

TOM SMITH

DAIHATSUS GALORE

Since the announcement of the new Daihatsu Charade One-Make Series a few Qld competitors have managed to get a hold of their cars from the company in Sydney and are busily preparing the things for the first round at the Cleanaway Rally Queensland. Amongst those with the cars are Johnny G. (Goasdoue)/Neal Wesche, Craig and Jim Lee, and the latest word is that Pete Carruthers is well on the way to having a car ready.

Apparently, the Goasdoue/Wesche car is a lovely shade of glossy black, while the Lee-mobile is gun-metal grey. The only concern here is that if they leave the road at incredibly high speed they'll be pretty hard to find in the dark! But seriously though, both cars should be ready to compete in basically standard form with John even threatening to do a Mazda trick and run stock suspension for this first event. If he does just look for the car that lurches a lot!

It's not clear at this stage just how many of the little buzz-bombs will be up here for the Qld ARC but anyone who is half serious should be making a valiant attempt at getting their car up and running in the shortest possible time.

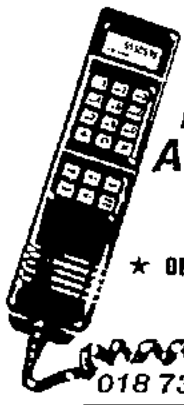
Out of interest, and with the Daihatsu being the new car in the stable, the Wesche/Goasdoue Mazda 323 4wd has been sold. The lucky boy who bought the car is none other than our Biloela Dental brigade of the BSCC, Dr. Glen Weston. Glen has still got the 323 GTS (frontie) and will continue to use the car in rallies but the 4wd car is there to 'grow into' and will become the new beast at some time in the future - probably next year.

In the Yandina district, while the Lee family get used to the intricacies of the Daihatsu frontie the Sprinter will be retained to be available for some QRC's and Club rallies where it's fine form will be put to good use.

Apparently there are some other Qld drivers who have managed to acquire some of the Daihatsus, but at this stage none have been publicised. I am sure that we'll all find out pretty soon.

The end result of course is still that trip to the East African Safari and if any of the co-drivers currently sitting in the cars get sick or have tragic accidents (like falling down steps) then I would like to make myself available right now.

TOM SMITH



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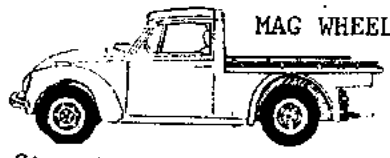


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NDSCC AT GALLANGOWAN

For the second round of the Northern Districts Rally Five Series, June Director Mark Griffith (Marky Mark and the Funky Bunch) decided to use the reliable old forestry at Gallangowan.

He approached the Forester and said there would be about 100 people and the Forestry people said "We'll cater if you like". That was that and a field of 27 started the event over about 120 kilometres of great roads (as usual), utilising some of the same sections that comprised the Keema Club Rally in December last year.

Craig Mole started at Car 1 after fixing his car from the excursion he suffered up at Gladstone and he had the Stanza going well, keeping in front of arch-rival Perry White (no, not the editor of the Daily Planet) in his Stanza and the Rodney Browning Camira.

Over seven stages the field pushed their range of PRC cars, Group G and Geminis and at the end, the winner was the incredible Camira of Mr Browning. He managed to pip the Stanza by just a few seconds and gave GMH, dare I say it, their first win in competition for the Camira in the whole darned world. Sharing the ride was Steve from GP Cars, would was apparently doing 'overtime' of some sort.

He enjoyed himself a lot and can't be prised from the seat now!

An early retirement from the rally was the Datsun 1600 of Dave Grundy who bashed a tree with the right hand corner of the car and found the wheel travel severely reduced.

There were a few other retirements but no-one injured and a surprise performer was Alben Perret, the man who runs Land Cruiser Park and who is a neighbour of the Forest.

Mark became quite friendly with Alben, and he consequently took his 4wd diesel Cruiser for a run in the event, winning road car class to boot. He may be a convert to the sport.

I went up to do a control in the mighty ex-Crash Bremner Corolla (which did the whole trip without trouble, although those non-existent rear shocks are a worry!), and it was quite a cold night in the forest. The rally was all over by 12 pm.

TOM SMITH.

CHAMPIONSHIP EVENTS

By the time you are reading this, the Cleanaway Rally Queensland will almost be upon us and everybody will be preparing themselves for the event (officials) and the rally itself (competitors).

The field should be one of the quickest and most professional that we have seen in recent years and certain starters include the National Subaru Team with Possum Bourne/Rodger Freeth (Group A/PRC) and the Group N version of Rob Herridge/Mark Nelson.

We'll see the Toyota Gt-4 of Neal Bates, the similar car of Norm Fritter (making his annual pilgrimage to the Sunshine State), other Mazda's, Subaru's, Ford Tx-3's, Daihatsu's and many others. The event will be compact but intense with a competitive distance of about 250 k's over just 1 1/2 days.

Similarly to 1991, there will be a number of Super Special Stages for the spectators and, although the field won't be racing around Roma St. on Sunday, there is a stage at the all-new Acacia Ridge Depot on Saturday to entice some viewing action.

As usual there is a QRC in conjunction with the ARC and the heat will be on for the State Championship points, because we haven't actually had a rally to count towards the Series so far this year.

If you haven't already volunteered to help, now is your last chance and if you're not doing a control or a road block, please come out to spectate and swell the numbers.

It'll be a great and exciting event!!!!

As a prelude to organising the 1993 AORC, Director Derrick Kennedy and some representatives of the club put forward a proposal to the people of Toowoomba to stage the event in that area.

When the details about financial gains were revealed, it seems that the local business folk were suitably impressed, and discussions can only be called 'positive'.

Apparently there is a large area of native forestry on the eastern side of the range that may be suitable, so fingers are crossed. This will bring the event much closer to Brisbane and should entice a lot more people out to watch, from both the capital and from Toowoomba. You'll be kept posted!!

OM SMITH.

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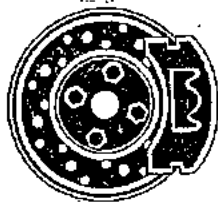
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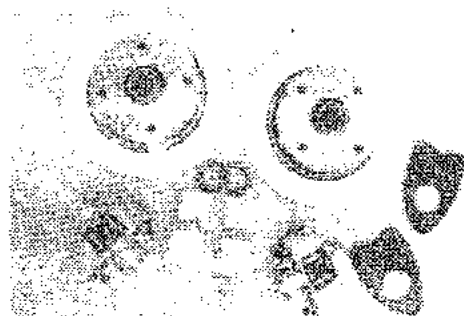
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BSCC COMPUTER!!!

The Brisbane Sporting Car Club is computerised!!

The board made a decision to equip the Club with a personal computer and printer to make Esme's job a little easier and to provide facilities for rally/off-road scoring and for general club record keeping.

Some of you may say, "How can we afford that?"

Well, the plain fact of the matter is that if you members want to be provided with the best service on the events in which you compete and want results superfast, and want professional service, then this equipment is just the sort of thing we need. A number of quotes for the hardware were obtained and we obtained a GOOD deal for what we ended up with. The equipment is off-limits to unauthorised personnel, as there is too much risk of contamination from viruses etc. but the results will be there for all to appreciate.

I personally think think that the computer is long overdue, but now we have it, I look forward to the benefits available.

Another matter which was discussed at the June board meeting and which may be of interest to some is the question of obtaining some land for a 'permanent' base.

This has been a long-drawn out problem but some suggestions have been put forward to start a 'Land Fund' for want of a better term, specifically to raise money to buy some land somewhere for the club and it's members to use on a regular basis - for motorkhanas, rallysprints, short course off-road events and for autocrosses.

What do you think???? You, as members may have some genuine thoughts on the matter, or someone might have a bit of land just 1 hour from Brissy that we can buy, and pay off interest-free. Let us know, or speak to a board member on a Wednesday night.

For your information, Esme is going on a well-deserved holiday and will be making a trip back to England with Viv.

While she is away, the club will continue to run smoothly, thanks to our stand-in Administration Officer, Trich Evans. We all wish Esme and Viv a happy holiday, and wish Trich good luck.

TOM SMITH.

CENTRAL COAST CAR CLUB INC. (EADSTONE)

Car No.	Driver	Class	Vehicle	Comp 1	Comp 2	Comp 3	Comp 4	Comp 5	Total	Place
9	Andrew Johnstone	PRC1	Suzuki	16.41 1 1/2	23.04 3 1/2	10.21 2 1/2	41.54 9 1/2	16.57 3 1/2	20 1/2	1
26	Trevor King	PRC1	Corolle	16.59 1 1/2	24.20 4 1/2	10.38 2 1/2	DNF	CRASH (OFF ROAD)	20 1/2	ALMOST KNOWLEDGE
19	Danny Benson	PRC2	Datsun	16.35 1 1/2	23.33 4	10.24 2 1/2	42.37 10	17.04 4	21 1/2	10
6	Michael Bimrose	PRC2	Cellica	16.38 1 1/2	23.18 3 1/2	10.39 2 1/2	43.04 10 1/2	17.00 3 1/2	22	11
12	Glen Weston	PRC2	Mazda	16.43 1 1/2	23.50 4 1/2	10.21 2 1/2	44.43 12	16.24 3 1/2	23 1/2	17
7	Alan Clunes	PRC2	Laser	17.03 2	34.41 15	10.07 2	42.32 10	16.46 3 1/2	32 1/2	4
16	Andrew Gaston	PRC2	Gemini	31.18 16 1/2	24.00 4 1/2	9.52 1 1/2	1.02.00 29 1/2	16.32 3 1/2	55	5
18	Colin O'Brien	PRC2	Cellica	16.14 1	22.50 3 1/2	10.03 2	DNF	(OFF ROAD)	55	30
14	Malcom Lawless	PRC3	Datsun	16.27 1 1/2	22.40 3	10.07 2	41.26 8 1/2	16.23 3 1/2	18 1/2	1
22	Ben Watkins	PRC3	Gemini	16.53 1 1/2	23.27 3 1/2	10.26 2 1/2	41.41 9	16.51 3 1/2	20 1/2	2
28	Michael Thompson	PRC3	Escort	16.16 1 1/2	27.57 8 1/2	10.07 2	41.02 8 1/2	16.22 3 1/2	23 1/2	3
34	Brett Wright	PRC3	Isuzu	17.47 2 1/2	24.33 5	10.39 2 1/2	43.44 11	17.36 4 1/2	25 1/2	4
40	David Nash	PRC3	Alpha	17.09 2	23.34 4	10.27 2 1/2	47.45 15	16.25 3 1/2	26 1/2	5
38	Fabio Francini	PRC3	Peugot	18.22 3 1/2	24.51 5 1/2	11.01 5 1/2	44.57 12 1/2	17.50 4 1/2	28 1/2	6
2	Bruce Dumett	PRC3	Datsun	16.47 1 1/2	DNF	10.00 1 1/2	DNF	17.50 4 1/2	28 1/2	25
17	Ian Bremner	PRC3	Escort	15.55 1 1/2	22.36 3	10.00 1 1/2	DNF	CRASH - ON/OFF - HELL SNEAKERS DUE TO US!	28 1/2	6
8	John Martin	PRC4	Torana	15.39 1 1/2	30.59 11 1/2	10.08 2	DNS	CRASH - DISTRIBUTOR/ROD/PISTON PROBLEMS	13 1/2	1
20	Dean Boguda	PRC4	Sigma	16.19 1 1/2	25.42 6	DNF	DNS	CRASH - DISTRIBUTOR/ROD/PISTON PROBLEMS	13 1/2	1
3	Harren Carrigan	PRC5	Laser	15.24 1 1/2	21.41 2	9.45 1 1/2	36.56 7 1/2	15.36 2 1/2	19 1/2	2
4	Tony Kabel	PRC5	Suzuki	16.13 1 1/2	23.06 3 1/2	10.07 2	41.18 8 1/2	17.20 4 1/2	19 1/2	2
5	Rodney Cross	PRC5	Suzuki	DNF	OFF ROAD	10.07 2	41.18 8 1/2	17.20 4 1/2	19 1/2	5
27	John Spencer	Gemini	Gemini	16.17 1 1/2	22.47 3 1/2	10.11 2	41.11 8 1/2	18.41 3 1/2	18 1/2	4
30	Larry Littlewood	Gemini	Gemini	16.52 1 1/2	23.16 3 1/2	10.21 2 1/2	41.57 9 1/2	17.10 4	21	9
31	Shaide Day	Gemini	Gemini	17.08 2	24.14 4 1/2	10.34 2 1/2	42.57 10 1/2	17.16 4 1/2	23 1/2	18
32	Mayne Appleyard	Gemini	Gemini	16.35 1 1/2	23.23 3 1/2	10.30 2 1/2	46.59 14 1/2	17.06 4	25 1/2	21
15	Geoff Stannery	Gemini	Gemini	18.20 3 1/2	24.59 5 1/2	10.56 2 1/2	43.11 10 1/2	17.23 4 1/2	26	22
41	Ken McKinn	Gemini	Gemini	16.30 1 1/2	DNF	OFF ROAD	ROCK!	17.23 4 1/2	26	5
11	Trevor Burgess	Rd Reg 0	Datsun	16.02 1	22.29 2 1/2	10.07 2	41.18 8 1/2	16.23 3 1/2	17 1/2	1
21	Bill Crowhurst	Rd Reg 0	Datsun	16.34 1 1/2	23.25 3 1/2	10.26 2 1/2	42.06 9 1/2	16.51 3 1/2	20 1/2	2
36	Paul Goodwin	Rd Reg 0	Lancer	16.43 1 1/2	23.10 3 1/2	10.26 2 1/2	43.37 11	16.50 3 1/2	22	3
29	Keith McKeale	Rd Reg 0	Corolla	16.49 1 1/2	24.04 4 1/2	10.22 2 1/2	42.29 9 1/2	17.05 4	22 1/2	4
25	Steve Scott	Rd Reg 0	Datsun	17.28 2 1/2	23.30 3 1/2	10.39 2 1/2	42.40 10	16.59 3 1/2	22 1/2	5
39	Bill Wilson	Rd Reg 0	Datsun	16.32 1 1/2	23.53 4 1/2	10.22 2 1/2	43.11 10 1/2	17.58 4 1/2	23 1/2	6
24	John Hutch	Rd Reg 0	Datsun	15.39 1 1/2	31.51 12 1/2	10.08 2	41.16 8 1/2	16.11 3	26 1/2	7
35	Sandra Scott	Rd Reg 0	Datsun	17.38 2 1/2	24.56 5 1/2	10.55 2 1/2	45.21 12 1/2	19.35 6 1/2	29 1/2	8
33	Richard Taylor	Rd Reg 0	Datsun	17.01 2	40.45 21	10.31 2 1/2	41.41 6	18.31 3 1/2	35	9
37	Lee Kille	Rd Reg 0	Escort	21.48 6 1/2	23.51 4 1/2	10.15 2	DNF	CRASH	35	29
32	Craig Mole	Rd Reg 0	Datsun	15.38 1 1/2	DNF	OFF ROAD	SUSPENSION	DAMAGE	35	8
10	Ross Hekele	Rd Reg 0	Datsun	DNF	OFF ROAD	OFF ROAD	SUSPENSION	DAMAGE	35	7
42	Terry Boardman	Rd Reg	Datsun	17.18 2 1/2	24.09 4 1/2	11.06 3	43.05 10 1/2	17.12 4	24 1/2	19
43	Rob Bekker	Rd Reg	Sprinter	14.09 1	24.30 15	10.35 2 1/2	42.31 10	16.51 3 1/2	32	27



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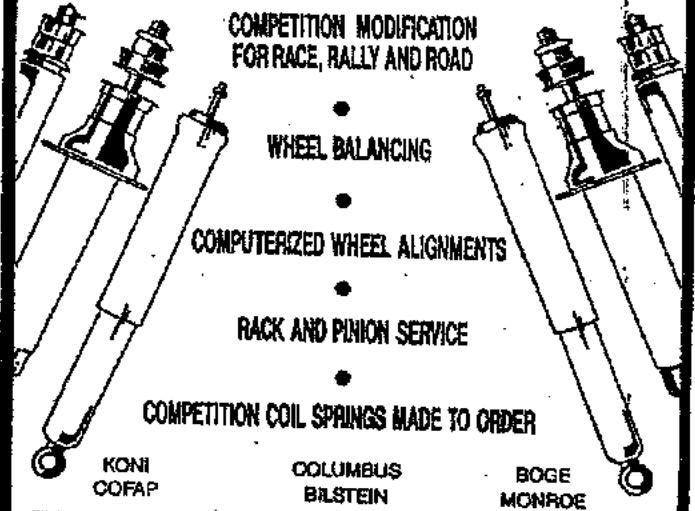
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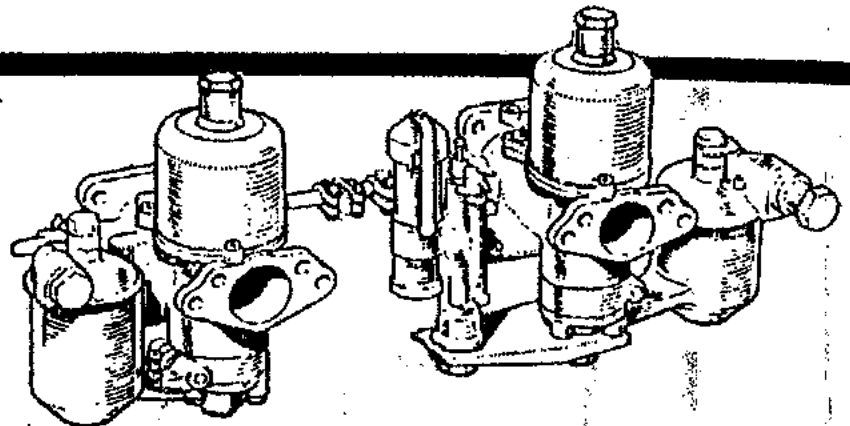
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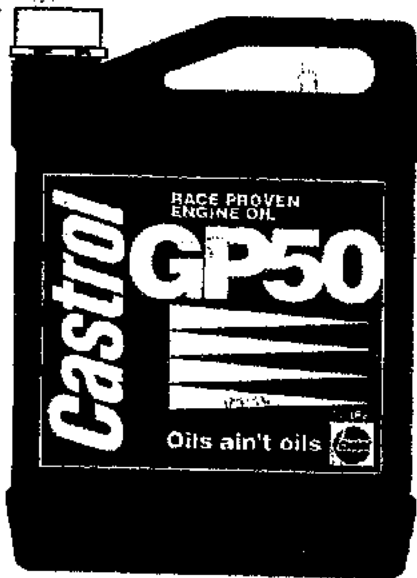
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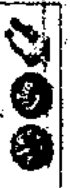
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BREMNER CRASHES WHILE NASH DASHES

Sorry, but I just had to use that title for this report on the recent first round of the 1992 GP CARS-Cibie Clubman Series at Gladstone.

The 'Bremner' is, of course, our very own Ian 'Crash' von Bremner who finally lived up to his nickname after years of not crashing. The 'Nash' is David Nash, longtime associate of Richard Anderson and now, new owner of the AVANTI Alfetta 2.0. Nashy had a little dingle but still managed to finish the fine event.

Warren Carrigan was the star of the rally after Bruce Dummett crashed once more and totalled another Datto 1600 at high speed. The event just outside of Gladstone used great quality Shire roads and was very fast by all accounts.

Warren won all 5 of the special stages which ranged in length from 11 to 43 kilometres and finished in first position some 4 minutes in front of the second place-getter Trevor Burgess.

My chief reporter for the event was Brett-ski Wright and he and Martin Gibson and the boys had a relatively uneventful event to finish in a safe 20th outright and 4th in class, while shaking everything down for the ARC.

The 'Tooth Fairy' Glen Weston and his mate Russell from up there at the Biloela office of the BSCC ran the Mazda 323GTS with all carburettor throats working (at last) and came in 17th and third in class 2.

One of the drives of the rally went to Larry Littlewood and Craig Porter in the ex-Rod Dawson Gemini who drove superbly to come in at 9th outright and second in the Gemini class.

There were 42 starters for the rally and 30 finishers with most of the DNF's coming from crews who left the road.

Director of the event was Terry Scott and he and his crew from the Central Coast Car Club can be very proud of the event they put on. The use of the Shire roads was a coup and the locals seemed very pleased with the format of the long weekend, benefitting from the fundraising associated with the catering for the rally.

I wasn't able to make it this year but from all reports it was an event not to miss in 1993. It's a bit of a drive but for a quality event of 120 k's, it was well worth it!!!

TOM SMITH.

BITS AND PIECES

FOR SALE: 1 Driving suit, blue with white cuffs, TT wool 1-piece, men's size SM. Good condition \$50.00.

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Radio FM101

Did you know that the club's very own Chris Lane presents a motorsport session on community radio FM101 every Saturday morning for the Logan area and that this is Australia's longest running weekly motorsport show, jam packed with up to date information, news and interviews.

The show is now heard at an early 8.15 am time slot rather than the previous mid-morning 10.15 segment.

John Goasdoue is to maintain the rally seeding list again this year and the whole rally community owes him thanks for doing the job so well.

For your information the Drivers Performance Index is now to be calculated from the average of the best two of the last three events which count.

This means that drivers who show dramatic signs of improvement will not be penalised by having their average affected from events two years before. The new system should keep all fields on a very even keel and John may be contacted at home in the evenings on 800 4530, if you wish to clarify any matters with him.

Peter Marcovich has recently been appointed as a steward grade 3, and Pat Hetherman has been appointed as a grade 2 Director.

In line with his appointment as a grade 2 Director Pat Hetherman, who is also a member of IWMAC, will be the Director of that club's QRC round in September. The event will once again be sponsored by Bumpa T' Bumpa and the Queensland Times and will start from Ipswich before heading up to traditional rally roads in the Yarraman area. This will be the third round of the 92 QRC.

TOM SMITH.

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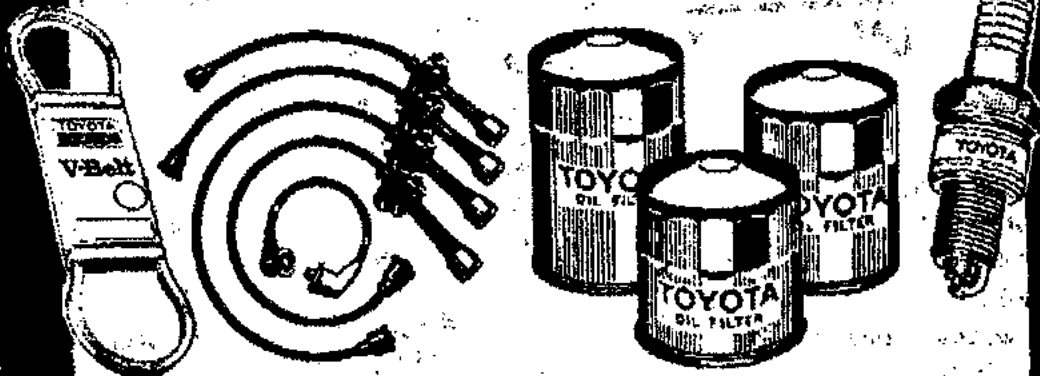
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OTHER EVENTS

Since the introduction of the Club level rallies by this club, we've had an enormous influx of new members, keen, we assume to try out some other aspects of motorsport.

Obviously, these events would have to be on the 'Cheap' side to maintain the 'grass roots' side of things and with this in mind we are looking at running some events that everybody can have a drive in.

The events we're talking about are Rallysprints and Autocrosses, similar to those which some of the other clubs are running regularly and successfully (Gold Coast and IWMAC).

We do need people who would be prepared to 'Direct' these events and it is a simple job, with a good team of assistants.

If you're interested in helping the club to prosper with these events, please come along to the club on a Wednesday night and let someone know.

If we have 60 - 80 entries for a club rally we could have more for a Rallysprint/Autocross at, say, Darlington Park, where everyone can enjoy themselves on a budget.

The club has some fine state-of-the-art timing equipment with the Tag-Heuer clocks and we realise that they may be of service to some other sports or organisations.

We presently hire them out to a number of other events including the just run Targa Tasmania, and Rally Australia to name but a few.

If you are involved with a sport who may have the need for supeaccurate timing equipment, why not give us a call and check out the rates of hire. (Don't forget the clocks have electronic beams for pinpoint accuracy!)

This will obviously help out the finances of the Club as well.

We may soon be able to offer members the facilities at the bar on a Wednesday night that you go to a coffee shop for. We may be getting coffee-making facilities and offering more snack-like foods in the range of Mars-Bars etc. Let us know if there is something you feel would be appropriate.

TOM SMITH.

BSCC MEMBERS CLEAN UP 1992 REPCO MOUNTAIN RALLY -

Reporter on the spot : Alan Stean

The REPCO MOUNTAIN RALLY is a 6 day event for owners of pre '75 Classic sports cars, with preference given to sports cars with a racing history.

The inaugural event in 1991 attracted a field of some 93 Classic cars and drivers, who resoundingly voted the rally an outstanding success, despite, or perhaps because of, some challenging navigation as well as the driving skills associated with a rally.

Traversing the New South Wales country-side from the start in Sydney to Singleton, Bathurst, Canberra and Nowra finishing at an historic light house on the coast. A good time was had by all.

Along the way, there are two days of hillclimb, motorkhana, lap dash, acceleration and braking tests, sprints and other competitive events included for these lovingly cared for beauties of the past.

This year saw a completely new route that took us from the start in Sydney to Katoomba via Canberra, The Alps, Tumut, Bathurst and the Blue Mountains finishing with a Presentation Black-tie Dinner at the the amazing period atmosphere of the Hydro at Medlow Bath, a total distance of 1500 kms.

BSCC members who took up the challenge were Ken Philp and Tony Galletly originally entered in a Lancia Fulvia 1300 but at the last moment changed to Tony's Lotus Elan 2+2.

I navigated again this year for Frank van der Worm in his magnificent Healey 3000 Sebring Replica, the exhaust noise of the Healey made the use of intercoms a must!!

The other members of our "Scuderia Toad-Team" were Roger Payne and Alex Brown in a Jaguar XK140.

For five of our team it was our second year of competing in this event.

On arriving in Sydney on Saturday morning we coped with the usual hassles of registering and scrutineering, the cars were then judged for concourse standards and neatness.

There was such a variety of cars as could ever be imagined - from Cortina GT's, Mini Cooper S, Triumphs, M.G's, Austen Healeys, Sunbeam Tigers, Lancias to exotic Ferrari Dino, Lamborghini, Jaguar XK's and a Rolls Royce Continental all in a field of 108 cars.

An early start on Sunday started the navigation in earnest, missing a question cost 500 points, a wrong way or missed control - 2000 points, each minute late - 60 points, each minute early - 120 points.



The navigation was grid references, enter in directions, pass landmarks, find questions all while keeping in mind shortest mapped routes (Laurie Garth eat your heart out!). Cars were spread eagled across the country!! To make things worse some questions were of the cryptic type and on the back page!!!

At the end of the first day our members faired well. Ken and Tony were second with 920 points loss, Frank and myself fifth with 1865 points loss after missing a question, going back to find it, losing more time than simply carrying on; a definate DON'T DO THAT AGAIN!

Second day at Canberra was a driving day full of skid pan tests, motorkhana hill climb and circuit sprints. Tony Galletly again proved consistant and won the day with least points lost, this also took them to the lead overall.

The next two days sorted out the real winners, a mixture of average speeds and carefully worded instructions changed many of the top placings. Some crews delighted, others still trying to come togrips with mistakes they had made earlier.

Fifth day at Bathurst the Mt. Panorama Circuit gave the drivers an exciting hillclimb run up and over the Forrest Elbow to the top of the Mountain. The standing 1/5 mile on the starting straight at Bathurst is the perfect advantage point to listen to the Ferrari Dinos at full throttle - MAGIC!!

The last day, well what a day . . . nervous navigators fell by the wayside in a big way - wrong waying into controls and entering average speed sections before the start control proved costly for some. Ken and Tony, Frank and I only losing 29 seconds each for the day (no we didn't follow each other!!)

Final result and very deservedly so -

Ken Philp and Tony Galletly
1st Outright and 1st in Class

Frank van der Worm and Alan Stean
9th Outright and 1st in Class

Combined scores with our Canberra team mates saw "Scuderia Toad Team" take out the Teams award.

The event was superbly organised again this year and anybody wishing to enter next year need only talk to a previous competitor for more enthusiastic information.





LIGHTS.

The brightness of a number of dust lights and brake lights was what can best be described as inadequate. Brake lights are required to be at least 21 watts, and dust lamps 18 watts.

Again, this is a safety factor. The purpose of these lights is to enable you to be seen so someone does not run into you. Particularly with buggies, the vehicle which has struck from behind is more likely to suffer significant damage, for example loss of oil filter, than the vehicle which hits it. It would therefore seem to be commonsense to do everything reasonable to make sure you are visible to someone coming from behind to reduce your chances of being struck.

COURSE MARKING

I asked a number of competitors what they thought of the course marking, and was told by some that not only were insufficient arrows used, but the marking of cautions appeared to be inconsistent.

I raised this point with the organisers, who advised me that a number of course signs appeared to have been removed. For example, where a sign had been placed, all that remained was the hole left by the star picket.

I appreciate that this does not make it any easier at the time, but at least it indicates that the absence of a sign is not the fault of the organisers.

That is all for this newsletter, to the relief of many of you it has been mercifully short. Perhaps that's a reflection on that most things at Sea Lake ran relatively smoothly.

Let's hope it is the same at Kempsey; I will see you there.

Andy Clark

Andy Clark
Executive Officer - Off Road

AC:kv-2348
A16/18
11 June 1992



AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER 04/92

STUART LORD

No doubt what everyone currently remembers about Sea Lake is the incident involving Stuart Lord. For those who are not aware, Stuart did a high speed one and a half barrel rolls and landed on the roof.

The latest news is much better than details which were available at the event would have indicated. Contrary to earlier conjecture, Stuart appears to have suffered no permanent damage, and is expected to be out of hospital by the time you get this.

Similarly, his navigator Steve Toth is a little bruised and shaken up, but otherwise appears to be relatively much intact.

An unfortunate side issue of this is that a number of competitors drove past the scene of the incident (whilst the ambulance was at the site) at what was considered to be an excessive speed. After racing speeds any slower speed seems to be extremely slow, so in such cases it is a good idea to make sure that you have slowed down sufficiently by reference to both engine speed and the gear you are currently in.

NOISE

Noise readings were taken at the event, and it is good to be able to report that the vast majority of vehicles complied with the requirements. Of those which did not, none was significantly over the permitted 95dB(A) maximum.

This is good to see, let's keep it this way.

PII/PADDOCK AREA

Not so pleasing was the speed at which some people entered and drove in the paddock. In nearly all cases this was noticed during the break between laps 2 and 3, so obviously there was no reason for it. This tends to lead to the belief that people were not really aware how fast they were going; but in general terms walking speed, which was the speed specified in event supplementary regulations, is as slow as the vehicle will go in the first gear with the clutch fully engaged.

Remember, this is a safety factor, not just a requirement for the sheer sake of having rules!

CLASS 1	1	2	3	4	5	TOTAL
1	15	15	15			30
2	10	12	12			27
3	20					22
4		20				20
5			20			20
6	12					20
7	8		3			12
8		10				11
9			10			10
10		8	1			9
11			8			8
12	6					6
13		6				6
14			6			6
15	4					4
16		4				4
17			4			4
18	3					3
19						2
20	2					2
21			2			2
22						1
23	1					1

Darren Wells
Charlie Albins
Hayden Bentley
Mark Burrows
Stuart Lord
Jamie Robinson
Doug McMillan
Neil Morrison
Maurie Fuller
Trevor Crisp
David Osborne
Alex Fitcher
Keith Owers
George Bush
Geoff Southey
Barry Johnson
Russell Robinson
Wayne Casey
Len Barron
Ray Watson
Ray Moore
Erkki Syrjanen
Gary Atkin

CLASS 2	1	2	3	4	5	TOTAL
1	15	15	20			50
2	20	12	10			42
3	12	8	12			32
4		20				20
5		4	15			19
6		10	6			16
7	10		4			10
8	8		8			8
9	6					6
10	4					4
11	3					3
12		3				3
13			3			3
14	2					2
15		2				2
16			2			2
17	1					1
18						1
19						1
20						1

Peter Prendergast
Terry Rose
Les Brown
Richard Bennett
Tony Doorne
Bruce Watman
Robert Graham
Andrew Ziems
Dick Allport
Chris Owen
Donald MacArthur
Phillip Evans
Peter Heathcote
Bill Suchanan
Neville Day
Mark Twine
Steven Jones
Paul Volta
Phillip Baker
Kim McFarlane

CLASS 3	1	2	3	4	5	TOTAL
1	20	6	15			41
2	12		20			32
3	15	8	8			31
4	6	20	12			26
5		15				24
6						15
7	10					10
8		10				10
9			10			10
10						8
11	8		6			6
12		4	2			6
13			4			4
14	4					4
15						4
16	3					3
17						3
18						1

Geoff Beckett
Mark Warren
Russell Harnett
Stuart Latter
Brian Jones
Jason Graham
Kevin Lee
Michael Boaden
Gary Davis
Bryan Basham
Dean Williams
Maurice Wood
Keith Honour
Rex Neville
Mark Whisker
Ray Ricks
Geoff Dow
Adrian Ferguson

CLASS 4	1	2	3	4	5	TOTAL
1	15	20				35
2	20					20
3			20			20
4			15			15
5			12			12

Neville Taylor
Kevin Hufschmid
Mike Keenan
Ernie Greenwood
Ken Rawston

CLASS 5	1	2	3	4	5	TOTAL
1	20	20	20			60
2	15	15				15
3			15			15
4			12			12
5			10			10
6			8			8
7			6			6
8						6

Mark Manns
Greg Bernard
Anthony Lita
Ian Hedley
Jim Barbary
Bill Vesty
Ian Jackson
Graham Lees

CLASS 6

	1	2	3	4	5	TOTAL
1 Lyndon Wilson	20	-	20			40
2 Michelle Martin	-	20	15			35
3 Ian Whisker	-	12	10			22
4 Keith Whisker	15	-	-			15
5 Peter Trotter	-	15	-			15
6 Louie Bantos	-	-	12			12

CLASS 7

	1	2	3	4	5	TOTAL
1 Les Stiviour	20	20	20			60
2 Royce Wells	-	15	15			30
3 Darren Solomon	15	-	-			15

CLASS 8

	1	2	3	4	5	TOTAL
1 Ken Smith	20	20	4			44
2 Peter Hadlow	15	15	20			35
3 Graham Baxter	-	10	10			25
4 Fabio Zarfati	-	12	12			22
5 Robert Knott	-	12	18			20
6 Ian Hedley	-	-	15			15
7 Barry Massey	12	-	-			12
8 Dale Waters	10	-	-			10
9 Doug Coleman	-	-	6			6
10 Anne Parker	-	-	3			3
11 Neville Allen	-	-	2			2

CLASS 9

	1	2	3	4	5	TOTAL
1 Trevor Growden	20	15	20			55
2 Mark Bush	8	20	-			28
3 Sabine Brand	15	-	-			15
4 Darren Payne	-	-	15			15
5 Mick Myers	12	-	-			12
6 Bob Strawbridge	-	12	-			12
7 Neville Marshall	10	-	-			10

1992 AUSTRALIAN OFF ROAD CHAMPIONSHIP

PROGRESSIVE POINTSCORE

Round 3

OURRIGHT DRIVERS

	1	2	3	4	5	TOTAL
1 Darren Wells	-	15	15			30
2 Charlie Albins	15	-	12			27
3 Peter Prendergast	6	10	10			26
4 Mark Burrows	20	-	-			20
5 Stuart Lord	-	20	-			20
6 Jamie Robinson	-	-	20			20
7 Terry Rose	12	8	-			20
8 Richard Bennett	-	12	-			12
9 Trevor Growden	3	-	8			11
10 Doug McMillan	10	-	-			10
11 Les Brown	2	4	3			9
12 Hayden Bentley	8	-	-			8
13 Bruce Watman	-	6	-			6
14 Tony Doorne	-	-	6			6
15 Neil Morrison	4	-	-			4
16 Trevor Crisp	-	-	4			4
17 Mark Manns	-	3	-			3
18 Les Stiviour	-	2	-			2
19 Mark Warren	-	-	2			2
20 Robert Graham	1	-	-			1
21 Mark Bush	-	1	-			1
22 Peter Hadlow	-	-	1			1

PROPOSED CALENDER

- JULY 7 BOARD MEETING 7.30 pm BSCC Clubrooms
 - JULY 18 NIGHT RUN 8.00 pm BSCC Clubrooms
 - JULY 11-12 CLEANAWAY RALLY QUEENSLAND
 - JULY 19 MOTORKHANA --BOONDALE ENTERTAINMENT COMPLEX CARPAKR F
 - AUG 16 BIG KART OFFROAD SHORTCOURSE - Supp Regs available now.
Director Rod Sams.
 - AUG 29 Warialda Long Course - (Warialda Off Road Club)
- CLUB ROOMS OPEN EACH WEDNESDAY FROM 8.00 pm

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11 - 12 JULY 1992

ROUND 4 AUSTRALIAN RALLY CHAMPIONSHIP - ROUND 3 QUEENSLAND RALLY CHAMPIONSHIP



Friday 10 July: Scrutiny 3 - 9 pm South Bank House Car Park
 Saturday 11 July: King George Square - Assembly 8.00 am - START 9.00 am
 Q Link Freight Yards, Lysaght St. Acacia Ridge 9.20 am



CLUB OFFICIALS

TELEPHONE NUMBERS

Home	Work
------	------

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THE RT. HON. LORD MAYOR

ALDERMAN JAMES SOORLEY

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ALAN BATES

262 5784

831 6944

VICE PRESIDENT

RAY EVANS

209 1432

209 1432

IMMEDIATE PAST PRESIDENT

LAURENCE SVENSON

261 3349

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224 3851

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GARY McLANE

355 5985

848 6464

ASSISTANT TREASURER

NEIL MICHEL

231 5560

CLUB CAPTAIN

LAURENCE SVENSON

261 3349

BOARD MEMBERS:

RICHARD ANDERSON

ERROL BAILEY

ALAN CLUNES

JOHN GOASDOUE

CRAIG LEE

PETER MARCOVICH

ALAN NICOLL

JOHN QUINN

TOM SMITH

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REGISTRAR

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