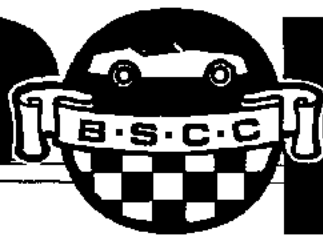


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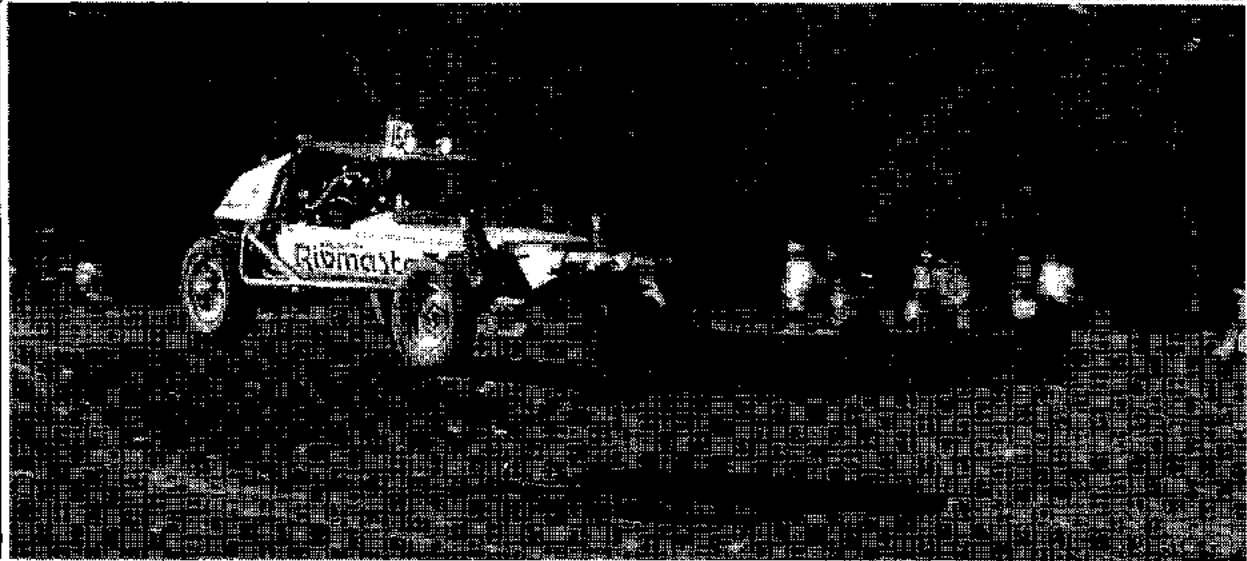
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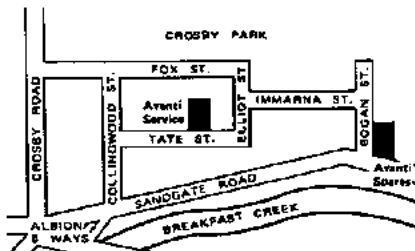
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THE HISTORIC OTTWAYS RALLY

or "OTTA WAY TO GO"

AS WITH LAST YEAR, WE DECIDED TO JOURNEY TO VICTORIA TO COMPETE IN THE HISTORIC OTTWAYS RALLY. ONLY THIS YEAR WE HAD AN HISTORIC CAR. YES THE MAZDA 1500SS WAS TO GET ITS SHAKEDOWN RUN.

WE HAVE HAD THE MAZDA FOR SOME TIME NOW BUT HAVE NOT USED IT FOR ANY TRIPS. IT HAD SPENT MOST OF THE TIME SITTING IN THE YARD WAITING FOR ME TO FINISH IT OFF. I HAD CURED THE FLOODING PROBLEM IN THE TWIN CARBYS. WITH THE HELP OF IAIN STEWART OF CARBYTECH, BY FITTING A PRESSURE REGULATOR TO THE FUEL LINE BUT THE WINDSCREEN WIPERS WERE A PROBLEM. THE WIPER MOTORS HAVE A PLASTIC GEAR INSIDE AND IT SPLITS (YES DEAR IT HAS TWO WIPER MOTORS JOINED BY A CABLE SIMILAR TO A SPEEDO CABLE TO KEEP THE ARMS IN SYNC.) WHEN THE GEAR SPLITS IT ALLOWS THE WIPERS TO RUN AT A DIFFERENT RATE AND THEY BIND UP. EVERY WIPER MOTOR I COULD FIND WAS EITHER THE WRONG SIZE OR HAD A SPLIT GEAR. BUT IT WASN'T A PROBLEM AS IT HAD NOT RAINED FOR AGES.....

WE LEFT TENTERFIELD AT ABOUT 5.30 PM ON THE THURSDAY NIGHT AND IMMEDIATELY REALISED SOMETHING WAS WRONG WHEN WE HAD TO USE THIRD GEAR ON A SLIGHT HILL ON THE HIGHWAY. THE GARAGE WAS SUPPOSED TO DO THE TIMING BUT THEY GOT IT WRONG. 30ks OUT AND WE HAD TRAVELLED THE FURTHEREST DISTANCE WE HAD BEEN IN THE CAR. ONLY 1600ks TO GO MELBOURNE! WE HIT A RESURFACED BIT OF ROAD, A TRUCK ROARED PAST AND OUR PREVIOUSLY PERFECT WINDSCREEN. NOW HAD FOUR "BULLSEYE" CHIPS IN IT. THEN IT STARTED TO RAIN.... I REMOVED THE PASSENGERS WIPER ARM. IF HILARY WANTED TO SEE WHERE WE WERE GOING ALL SHE HAD TO DO WAS WIND DOWN THE WINDOW, LEAN OUT AND RUN THE WIPER OVER THE WINDSCREEN! WE MADE COONABARRABAN THAT NIGHT ABOUT 10pm. AND WE HAD AVERAGED ABOUT 15mpg. NEXT MORNING I DID A BIT OF TIMING ADJUSTMENT BY EAR AND THE CAR WAS PULLING WELL FOR THE REST OF THE TRIP. THE FUEL ECONOMY WAS STILL LOUSY (THE CARBYS ARE GOING DOWN TO IAIN STEWART TO BE SET UP). I CAN RECOMMEND THE BUDGET HOTEL ON THE SOUTHERN SIDE OF COONABARRABAN.

(IF YOU ARE HEADING DOWN THE NEWEL HIGHWAY THERE IS A TURN OFF ABOUT 16ks SOUTH OF COONABARRABAN WHICH BRINGS YOU OUT AT DUBBO AND SAVES 30ks.)

WE ARRIVED IN MELBOURNE ABOUT DUSK AND HIT THE TRAFFIC. ONE OF THE AFORMENTIONED CARBYS STARTED TO FLOOD AND WE HAD FUN DRIVING THROUGH THE TRAFFIC ON 2.5 CYLINDERS. WE HAD LEFT OUR BUDGET BOOK BEHIND AND COULDN'T REMEMBER THE NAME OR ADDRESS OF OUR MOTEL. SO WE LAPPED AROUND SOUTH YARRA WITH ALL THE BEAUTIFUL PEOPLE IN THEIR BMWs VOLVOS MERCEDES ETC AND US IN OUR 2.5CYL MAZDA. EVENTUALLY WE FOUND THE BUDGET HOTEL, WHICH LIVED UP TO ITS NAME, AND GOT TO BED ABOUT 10pm. WITH A RAGING HEADACHE. SURELY THINGS WILL BE BETTER IN THE MORNING

8.00am AND WE WERE STAGGERING AROUND THE MOTEL ROOM TRYING TO PRIZE OUR EYES OPEN IT WAS HARD TO REMEMBER THAT WE WERE HERE TO RENEW OLD AQUAINTANCES AND HAVE FUN RALLYING IN THE OLD STYLE. A SHOWER, A FEW CUPS OF TEA. A BOWL OF WEETBIX (THE BREAKFAST OF CHAMPIONS) NICE CLEAN CLOTHES AND WHEN I WALKED OUTSIDE IT WAS BEAUT BRIGHT CRISP MELBOURNE MORNING. IT WAS GOING TO BE A TOP DAY.

THEN I NOTICED THAT POSSOMS HAD CRAPPED ALL OVER THE MAZDA!
SIXTEEN CARS IN THE CARPARK AND THEY HAD TO PICK MINE!

AFTER CLEANING THE CAR WE HEADED OFF TO THE START. WHAT WITH THE
STRIKE IN VIC AND ALL. WHEN WE LEFT TENTERFIELD THE FINAL REGS
WITH THE START LOCATION HAD NOT ARRIVED SO GRAHAM WALLIS HAD
PHONED AND TOLD US THE START WAS AT THE WAR MEMORIAL IN ST KILDA
RD USING OUR "BP EXPLORE AUSTRALIA -THE COMPLETE TOURING
COMPANION" I NOTICED A ROAD THROUGH THE DOMAIN THAT TOOK US TO
THE WAR MEMORIAL. IT WAS ON THIS ROAD THAT WE FOUND THE START.
AT THE REAR ENTRANCE TO GOVERNMENT HOUSE NOT THE SHRINE OF
REMBERANCE.

LINED UP AT THE START WERE 6 PEUGEOT 404s (INCLUDING 1 WAGON) 1
PEUGEOT 203 BEAUTIFULLY RESTORED, 3 CORTINAS, 2 VOLVOS (ONE WITH
THE ORIGINAL REPCO VOLVO 1988 LONDON TO SYDNEY LIGHT
BAR/PROTECTOR). 2 MINIS ONE OF WHICH HAD THE BIGGEST SET OF
WEBERS THAT YOU HAVE EVER SEEN IT HAD A POWER BULGE THAT COULD BE
USED AS A TABLE AND 1 EACH OF:- SAAB, RENAULT (BOB WATSON), MGB,
AUSTIN A40 FARINA, COROLLA, HILMAN IMP (WITH THE NUMBER PLATE
'IMPISH'), HOLDEN HR, FORD FALCON GT (LONDON TO SYDNEY 1988
REPLICAR NUMBERPLATE KAG-001, LOOK THAT ONE UP). WE JOINED THE
LINE AND BOOKED IN.

THE FIRST SECTION WAS A RUN OVER THE WESTGATE BRIDGE DOWN TO A
MOTOR SPORTS COMPLEX NORTH OF GEELONG. THE FACILITIES ARE NOT AS
GOOD AS WILLOWBANK SO ALL MEMBERS OF CAR CLUBS SHOULD ENSURE THAT
WILLOWBANK IS NOT LOST. A MOTOR KHANA OF THREE TESTS WAS HELD AND
WE GOT 4TH OUTRIGHT DESPITE THE CAR MISSFIREING SEVERLY ON THE
LAST AND ACTUALLY STOPPING IN THE LAST GARAGE AND HAVING TO BE
PUSHED AWAY. I REMOVED A HUGE LUMP OF DIRT FROM THE NEEDLE AND
SEAT OF THE REAR CARBY AND IT FIRED UP. THE CARBYS WERE STILL OUT
OF BALANCE BUT AT LEAST IT WOULD RUN.

IN HISTORIC RALLYS THERE IS NO SUCH THING AS TRANSPORT SECTIONS
OR SERVICE POINTS OR SERVICE CARS SO IT WAS A QUICK PITSTOP FOR
PETROL AND OFF INTO THE NAVIGATION. TOURING ASSEMBLY. HISTORIC
RALLYS ARE RUN UNDER TOURING ASSEMBLY RULES AS THEY ARE RUN ON
PUBLIC ROADS. NO TIMING IS DONE. A FEW MINUTES IS THE LEAST OF
YOUR WORRIES WHEN YOU ARE TRYING TO FIND THE CORRECT ROAD. THE
SECOND VIA POINT WAS TO BE ENTERED FROM THE NORTH ALONG THE
MAPPED ROAD. THAT MEANT IT DIDN'T MATTER WHICH ROUTE YOU USED FOR
THE REST OF THE TRAVEL FROM VIA ONE, AS LONG AS YOU ARRIVED AT
VIA TWO ALONG THE MAPPED ROAD. WE, LIKE EVERY ONE ELSE EXCEPT
THE FALCON, ARRIVED ALONG AN UNMAPPED ROAD. I WONT SAY WHO WAS
NAVIGATING AT THE TIME BUT I HAD THE STEERING WHEEL IN MY HAND.
IT WAS A TOUGH ROAD TO FIND AND IF I HAD BEEN NAVIGATING I
PROBABLY WOULD HAVE DONE THE SAME THING. THE ORGANISERS USE
INFORMATION BOARDS ABOUT 6" SQUARE LOCATED AT THE EXACT VIA POINT
SOME TIMES THEY PLACE BOARDS AT POINTS WHICH COULD APPEAR TO BE
THE VIA TO TRY TO MAKE THE NAVIGATORS THINK THEY ARE AT THE
CORRECT POINT ON THE MAP. NOTING THE INCORRECT VIA LOOSES YOU
POINTS AS DOES MISSING THE CORECT VIA. YOU ALSO COME ACROSS
BOARDS THAT ARE PREFIXED WITH 'Z' THESE ARE LOCATED WHERE THE
MAPPED ROAD TO THE VIA IS IMPASSABLE. AT THESE POINTS YOU NOTE
THE VIA RETURN TO THE PASSABLE ROAD AND GET BACK ON THE MAPPED
ROAD AS SOON AS POSSIBLE.

THIS SECTION CONTINUED TO A PLACE CALLED FLOATING ISLANDS NEAR
PIRRON YALLOCK. WE WERE FOURTH OUTRIGHT UP TO HERE. NO TIME FOR
LUNCH. STRAIGHT INTO AN ACCELERATION AND BRAKING TEST. THE STON
2.5 CYL MAZDA DID NOT EXCELL AT THIS AND WE SPLUTTERED OFF TOWARD
CAMPERDOWN ONLY NOW THE CAR WAS CLANGING ON GEAR CHANGES. I JUST
BLAMED HILARYS DRIVING AND GRITTED MY TEETH. AT CAMPERDOWN WE

BOOKED INTO THE HOTEL AND RETURNED TO THE CONTROL FOR THE NEXT SECTIONS INSTRUCTIONS. AS NOTED PREVIOUSLY THERE IS NO TRANSPORT SECTIONS AND THE NAVIGATION DOES NOT LET UP AS I WAS TO FIND OUT. WE HAD TO LEAVE TO THE NORTH ALONG THE MAPPED ROAD. THE TOWN TO WHICH WE WERE HEADING WAS LISMORE. THE ROAD WENT TO LISMORE. THE SIGN SAID LISMORE. HOWEVER THE MAPPED ROAD WAS A DAGGY LITTLE STREET THAT NO LONGER CROSSED THE RAILWAY LINE AND AT THE END WAS A 'Z' INFORMATION BOARD. WE DROVE UP THE GOOD ROAD. WE WERE ON THE WRONG ROAD AND WROTE DOWN THE DUMMY VIA! ADD THAT ONE TO THE LIST. STILL I WAS GETTING MORE RIGHT THAN WRONG AND WE WERE STILL FOURTH OUTRIGHT.

THE NAVIGATION CONTINUED TO A PLACE CALLED LAANG. ON THE WAY WE WENT UP OLD ALIGNMENTS WE CHECKED ROADS WE KEPT STRIKING OTHER CARS THAT WERE CHECKING OLD ALIGNMENTS DOING U TURNS TRYING TO KID OTHER COMPETITORS WE DIDN'T FIND THE VIA. TRYING TO KID THEM THAT WE FOUND THE VIA SO THEY WOULD GO BACK. ALL GOOD FUN AND THE CLANGING WAS GETTING WORSE. AT ONE TIME IN THE AFORMENTIONED CHECKING, ONE ROAD WAS DIFFICULT AND WE ENDED UP IN A CARAVAN PARK WITH MANY OTHERS. WE COULD SEE THE ROAD AT THE BOTTOM OF A HUGH HILL GOING AWAY THROUGH THE COUNTRY SIDE BUT COULDN'T GET THERE. AT LAANG THERE WAS A SMALL SPEEDWAY CIRCUIT WE HAD FOUR-TIMED LAPS. I MANAGED TWELFTH OUTRIGHT. WITH MUCH COUGHING AND SPLUTTERING, THEN I DECIDED TO CHECK THE CLANGING. IT TURNED OUT TO BE THE FRONT UNIVERSAL JOINT. TWO SETS OF ROLLERS WERE COMPLETELY GONE AND THE CROSS WAS BASHING AROUND IN THE CAPS.

AFTER APOLOGISING TO HILARY FOR EVER DOUBTING HER DRIVING ABILITY I WAS TOLD I HAD TO DRIVE THE CAR FOR THE NEXT NAVIGATION SECTION AS HILARY DID NOT WANT TO DAMAGE IT AND SHE WANTED TO SEE HOW QUIETLY I COULD DRIVE A CAR WITH A WRECKED UNIVERSAL.

WE PRESSED ON TO PORT CAMPBELL, A SMALL PLACE THAT IS SITUATED IN A NATIONAL PARK ON THE GREAT OCEAN ROAD ON THE SOUTHERN COAST OF VICTORIA. ITS A TINY PLACE BUT CIVILISATION IS CATCHING UP WITH IT. IF YOU HAVEN'T BEEN ALONG THE GREAT OCEAN ROAD DO TRY TO VISIT THE AREA SOME TIME AS IT HAS THE MOST SPECTACULAR SCENERY ALONG THE SHORES OF BASS STRAIGHT. ARRIVING IN PORT CAMPBELL, AT ABOUT 6PM, WITH THE UNI JOINT REALY CRASHING ABOUT BY NOW. I DROPPED HILARY OFF AT THE CONTROL AND SHE BOOKED IN AND WENT TO THE RESTARAUNT WITH THE REST OF THE MOTTLEY CREW. I WENT BACK TO THE "SERVICE STATION" WHERE I HAD NOTICED SOME YOUNG BLOKES WORKING ON A SUPERMODIFIED SPEEDWAY CAR.

I WAS SORT OF HOPING THAT I MIGHT BE ABLE TO GET SOME HELP TO SOMEHOW REPAIR THE UNI. AFTER THE CAR WAS FILLED WITH PETROL I ASKED THE PROPRIETER IF HE NEW IF THERE WAS ANY WAY I COULD PATCH UP THE UNI AS WE WERE SO REMOTE I WAS JUST HOPING TO KEEP THE CAR RUNNING POSSIBLY TO GET BACK TO MELBOURNE FOR REPAIRS. HE SAID HE HAD SOME UNI'S AND LOOKED UP THE MODEL OF THE CAR. WE DIDN'T FIND A MAZDA 1500ss IN THE BOOK BUT IT SEEMED MOST MAZDAS HAD PRETTY WELL THE SAME UNI'S. HE DIDNT HAVE ONE OF THOSE BUT HE HAD SOME WITH SIMILAR NUMBERS. SO UP ON THE HOIST OUT WITH THE PROP SHAFT AND A QUICK MEASURE AND WE FIGURED WITH A TOUCH OF GRINDING IT WOULD FIT. DURING THE OPERATION SOME OTHER COMPETITORS ARRIVED TO SEE HOW I WAS GOING WITH THE REPAIRS. SOME WERE DELIGHTED THAT IT LOOKED LIKE WE WERE STILL IN IT, OTHERS HAD MIXED FEELINGS THEY WERE GLAD WE WEREN'T OUT BUT WE WERE STILL BEATING THEM. I ASKED THE YOUNG BLOKES WHERE THEY RACED THE SUPERMOD. THEY SAID AT LAANG. THEY TUNED IT AT AN OLD TROTTING TRACK JUST OUT OF TOWN OR WITH THEIR RACING GO CART IN THE BACK STREETS. I GOT THE BILL FOR THE REPAIRS, A TANK OF PETROL, A UNIVERSAL JOINT, A CAN OF COKE, SOME BOLTS & TWO HOURS LABOUR COST \$71.20!

THE FIRST VIA LEAVING PORT CAMPBELL WAS A MAPPED BEND ON THE GREAT OCEAN ROAD THE ROAD HAD BEEN REALIGNED AND WE SPENT ABOUT 3/4hr TRYING TO FIND IT. I KNEW IT WAS THERE SOMEWHERE BUT IN THE END WE HAD TO GIVE IT AWAY. I THINK THE VIA WAS SUBMERGED IN BASS STRAIGHT AND THE OFFICIAL ONLY SURFACED FOR HIS FRIENDS

THE ROUTE PROCEEDED TO JANCOURT STATE FORREST FOR A FOREST SECTION. I DROVE THIS SECTION AS HILARY DIDN'T WANT TO DRIVE ANY SPEED SECTIONS. UNFORTUNATLY WHILST SWERVEING TO MISS A BIG WATER FILLED HOLE I CLIPPED A STUMP THAT WAS HIDDEN IN A BUSHY SAPLING. IT BENT THE BUMPER BAR BACK SLIGHTLY WHICH IN TURN PUSHED THE BOTTOM OF THE MUDGUARD BACK IN FRONT OF THE WHEEL. NOTHING THAT CAN'T BE FIXED. DURING THIS SECTION IN THE FOREST WE TURNED INTO A SMALL TRACK AND WERE MET BY TWO COMPETITORS WHO SAID IT WAS THE WRONG ROAD. WE BROKE EVERY RULE AND TURNED AROUND AND LOOKED FOR ANOTHER ROAD. WE WASTED 20MIN BEFORE WE DECIDED WE WERE RIGHT IN THE FIRST PLACE WENT BACK UP THE ROAD AND CONTINUED ON INTO CONTROL. SPEAKING TO THE CREWS THE NEXT DAY THEY SAID THEY COULD NOT GET THROUGH AND GOT A WD. WE CAN'T WORK OUT WHAT THEY WERE DOING WRONG. THE SECTION TO CAMPERDOWN FOR THE OVER NIGHT HALT WAS MAPPING AND WE DROVE OFF. HILARY THOUGHT I KNEW WHERE WE WERE AND I THOUGHT SHE WAS NAVIGATING. IT TOOK US SOME TIME TO SORT OUT WHERE WE WERE AND GET ON THE ROAD TO THE BREAK. IT HAD BEEN A LONG DAY. BOOK IN TO THE START AT 7AM IN MELB ARIVE CAMPERDOWN 12 MIDNIGHT. AND STILL A DAY TO GO.

SUNDAY WE DRAGGED OURSELVES OUT OF BED. I REMINDED MY SELF HOW MUCH FUN I WAS HAVING AND HAD ANOTHER SHOWER. THE MANIFOLD HOTEL HAS THE BEST SHOWERS I HAVE EVER ENCOUNTED. IT ALSO HAS THE MANAGERS SON WHO NEARLY HAD A BASKET BALL INSERTED BY THE GANG IN THE HR HOLDEN. WHEN HE DECIDED TO START DRIBBLING AND SHOOTING PRACTICE AT ABOUT 7AM. WE HAD TO BE AT MT LAURA HILL CLIMB AT 9.30AM FOR A 10AM START. THE HILL CLIMB IS A PUBLIC ROAD THAT ZIGZAGS UP A CONICAL HILL THAT IS ON THE RIM OF A VOLCANO. THEY SAID WE COULD DRIVE UP TO CHECK OUT THE ROAD AND THE TIMING WAS AT THE WITCHES HATS. WHEN WE ARRIVED THERE THE REASON WAS OBVIOUS: THAT WAS WHERE THE ARMO STOPS AND ONE WHEEL OFF THE EDGE AND YOU FELL INTO A QUARRY. THE DIRECTOR QUOTED PETER BROCK'S (I THINK) LINE AND SAID "IF YOU GO OFF THERE YOUR CLOTHES WILL BE OUT OF FASHION BEFORE YOU HIT THE GROUND". HE WASN'T FAR OFF THE TRUTH. WE PASSED A MAN WALKING UP TO THE TOP OF THE HILL. THE ONLY THING WE PASSED GOING UP HILL ALL WEEKEND. A VICTORIAN RALLYIST ARRIVED WITH A FORD SIERRA APPARENTLY RECONSTRUCTED FROM A BURNT OUT RACE CAR. HE OPENED THE SECTION. HIS TIME FOR THE 750 MTR CLIMB WAS 35sec THE FASTEST HISTORIC WAS 45sec. I WAS 52sec. IT STILL WAS NOT GOING UP HILLS.

THE FOLLOWING WAS A FUEL ECONOMY SECTION WITH AN AVERAGE SPEED BIT IN THE MIDDLE FOR GOOD MEASURE. I BLEW IT WHEN I DECIDED THE ROAD WE WERE ON WAS NOT THE MAPPED ROAD AND JOINED THE BAND OF HAPPY LITTLE VEGEMITES THAT VISITED THE FARMERS SUPERPHOSPHATE BIN. THAT WRECKED THE AVERAGE SPEED AND DIDN'T DO THE FUEL ECONOMY THE WORLD OF GOOD. HOWEVER AS LUCK WOULD HAVE IT THE TIME CHECK CONTROLS WERE FAR ENOUGH AWAY THAT WE MADE UP MOST OF THE TIME AND WERE A FEW MINUTES LATE AT THE TIME CHECK AND MADE THE END OF SECTION ONLY TWO MINUTES INTO LATE TIME. LATER THE CAR PROVED THAT THE MOST ECONOMICAL SPEED TO CRUISE ON WAS 125kmh. WE BEAT THE GT FALCON IN FUEL ECONOMY BUT IT WAS REPUTED HE HAD SPENT \$200.00 ON FUEL UP TO 3/4 OF THE WAY THROUGH THE RALLY!

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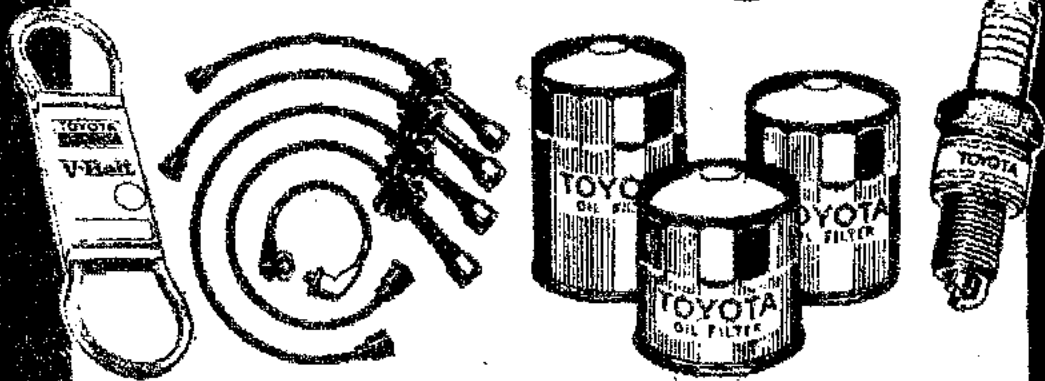
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THE FINAL NAVIGATION SECTION WAS TO BE TOUGH NAVIGATION BUT THE ORGANISERS CHICKENED OUT AND MODIFIED THE INSTRUCTIONS BEFORE THEY WERE GIVEN OUT. THEY REMOVED THE STICK CHART AND CHANGED THE DIRECTION OF ENTRY INTO A VIA AND COMPLETELY REMOVED THE NEED TO USE 5.3km OF UNMAAPPED ROAD, HOWEVER SOME WERE NOT MODIFIED. GUESS WHO GOT ONE OF THE DISCO EXTENDED MIX VERSION. WE HAD A MINIMUM OF TROUBLE ON THE BIT THAT WAS TO BE DELETED BUT HAD MORE STRIFE ON SOME OF THE OTHER STUFF. THE LAST CONTROL AT MOWENARRE WAS A FINAL TRAP. YOU HAD TO USE 2.5KM OF ROAD IN A NORTH EASTERLY DIRECTION WHICH BOUGHT YOU TO WITHIN 100mtrs OF THE CONTROL WHICH HAD TO BE ENTERED FROM THE NORTH EAST. IT WAS REQUIRED TO FIND AN UNMAAPPED SET OF ROADS AROUND THE TOWN GET BACK ON TO THE MAIN ROAD AND APPROACH THE TOWN FROM THE OTHER DIRECTION. QUITE A FEW GOT IT WRONG WE MANAGED THAT ONE OK.

THE LAST THING WAS A MOTORHANA TEST. I DROVE IT QUITE SLOWLY AS I DIDN'T WANT TO WRECK THE CAR ON THE LAST THING WITH 1600kms TO DRIVE HOME. I WAS SECOND SLOWEST. AFTER WE BOOKED IN THEY TOLD ME THAT AFTER MT LAURA WE WERE STILL 4th OUTRIGHT AND FIRST IN CLASS AND THE CAR THAT WAS TROUBLEING US HAD PROBLEMS AND A LOT WAS RIDING ON THE MOTORHANA. I SUPPOSE IT PROVES YOU SHOULD ALWAYS HAVE A GO AS YOU NEVER KNOW! WE STILL WAITING ON RESULTS SO ITS ANYONES GUESS WHO WON

THE LONGER SET OF INSTRUCTIONS WE HAD PUT US WITH A GROUP THAT FINISHED AT THE REAR OF THE FIELD AND AS IS NORMAL THE FOOD WAS GONE SO WE HAD A BEER AND BIT OF A CHAT (WELL LAURIE DID) AND STARTED THE LONG DRIVE HOME. WE SPENT SUNDAY NIGHT IN WANGARATTA AND LEFT EARLY MONDAY MORN TRAVELLING VIA WAGGA TEMORA WHERE WE EXPERIMENTED WITH A SHORTCUT THROUGH QUANDIALLA WE NEARLY HIT A ROO AND HAD A TREAD LIFT ON TWO TYRES. ALL IN ALL A MOST ENJOYABLE WEEKEND. WE WILL BE GOING BACK NEXT YEAR AND WE WILL KEEP GOING BACK TILL WE GET IT RIGHT. LAURIE GARTH.

PS HILARY AND MIDGE ARE ONE AND THE SAME IT'S JUST UP HERE NO ONE USES HER NICK-NAME. AND YES SHE IS STILL ALIVE AND KICKING SINCE HER LIVER TRANSPLANT 2 1/2 YEARS AGO!

HILARY AND LAURIE GARTH

After having read this article, we hope it has whet your appetite to have a go yourself. Laurie Garth and Alan Stean are putting together a 40th Anniversary Classic Rally in March next year which would start in Brisbane on the Saturday with a navigation section to Stanthorpe, including Circuit Stage and Night Stage in Forest. Overnight Stanthorpe. Sunday morning would see a navigation section to Warwick, circuit stage, then navigational/average speed section to Toowoomba for a Hillclimb.

ELIGIBILITY: Historic rally cars up to 1968.
or Classic rally cars of particular history up to 1974
or Road cars (unmodified, basically standard)

For further information please contact:

Laurie Garth 067 36 2600 FAX 067 36 2893
Alan Stean 07 808 2755 FAX 07 290 0957

"ROCKLY RAVINGS"

(A report on the Revived Lyn Perrin Memorial Rally, Rockhampton - 24 October 1992)

What a blast! A real Hoot!

That was the rally I needed to develop testosterone, grow bigger whatsits and to get rid of my wussiness! 95 kms of straight, open, graded shire roads; the pace was on from the start.

Only 15 crews fronted the 3.00pm start, Glen Weston was seeded No. 1 and looking concerned given John Martins V8 Torana was second. The rest consisted of Wayne Parker's, Grunter Stanza, a reported 350 H P Bluebird from Townsville, a selection of Group G 1600's, assorted PRC's including my Galant VR4 (Very Rudimentary 4 Cylinder) at No.14. A friend, Col Browning was doing the calling for me as my brother could not make the trip from Mackay, due to his wife giving birth to twins recently.

There was no casing into the 9 Competitive sections, the first stage being the longest at over 26 kms and one of the fastest. It was not uncommon to see the redline in 5th gear only changing down to 4th and throwing it sideways for the "Corners". Listening to comments from crews during the event gave evidence of the speed and character of the event, here are a selection of such ravings -

"..... I saw 7500 in 5th."

"..... I wish I had another gear and an extra 200hp."

"..... the motor is suffering fuel starvation in 5th Gear."

"..... expletive!"

"..... I can't believe what I just did."

"..... there are some real ugly marks in there."

"..... that was better than sex."

"..... that's the fastest I've ever been in a rally car, it gave me goose bumps."

The first division only saw one retirement Car No. 15 with overheating and associated motor problems - surprising given the speed of this event and the carnage experienced on the similar Gladstone run earlier in the year. Division break was shortened to keep the rally on time and was used to regroup the field. The nature of the event was suiting the more powerful cars with the first three places now being held down by the Group G hotrods.

A Surprised Townsville crew Eggings/Ogilvie held first with a real battle going on between Parker (Stanza)/Martin (V8 Torana)/Williams (Bluebird) for 2nd, 3rd and 4th.

Second division saw more of the first but now using 3 minute dust gaps - a move welcomed by all crews given the speeds being achieved. One second division stage was a 4 km blast, its only calls - 3 Straightons and the timing marker! The final 22km stage went so fast it felt like a 10km stage at Imbil. The event finished at 10pm, the results were known by 10.30pm and the trophy presentation was all over by 11pm to allow the post event party to start.

With the only retirement being through mechanical breakdown and no accidents it was a credit to the director Danny Benson and his CQMSC Team for choosing such safe and fast roads. The event was extremely well run and was thoroughly enjoyed by all competitors. I can only recommend it and that it is more than worth the effort of the journey to Rockhampton - I for one will be putting it on my calendar for next year - its a "MUST DO" event!



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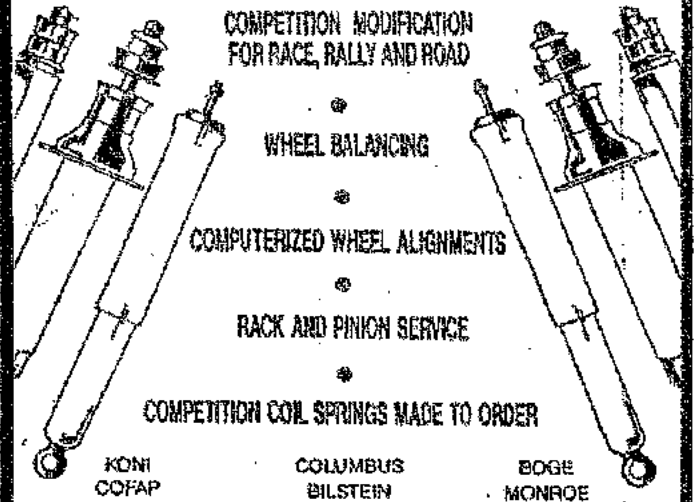
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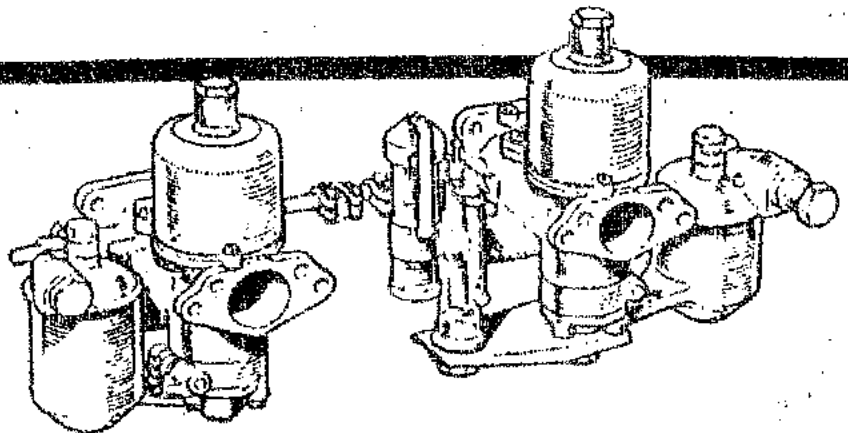
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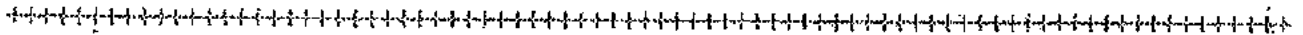
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I would like to thank Glen Boulter (an ex C-QLD Rally star who claims to have seen the light and who now is a front running Kart racer - the tropical air does strange things to the human brain) for organising service and providing his home as base camp. The hospitality of our northern colleagues to us and the Townsville crews was fantastic and evidenced their appreciation for supporting their event.

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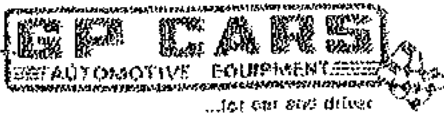
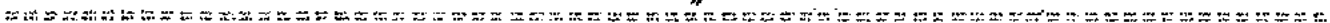
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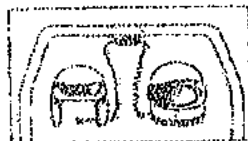
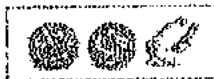
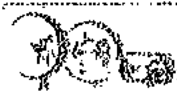
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FINAL POINT SCORE

CLASS/DRIVER	RD 1	RD 2	RD 3	RD 4	TOTAL	GP
CLASS 1						
UNDREY COOPER	7	10	7	7	24	1
TONY FERLHADER	2	5	5	7	14	2
IAN MCDONALD	3	7	5	7	12	3
MARK MENDAM	3	3	8	2	11	4
STEVE WILLET	1	10	10	10	14	4
CHRIS COOPER	10	10	10	10	10	6
MICHAEL COLLINS	1	5	2	10	10	8
DANNY WILLET	1	1	1	1	8	3
MICHAEL WILLET	1	1	1	1	6	3
IAN MENDAM	1	1	1	1	4	10
PSUL SAUDA	1	2	1	1	3	11
SWIFT MCGEE	1	1	1	1	1	12
DENNIS TURKULL	1	1	1	1	1	1
MICHAEL SLOAN	1	1	1	1	1	1
LAURIE SWENSON	1	1	1	1	1	1
BARRY HAYWARD	1	1	1	1	1	1
CLASS 2						
FOR VANDERNAAR	10	10	10	10	40	1
CHRIS CAVE	5	5	5	7	17	2
DAVID HILTON	10	7	7	7	17	2
DENNIS MCDONALD	5	3	2	2	12	4
TROY CRANE	2	7	7	3	12	4
DANIEL KENNEDY	1	1	5	5	10	8
BARRY McOFARLANE	1	2	3	5	5	7
RON BEICK	1	1	1	1	2	8
MARK DOBSON	1	1	1	1	2	8
MARK FINE	1	1	1	1	2	8
CELEB RYBECK	1	1	1	1	2	8
TOM EUSTACE	1	1	1	1	2	8
TROY CRANE	1	1	1	1	1	13
L NOLTE	1	1	1	1	1	13
DON ARMSTRONG	1	1	1	1	1	13
RUSSELL MCDONALD	1	1	1	1	1	1
CHRIS STONE	1	1	1	1	1	1
RODNEY BUSH	1	1	1	1	1	1
CLASS 3						
GREG NICOLL	10	10	10	7	27	1
RUSSELL HARTNETT	10	10	7	10	20	2
COL NICOLL	7	12	7	5	12	3
GLEN HANCEY	7	7	7	7	7	4
ALAN NICOLL	7	7	7	7	7	4
SHIRLEY HANCEY	5	7	7	7	6	5
CLASS 4						
NEW TAYLOR	10	10	10	10	30	1
BOB OXLEY	7	7	5	10	29	2
JOHN MCGEE	5	7	7	7	12	3
MICHAEL TAYLOR	1	1	1	7	7	4

CLASS	DRIVER	RD 1	RD 2	RD 3	RD 4	TOTAL	GP	
CLASS 5	SPIN BORNUDA	10	10	10	10	40	1	
	North SINGLETON	10	10	10	10	40	2	
	ALICE LAKE	10	10	10	10	40	3	
	PEBBY HANE	7	7	7	7	28	4	
	ALAN BERNARD	7	7	7	7	28	5	
	GLEN BELL	7	7	7	7	28	6	
	ROBERT BELL	7	7	7	7	28	7	
	WILSON HAMMOND	7	7	7	7	28	8	
	STEWART KAISER	7	7	7	7	28	9	
	JOHN MAHN	7	7	7	7	28	10	
CLASS 6	JAMES CORBETT	10	10	10	10	40	1	
	CHRIS SHAW	10	10	10	10	40	2	
	SAVIER CROUCHER	7	7	7	7	28	3	
	PEBBY BEST	7	7	7	7	28	4	
	STEVE CROUCHERS	7	7	7	7	28	5	
	STEVE THOMPSON	7	7	7	7	28	6	
	SEN RANKIN	7	7	7	7	28	7	
	ANDREW MICKSON	7	7	7	7	28	8	
	MICHAEL VERITZ	7	7	7	7	28	9	
	ROBERT SMITH	7	7	7	7	28	10	
CLASS 7	SHANE OTWAY	10	10	10	10	40	1	
	IAN MCDONALD	10	10	10	10	40	2	
	GREAT WHITE	7	7	7	7	28	3	
	DARRIN SOLOMON	7	7	7	7	28	4	
	DARRIN HAYLAND	7	7	7	7	28	5	
	PETER ISEFFI	7	7	7	7	28	6	
	CLASS 8	IAN WILKINSON	10	10	10	10	40	1
	CHAD DUBRUEYS	7	7	7	7	28	2	
	DANNY SMITH	7	7	7	7	28	3	
	RON SMITH	7	7	7	7	28	4	
CLASS 9	NEW MARSHALL	10	10	10	10	40	1	
GLEN SMITH	7	7	7	7	28	2		
LAURIE SWENSON	7	7	7	7	28	3		
MAX MEYERS	7	7	7	7	28	4		
LEE MARSHALL	7	7	7	7	28	5		
GREG HORTON	7	7	7	7	28	6		
CHRIS AROO	7	7	7	7	28	7		
DARRIN ELLSWORTH	7	7	7	7	28	8		
CHAD DUBRUEYS	7	7	7	7	28	9		
ROBERT BRAND	7	7	7	7	28	10		
FRED BRANSD	7	7	7	7	28	11		
BRIAN ZACKA	7	7	7	7	28	12		

The Class Outright positions are determined by finishing position in each Class for each round with points allocated to 5th position in Class - 10.7 S.O.S. All other finishers get 1 point.

"ELECTRONIC TIMING EQUIPMENT - SIMPLE, FOOLPROOF!"

Such assurances are usually wasted on this individual, a computer illiterate as to still view VCRs and digital watches as creations of the devil. It was therefore written on the winds, that to appoint such a person as director of a motorhome and to introduce him to the above-mentioned technological gadgetry, was indeed tempting fate. It says much for the character of motor sport enthusiasts that the occasional moments of mayhem and chaos were endured with patience and good humour.

We speak of course of the motorhome of October 17th held in dry, windy conditions at the Moonhill Entertainment Centre car park, which attracted eight entries.


The director's award for the most effort expended had to go to John Lange in the Falcon Ute. The rumour mill has it that Anders are so pleased with the exposure gained by Gricey's Holden Ute at Bathurst, that they are looking to diversify into other facets of motor sport, so who knows?

The shock news of the day was that Shaun Gray DIDN'T win every test, just most of 'em. In fact, as indicated by the results below, big brother Paul pressed him throughout the seven tests completed, with Chris Shields just edging Gary McLane out of third place.

By the time this goes to press, the final motorhome for the year will be run and won, and the series decided.

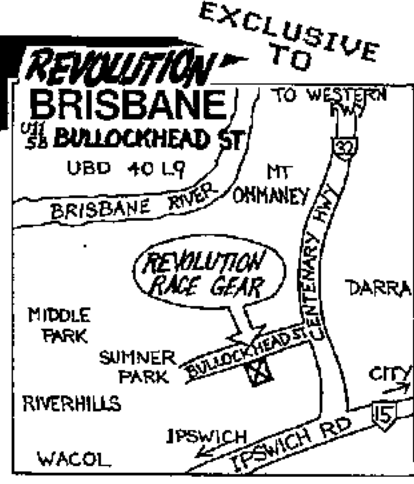
As one who has competed in this low cost, very enjoyable form of motor sport for the first time this year, I would encourage others to give it a try. Even if you just chuck a set of old tyres on the family shopping trolley and come out and have some fun, you might surprise yourself.

Roll on '93


MICK SHIELDS.

1ST	SHAUN GRAY	DATSUN 1000
2ND	PAUL GRAY	DATSUN 1600
3RD	CHRIS SHIELDS	DATSUN 1600
4TH	GARY MCLANE	ESCORT
5TH	KEN WARREN	HONDA ACCORD
6TH	RAY EVANS	DATSUN 1600
7TH	RON VAN OPSTAL	TOYOTA
8TH	JOHN LANGE	FALCON UTE

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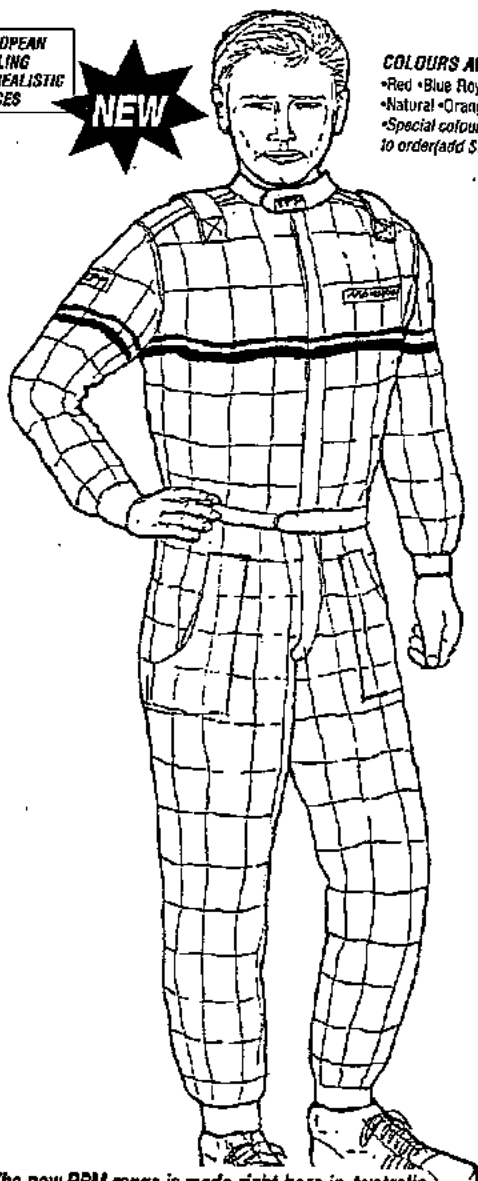
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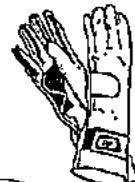
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OPEN BOAR CHAMPIONSHIP

Table with columns: POS, NAME, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC. Includes names like BRUCE GRAY, COLLEEN SMITH, etc.

MOTORWAY CHAMPIONSHIP

Table with columns: POS, NAME, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC. Includes names like MIKE MCILLAN, LAURENCE SMITH, etc.

MOTORWAY CHAMPIONSHIP

Table with columns: POS, NAME, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC. Includes names like BRUCE GRAY, COLLEEN SMITH, etc.

LADIES CHAMPIONSHIP

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MOTORWAY CHAMPIONSHIP

Table with columns: POS, NAME, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC. Includes names like MIKE MCILLAN, LAURENCE SMITH, etc.

MOTORWAY CHAMPIONSHIP

Table with columns: POS, NAME, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC. Includes names like BRUCE GRAY, COLLEEN SMITH, etc.

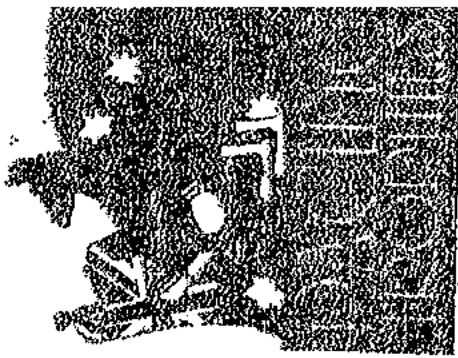
RALLY CHAMPIONSHIP

RALLY CHAMPIONSHIP

POS	NAME	MAR	JUL	OCT	TOT
01	FRANK LEE	11		11	22
02	KERRIE WASHINGTON	11		11	22
03	DEL CARRETT	07	06	08	21
04	TONY KAZEL	07	05	06	19
05	TONY SMITH	09	07	08	18
06	TONY SOMMER	08	07	08	16
07	BARRY NEUBERGER	08	04		12
08	JAN MEDLEY	05		06	12
	GEORGE KASLER		11		11
	MARK PERSON-SMITH	11			11
	LOTTY BRENS		11		11
	WARRER CARRIGAN				11
12	BRIAN EVERETT	01		10	10
	COLLEEN SMITH	01	08	09	10
	GLYN FURLE	01		09	10
	JOHN PERINS	01		09	10
	KAL CLARKE		10		10
20	ROB BROOKING	09		10	10
21	BRUCE RUMSEY	09	09	01	09
22	ROBERTY CROSS	01		07	08
	GARY ALKINSON	01	08	07	08
	JAN BAILEY	01		07	08
24	STEPHEN VERVOORN	01		07	08
25	TONY McRADE	05	03		08
26	JOHN PINDER	01	07	05	07
	NEAL WESCHE	01	01	05	07
28	BOB ANKER	01	01	05	07
29	BRUCE DAWSON	03		03	06
	BILL NELSON	04		01	05
	JEFF HAYNES	04		01	05
	NOEL PHILP		05	01	05
	VIV GEE		05	05	05
34	LRS WASHALL		02	04	04
35	ALAN CLOVES	01		01	03
	ANDREW JENNSTONE	03			03
	CHEYL WELTON	01	01	01	03
	JOHN ROGERS	01	01	01	03
	KERVL ROGERS	01	01	01	03
	NICK NEELY	01	01	01	03
	RON VAN ORSTAL	02		01	03
	STEVE CHELSTENSEN	02		01	03
	WARREN TACK	02		01	03
44	ANDREW HAMILTON	01	01		02
	DAVE WESCHE	02			02
	DAVID HARR			02	02
	JOHN KEEN			02	02
	MARTIN MENHAM	01		02	02
	PAUL BRIDGFORD	01		01	02
	STEVEN RICHMOND	01		01	02
	LIN CRABTREE	01	01	01	02
	LIN COLLINGWOOD	01		01	02
	TONY BEST	01	01	01	02
	BEN WAINING	01	01		02
54	BRIAN FORBES	01			01
	BRUCE FULLERTON	01			01
	CHRIS MICHEL				01

SPEED CHAMPIONSHIP

POS	NAME	MAR	MAY	JUN	TOT
01	LAURENCE SVENSON	10	11	11	32
02	ROD BARRS		08	08	18
04	RON VAN DER HAAR	08	10	08	18
05	STEVE WILDEY	08	05	05	18
06	RON SMITH	09	07		16
07	MICHAEL COLLINS	11			11
08	NEV WARBELL	09			10
	ALAN NICOLL			10	10
	CLINT COOPER			09	09
	DERRICK KENNEDY		09		09
	GREG NICOLL		09		09
	ROSS LANE			08	08
13	RONALD MACARTHUR	09			08
	GREG BORTON		06		06
	STEVE KILTON			06	06
15	TONY FERLMEZER	07			06
17	DANNY WILLIOTT	05			05
19	LINDSAY COOPER			05	05
20	GRAHAM SMITH			05	05
	BRETT WELINGS	04			04
	CHRIS CAVE			04	04
	GRANT WHITE		04		04
	RUSSEL HAINSWORTH			04	04
24	JOHN MOORE			03	03
26	MICHAEL TAYLOR	03			03
27	LRS WASHALL	02			02
	CHRIS AFGO		02		02



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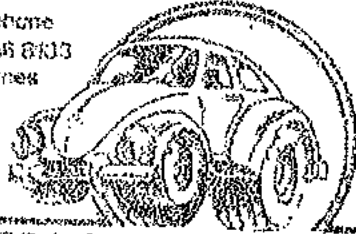
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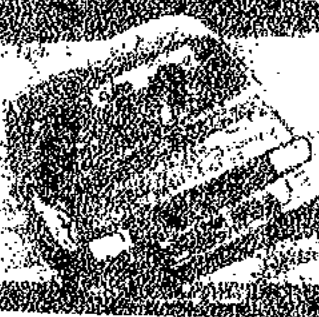


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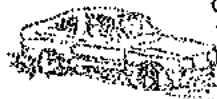
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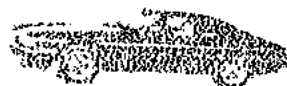
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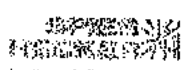
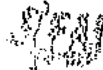
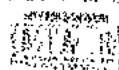
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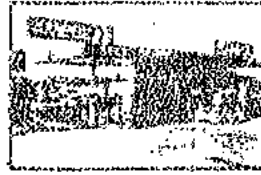
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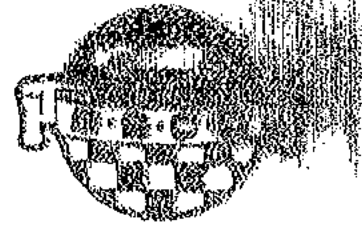
BRISBANE SPORTING CAR CLUB LIMITED

(INC. IN QLD)

P.O. Box 347,
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ACN 016 180 266
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CLUB OFFICIALS

TELEPHONE NUMBERS

		Home	Work
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PRESIDENT	ALAN BATES	262 5784	831 6944
VICE PRESIDENT	RAY EVANS	209 1432	209 1432
IMMEDIATE PAST PRESIDENT	LAURENCE SVENSON	261 3349	
SECRETARY	ROD SAMS	345 9075	224 3851
TREASURER	GARY McLANE	355 5985	848 6864
ASSISTANT TREASURER	NEIL MICHEL	398 1810	231 5560
CLUB CAPTAIN	LAURENCE SVENSON	261 3349	
BOARD MEMBERS:			
RICHARD ANDERSON	ERROL BAILEY		
ALAN CLUKES	JOHN GOARDONE		
CRAIG LEE	PETER MARCOVICH		
ALAN NICOLL			
TOM SMYTH	CRAIG PORTER		
ADMINISTRATION OFFICER	ESME GIBSON	345 3435	391 8881
CAMS DELEGATE	PETER MARCOVICH	395 1722	274 3647
AUDITOR	PETER QUINN		
EDITOR			
REGISTRAR	PATRICIA EVANS	209 1432	
REPRESENTATIONS OFFICER	IAN BREMNER	343 8351	262 1222
PROPERTY OFFICER	ALAN NICOLL	355 4676	
SPORTING SUB COMMITTEES:			
OFF ROAD	LAURENCE SVENSON	261 3349	
RALLY	RICHARD ANDERSON		261 1222
MOTORRANA OFFICER	RAY EVANS	209 1432	209 1432
NIGHT RIDE OFFICER	RAY EVANS	"	"
SOCIAL SUB-COMMITTEE CHAIRMAN			
PROMOTIONS AND MARKETING			

CLUBROOMS

BRISBANE SPORTING CAR CLUB LIMITED'S CLUBROOMS are located at the Corner of :
REID AND HAWTHORNE STS
WOOLOONGABBA

and are open EVERY WEDNESDAY from 8.00 p.m. onwards.

POSTAL ADDRESS/TELEPHONE/FACSIMILE NUMBERS : Telephone 07 391 8881 Fax 07 891 1401

ALL CORRESPONDENCE, ENTRIES, ETC. FOR THE CLUB SHOULD BE ADDRESSED TO:
BRISBANE SPORTING CAR CLUB LTD.

P.O. BOX 347
WOOLOONGABBA QLD 4102

BRISBANE SPORTING CAR CLUB

TUESDAY 1 DECEMBER

BOARD MEETING 7.30 BSCC CLUBROOMS

WEDNESDAY 2 DECEMBER

**NIGHT RUN - DIRECTIONS LYNDAE PARK & DEAN TIGHE
REMEMBER THAT THIRD PARTY EXTENSION!**

THURSDAY 3 DECEMBER

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SATURDAY 5 DECEMBER

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KEEMA CLASSIC RALLY - START DARLINGTON PARK 12 NOON
KEEMA CLUB RALLY - GALLAGHERS START 9 AM**

SUNDAY 6 DECEMBER

after that weekend we need a party so why not join us on

SATURDAY 12 DECEMBER

**PILLING STATION, MYER CENTRE. 7pm for 7.30 pm
tickets \$20.00**

CONGRATULATIONS to Caroline and Bill Charpa on the birth of WILLIAM SAMUEL on 20 November.

+++++



CHRISTMAS PARTY!!

THE 1992 CHRISTMAS PARTY AT MANLY IS ON SATURDAY 12TH DECEMBER AT 7.30 PM. THE VENUE IS THE MANLY CLUB. TICKETS ARE \$20.00. BOOKINGS ARE NOW OPEN. CONTACT THE CLUB FOR MORE DETAILS.

THE 1992 CHRISTMAS PARTY AT MANLY IS ON SUNDAY 13TH DECEMBER AT 7.30 PM. THE VENUE IS THE MANLY CLUB. TICKETS ARE \$20.00. BOOKINGS ARE NOW OPEN. CONTACT THE CLUB FOR MORE DETAILS.

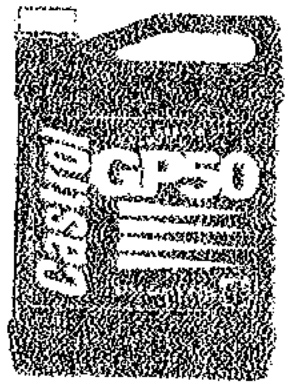
THE 1992 CHRISTMAS PARTY AT MANLY IS ON MONDAY 14TH DECEMBER AT 7.30 PM. THE VENUE IS THE MANLY CLUB. TICKETS ARE \$20.00. BOOKINGS ARE NOW OPEN. CONTACT THE CLUB FOR MORE DETAILS.

Get your tickets by heading with home or get a home number at the clubroom on a Wednesday night. Bookings are to pay for entry to the party!!

THE DATE OF THE 1992 PARTY IS WEDNESDAY 17TH DECEMBER.



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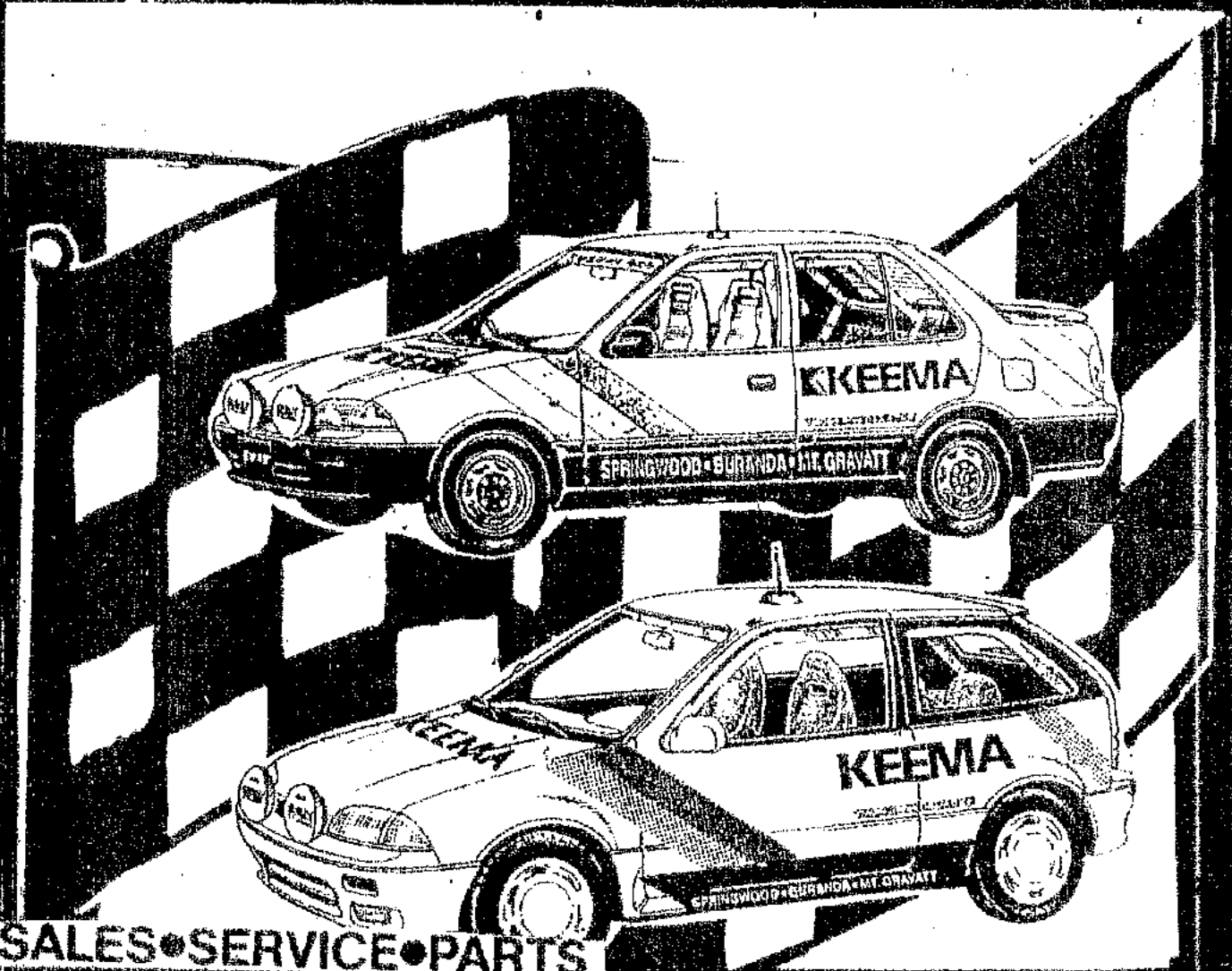
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A/hrs Henk Kabel Ph. 300 2617