

# BRISPORT

## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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# WELCOME TO 1993!!!

Hello and welcome to another bright and cheery new year in the rumbunctious Brisbane Sporting Car Club.

Whilst you all have been quietly enjoying yourselves out there over Christmas and the New Year, the club has not stopped running - apart from a short, and well-deserved holiday for esme.

For those who haven't guessed yet, I am Tom Smith and I have thrown caution to the wind by agreeing to formally take on the Editor's job for the year.

Unfortunately our last 'Big Ed.' didn't last the distance and I was called upon to supply some bits and pieces last year.

With that in mind I thought to myself, "Well I've had about 2 months off - let's get back to the job!" What a fool am I??

The club has already had it's finger in some pies this year with a number of events being run by the time you are reading this issue of the fabulously interesting 'Brisport' magazine.

As many of you obviously know, the club doesn't have a January magazine for the simple reason that not enough happens to warrant a magazine since the last one in December.

I know you read the same comments time after time but it's true that 1992 was quite a successful year on most fronts, with some exciting events on the go and some

even more exciting events planned for '93.

These include (at present) three of the four QRC rounds, including the Cleanaway Cooloola Classic Rally as a C5-ARC, the Rally Queensland (sponsor yet to be named) - C10-ARC, and the annual Keema Classic Rally in December which I for one always look forward to.

As well we have the Parklands Stadium off-road event put together by the one and only Moss Lane and the AORC round which is to be breaking new ground by being based in Toowoomba, just minutes from Brisbane (about 90 minutes, actually).

In addition we have the 'Fred Thompson Superannuation Rally' in Beerburum which usually drags out about one million competitors - this year organised by the David Nash man with culpable assistance from Craig of the Lee family.

Then there's the Bailey Powerlines Rally at Imbil in October, yet another event capable of bringing in three quarters of a million people.

I must stress that there are a lot of very familiar face doing the hard work out there - AGAIN!

Anyone who would like to lend a hand in any capacity at all will be gratefully accepted with open arms.

Anyway at this point in time I once again welcome you all to a very exciting year - 1993. TOM SMITH.

## THE GP CARS - CIBIE CLUBMAN RALLY SERIES FOR 1993.

Following the enormous success of the inaugural GP CARS - CIBIE Clubman Rally Series last year, the company has once again agreed to sponsor the series for 1993.

The five events held in 1992 attracted some 240 entries in total which in anyone's terms indicates a healthy interest.

A number of clubs took part in the running of the series with five different directors and clubs looking after the five different rounds.

Round one was organised by the Northern Districts Sporting Car Club and reintroduced the competitors to Benarkin - a venue that hasn't been used for some time.

The second lucky team was the mob from Gladstone which ran a very popular rally on some incredibly fast Shire roads in the Gladstone/Caliope area.

Third up was the Gold Coast Tweed Motorsporting Club who showed their field some roads around the Tweed and Murwillumbah, and round four went back to Benarkin with the Christian Autosports Club of Australia.

The fifth event of the series was the Bailey Powerlines Rally organised by the Brisbane Sporting Car Club in Imbil and at that stage there were a couple of possible winners overall.

As a consequence the final round to be run by the Ipswich West Moreton Auto Club was going to be the big decider in the Yarraman/Nanango area.

Unfortunately as it has come to pass, the weather gods decided that five rounds of the series was enough and the event was cancelled due to enormous amounts of rain.

Hence the Series had it's first winner and that was John Spencer in his Gemini who had driven consistently and quickly all year to take out the top spot.

This year the series has already gotten off to a roaring start with the guys and gals from the Gold Coast cracking open the season in early February.

The event was the Moby Vic's Classic Rally and the venue was good old Beerburum.

A huge field of 56 started the event only to be hassled by a downpour of rain which slowed the passage of cars but didn't stop the rally.

The organisers still managed to put together about 80 competitive kilometres which made everybody happy.

The winner of the rally was Mark Griffith but due to his status as a past champion etc. he is not eligible for points.

Accordingly first past the post was the Toyota Trueno of Rob Bekker who takes maximum points for the opening round.

The next round of the series is to be organised by the Ipswich club and is scheduled for the 15/16th of May. Anyone interested in competing should register with GP CARS or you will not score points in the series.

## NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Brisbane Sporting Car Club Ltd., will be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, WOOLLOONGABBA on WEDNESDAY 31 MARCH 1993 at 8.00 p.m.

The business to be conducted at the Annual General Meeting shall be:

- (1) The consideration of the accounts, balance sheets and reports of members of the Board and auditors as are prescribed by the Act.
- (2) The election of members of the Board, Auditor or Auditors and Life Members (if any).
- (3) Consideration of motions of which notice has been given.  
"Junior Membership & Championship be made available to any person from 12 year to 17 years of age. This Junior Membership to finish 31 December of the year of their 17th birthday. The Annual Membership fee to be a quarter of full membership fee plus CAMS levy.  
This motion is being moved to bring our Club in line with our governing body CAMS who recognise a Junior category and offer a discounted basic licence up to 14 years of age."  
This motion is being moved to bring our Club in line with our governing body CAMS who recognise a Junior category and offer a discounted basic licence up to 14 years of age."
- (4) Any other general business.

In accordance with the Articles of Association, the President, Vice-President, Secretary, Treasurer, Assistant Treasurer, Club Captain and other members of the Board shall be elected at the Annual General Meeting and shall hold office for one year, when they shall retire, but are eligible for re-election.

Each candidate for the Board must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting (i.e. Wednesday 17 March 1993 at the latest).

If insufficient nominations are received for the positions to be filled, nominations may be called from the floor on the night of the meeting. However, all such nominations take second place to the written ones received in the required time. Nomination forms are enclosed with this Magazine and are available from the Club Secretary - please use them. It is most important that we have an enthusiastic and active committee to act on behalf of the Club.

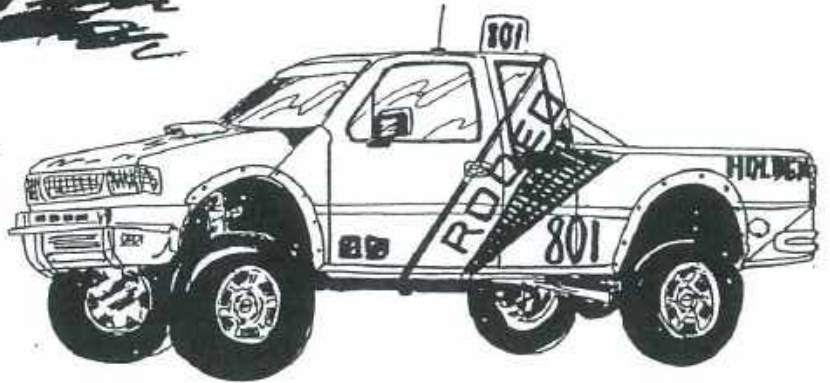
If you are unable to attend the meeting you may appoint a proxy to vote in your place. A person appointed a proxy must be a member of the Club. Proxy forms must be lodged with the Secretary at least twenty-four (24) hours before the time for holding the meeting. Proxy forms are also enclosed with this

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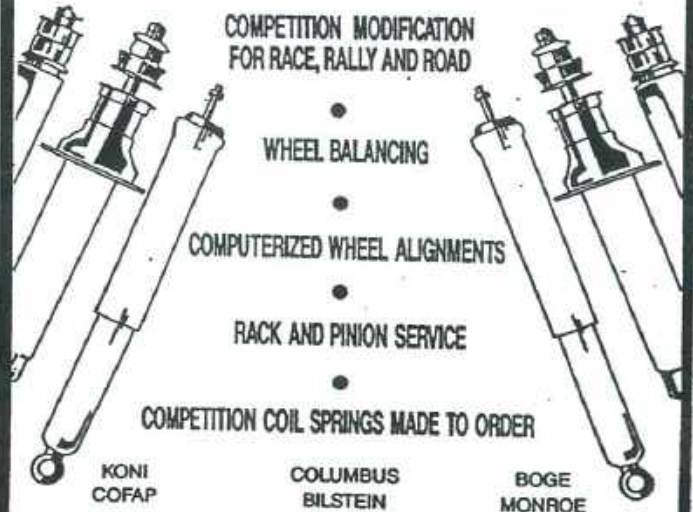
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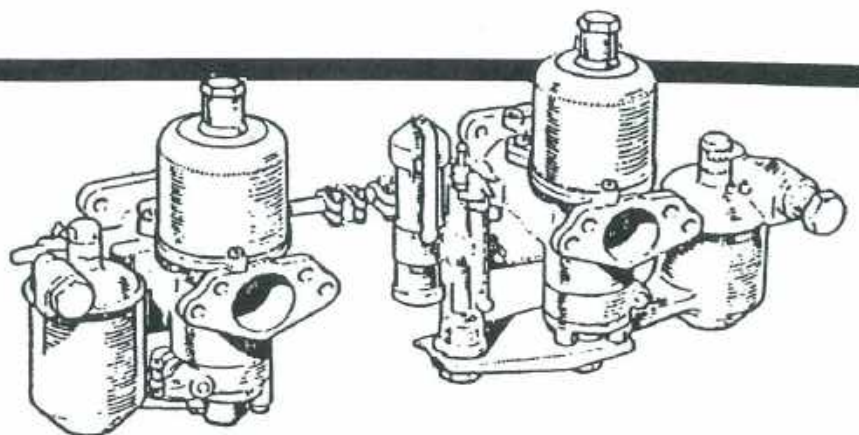
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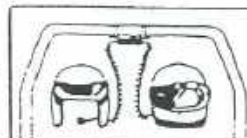
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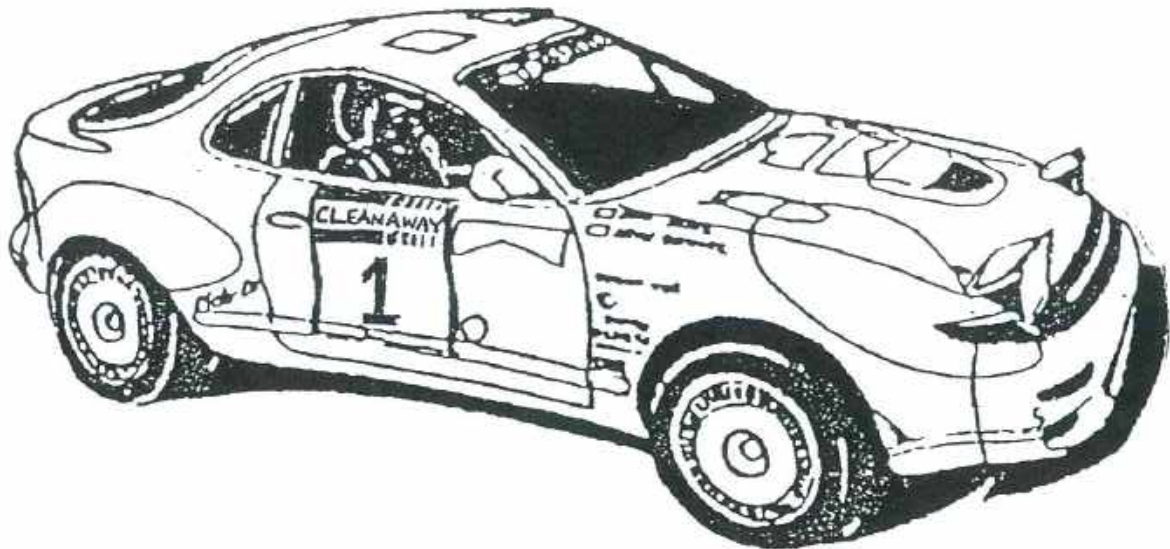
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# THE CLEANAWAY COOLOOLA CLASSIC RALLY IS ON!!



By the time you are reading this the first round of the Queensland Rally Championship will be almost upon us.

Once again the club is the organising body for the Cooloola Classic Rally in Gympie.

Past sponsor CLEANAWAY has once again agreed to support the event financially and this has eased the burden on the club to enable it to offer a great rally in the tradition of great Gympie events.

Director/ Clerk of the Course or just plain 'Boss' is none other than Brian Everitt who did such a great job last year.

He has put together some 170 kilometres of the best roads in the Gympie and Imbil district and promises some fast and exciting action!

For the first time and in conjunction with the new 'Coefficient' scoring system for the ARC this event has been deemed an ARC5 round.

As such at least two interstate drivers are entered - Wayne Hoy from Coff's Harbour and David Carlton from Northern NSW.

Both men are in Nissan Pulsar GTi-R's , so coupled with the vehicles of Peter Glennie and Dean Tighe this must just about be the most popular car in the field.

If you haven't entered or aren't listed to do a control, please come on up to see some serious rallying taking place.

Spectators should head straight for the Roadcraft Driver Training Complex on the highway just south of town for the start, meal break and big finish.

# REVOLUTION RACEGEAR RALLYSPRINTS

Great News!!!!

The Brisbane Sporting Car Club will be hosting a Rallysprint Series in 1993 sponsored by the Revolution Racegear outlets, one of which is located here in Brisbane and advertises regularly in our club magazine.

The format for these events ranges from average length forestry stages to short sealed surface blasts in a very prominent position. The series is open to allcomers and the main class distinction will be for engine capacity, except of course for four wheel drives vehicles which will all compete against each other.

Registration for the series is compulsory if you want to be eligible for points and awards so speak to Esme about it soon.

It is expected that most rounds will be very popular so early entries are a must. The prizes at this stage appear to be very generous with competition gear i.e. seats, accessories being the goods on offer.

Get you name on the list in a hurry!!!!

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## THE BRISBANE INTERNATIONAL MOTORSHOW

Those of you who visited the Motorshow in February, would have no doubt noticed the Brisbane Sporting Car Club display featuring a variety of rally cars, off-road buggies and racing cars.

The stand was organised by the tireless (yes folks, this man has got no tyres!-haha) Chris Lane and was manned for the most part by a roster of volunteers.

Many questions were posed to the attendants such as, "Does she fly, mate??" and "Excuse me, but where are the toilets?". It's such a pleasure helping the motoring public.

The point of the report is that the club was well represented and thanks must go to Chris and those people who allowed their cars to go on display.

As usual, some literature was passed out on the club and it's events and the Rally School advertised for newcomers to the sport.

As a result the Rally School has been very well attended with a corresponding influx of new members.

Hopefully a number of those who have learned the craft will be entering the Fred Thompson Rally.

# THE FRED THOMPSON SUPERANNUATION RALLY

If you haven't yet put your name down for this very exciting event there is still time!

Over the past four years this rally, set in the friendly local forests of Beerburrum has become an institution in Queensland rallying.

Directed by a number of personalities since its inception this year's sacrifice to the gods is none other than David Nash. His capable assistant is Craig Lee.

The event is designed for the average car to 'have a go' so if you have a friend or family member who wants a shot at rallying, now is the time.

Entries close on the fifth of March so there is still time to nominate. Entry fee for this very popular rally is \$50.00 plus a forestry levy per car of \$20.00 making a total of \$70.00 (where the entrant is a BSCC member there is a discount of \$5.00).

The event is all night driving but the forest roads of Beerburrum are for the most part wide and quite forgiving.

Give Esme a call at the clubrooms to get your set of Supplementary Regulations and give rallying a go. You just might be a star of the future and this is the rally for you to start in.  
Even bring your MUM!!

\*\*\*\*\*

## THE DULUX AUTO COLOUR RALLY

In just a few days the world of Classic/Historic rallying will return to Queensland for the first time in quite a while.

This event is the brainchild of Alan Stean and Laurie Garth and is set to become a classic itself, attracting many entrants from the southern states.

In fact talk abounds regarding the possibility of a future 'series' of events which will be contested fiercely.

The 'Dulux' will take the crews over motorkhanas, forest stages, speedway sprints, hillclimbs, and economy and average speed sections. This is no event for the feint hearted!!!!

Classes exist for (1) cars up to 1968, (2) 1968 - 1974 and (3) post 1974, so it should be very hard to pick a winner.

Give Alan Stean a call on (07) 808 2755 for more information if you would like to enter or even see some of the action. If you've got a Mini Cooper 'S' or an Escort Twin Cam sitting in the garage, get out there and compete!!!!

MOBY VIC'S CLASSIC RALLY  
(Round 1 - GP Cars CIBIE Clubman Rally Series)

The Gold Coast Tweed Motorsporting Club volunteered happily to run the opening round of the 1993 GP CARS series and chose the friendly forests of Beerburrum as their venue.

There was some consternation early in the peace when it appeared that the rally would be using some of the same roads used in the Fred Thompson Superannuation Rally just four weeks later.

"No worries!" said the foresters. They were happy enough for both events to happen and as things worked out the events will be using quite different areas anyway.

First time director John Jones and his deputy Gary Mitchell were obviously pleased with the field which peaked at 56 entries (!) headed by the Shell Mazda 4wd of Mark Griffith and Tom Smith.

Some of the other quickies included Peter Phillips in his Datsun 1600 and Craig Mole in a newly rebuilt Stanza who spent the afternoon before the start telling everybody that it was a dog and the suspension was 'kangaroo Edward' (Roo-Ted).

He was to surprise everybody with a great second outright. The weather was very threatening early in the afternoon and then it did what it always does when someone is trying to have a rally - yes, it rained.

After delaying the start by about 45 minutes the organisers decided that the rally could go on and sent the field off to 'Black Swamp' SS1. That evokes some pretty awesome images when one is wandering off to the boonies in the middle of a dark wet night!!

As things worked out, the section wasn't too bad except for some pockets of water lying about, and quickest the first time over was the Shell Mazda, some 6 seconds faster than Mole, with Mike Page of the Gold Coast snagging a great third fastest. Phillo said that he'd had some big spins in his time, but that on one of those wet straights he saw his life flash before his eyes.

Four more stages made up the first division and then came the meal break back at the Moby Vic's service station, the one on the northbound side of the highway. The organisers were trying very hard to find us some more roads to traverse, and a lengthy stop ensued before Gary sent us back to 'Black Swamp' for the second time.

It was actually better than the first time as the passage of fifty cars had washed away some of the slime and water. Mole ended up doing a fastest time, beating his previous by a whopping 32 seconds!

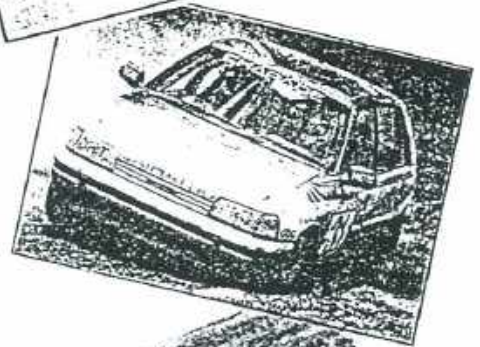
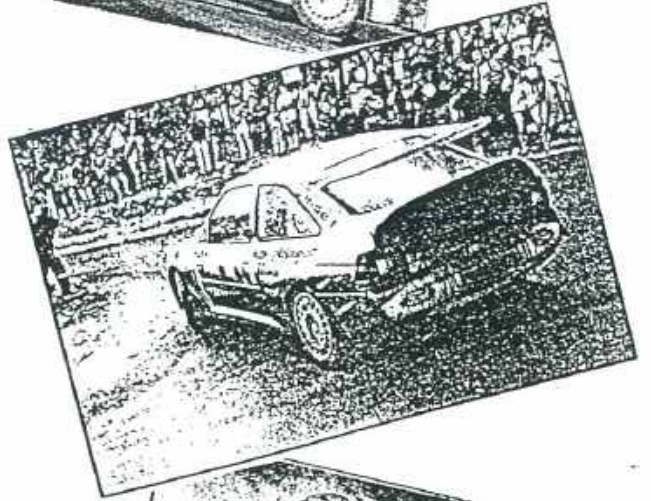
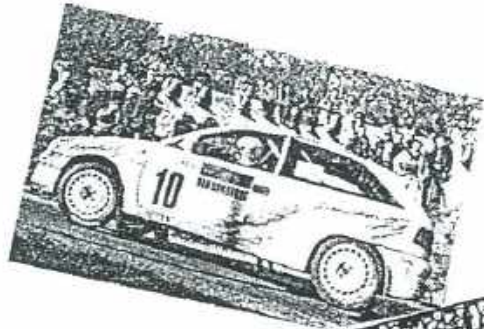
We were then sent back to Moby's to wait out a check on the roads and time was obviously running out quickly. The decision was made to call the rally with 82 competitive k's covered - a good amount.



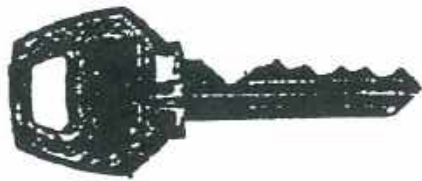
QUEENSLAND SEEDING LIST

15 FEB 93

|                   |        |                       |        |
|-------------------|--------|-----------------------|--------|
| WAYNE APPELYARD   | 0.9751 | 1 PETER GLENNE        | 1.0000 |
| GARY ATKINSON     | 0.9361 | 2 GEORGE KAHLER       | 0.9997 |
| IAN BAILEY        | 0.9576 | 3 MAL CLARKE          | 0.9799 |
| GARRY BAILEY      | 0.8564 | 4 WARREN CARRIGAN     | 0.9792 |
| DAVID BATES       | 0.9316 | 5 BRUCE DUMMETT       | 0.9791 |
| DARREN BAUMANN    | 0.7322 | 6 MARK GRIFFITH       | 0.9760 |
| ROB BEKKER        | 0.9382 | 7 ALLEN JONES         | 0.9721 |
| GLEN BELL         | 0.9264 | 8 CRAIG LEE           | 0.9720 |
| DANNY BENSON      | 0.9698 | 9 PETER PHILLIPS      | 0.9675 |
| ROBIN BERARDO     | 0.8568 | 10 DEAN TIGHE         | 0.9662 |
| GORDON BISHOP     | 0.8376 | 11 MURRAY COOTE       | 0.9644 |
| TERRY BOARDMAN    | 0.8690 | 12 CRAIG MOLE         | 0.9630 |
| FERROL BOGNUMA    | 0.9130 | 13 ROD BROWNING       | 0.9628 |
| DEAN BOGNUMA      | 0.9740 | 14 CRAIG LUCEY        | 0.9584 |
| TREVOR BOWDEN     | 0.7973 | 15 IAN BAILEY         | 0.9526 |
| PAUL BRELSFORD    | 0.8371 | 16 MICHAEL THOMPSON   | 0.9503 |
| DAVID BRENNAN     | 0.7752 | 17 PAUL LEE           | 0.9483 |
| MICHAEL BRIMROSE  | 0.8609 | 18 PHIL COLEMAN       | 0.9478 |
| ROD BROWNING      | 0.9609 | 19 JOHN GOASDOUE      | 0.9476 |
| TREVOR BURGESS    | 0.9720 | 20 JIM ROSE           | 0.9411 |
| SIMON CAMPBELL    | 0.8521 | 21 MIKE PAGE          | 0.9391 |
| JOHN CARELESS     | 0.9018 | 22 ROB BEKKER         | 0.9362 |
| R J CARELESS      | 0.7805 | 23 JEFF KILBRIDE      | 0.9374 |
| WARREN CARRIGAN   | 0.9792 | 24 GLEN DUTHIE        | 0.9372 |
| PETER CARRUTHERS  | 0.9141 | 25 GARY ATKINSON      | 0.9361 |
| TIM CHARALAMBOKI  | 0.8426 | 26 DAVID BATES        | 0.9316 |
| MAL CLARKE        | 0.9799 | 27 JOHN SPENCER       | 0.9301 |
| ALAN CLUNES       | 0.8870 | 28 TREVOR BURGESS     | 0.9270 |
| PHIL COLEMAN      | 0.9478 | 29 DAVID FERON        | 0.9265 |
| TIM COLLINGWOOD   | 0.7933 | 30 WAYNE APPELYARD    | 0.9251 |
| MURRAY COOTE      | 0.9644 | 31 GLEN BELL          | 0.9244 |
| CHRIS CORBEE      | 0.7865 | 32 DEAN BOGNUMA       | 0.9240 |
| SHANE CRISP       | 0.8337 | 33 VIVIAN GEES        | 0.9215 |
| ROD CROSS         | 0.8748 | 34 TONY KABEL         | 0.9194 |
| DAVID CUMMINS     | 0.8532 | 35 PERRY WHITE        | 0.9187 |
| BRUCE DAWSON      | 0.9151 | 36 MAL COLM LAWLESS   | 0.9179 |
| ROD DAWSON        | 0.7962 | 37 BARRY NEUENDORFF   | 0.9178 |
| SHANE DAY         | 0.8624 | 38 PAUL GOODWIN       | 0.9173 |
| CHAD de BRUEYS    | 0.8430 | 39 GARRY MARSHALL     | 0.9160 |
| ANN DRAHEIM       | 0.7848 | 40 LES MARSHALL       | 0.9159 |
| BRUCE DUMMETT     | 0.9791 | 41 BRUCE DAWSON       | 0.9151 |
| GLEN DUTHIE       | 0.9372 | 42 PETER CARRUTHERS   | 0.9141 |
| JOHN EDDY         | 0.9114 | 43 ERRIOL BOGNUMA     | 0.9130 |
| HORST EFFENBERGER | 0.8173 | 44 JOHN EDDY          | 0.9114 |
| S EMMSON          | 0.8841 | 45 DAVID NASH         | 0.9085 |
| KEITH FACKRELL    | 0.8678 | 46 SIMON CLARKE       | 0.9085 |
| DAVID FERON       | 0.9265 | 47 REX FORD           | 0.9065 |
| REX FORD          | 0.9085 | 48 PETER MAPSTONE     | 0.9073 |
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| DEAN FUTCHER      | 0.8256 | 51 ANDREW HAMILTON    | 0.9060 |
| MICHELLE GATTON   | 0.7346 | 52 HARVEY POTTS       | 0.9040 |
| VIVIAN GEES       | 0.9215 | 53 ANDREW JOHNSTONE   | 0.9024 |
| JOHN GIBSON       | 0.6774 | 54 JOHN CARELESS      | 0.9016 |
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| TONY HOWARD       | 0.8823 | 62 PETER MARS-HALL    | 0.8812 |
| JEFF HUTCHINGS    | 0.8240 | 63 MICHAEL BRIMROSE   | 0.8806 |
| GRAHAM JACKSON    | 0.7823 | 64 GEOFF MEACHAM      | 0.8805 |
| ANDREW JOHNSTONE  | 0.9024 | 65 JOHN GIBSON        | 0.8774 |
| ALLEN JONES       | 0.9721 | 66 ROD CROSS          | 0.8745 |
| TONY KABEL        | 0.9194 | 67 TERRY BOARDMAN     | 0.8690 |
| GEORGE KAHLER     | 0.9997 | 68 TROY LINDLEY       | 0.8690 |
| STEPHAN KENNEDY   | 0.8658 | 69 DANNY BENSON       | 0.8683 |
| JEFF KILBRIDE     | 0.9374 | 70 BRUCE FULLERTON    | 0.8683 |
| TREVOR KING       | 0.8279 | 71 KEITH FACKRELL     | 0.8678 |
| MALCOLM LAWLESS   | 0.9179 | 72 COLIN O'BRIEN      | 0.8677 |
| C LAWRENCE        | 0.6940 | 73 SHANE DAY          | 0.8668 |
| CRAIG LEE         | 0.9720 | 74 KEN MERRIA         | 0.8666 |
| PAUL LEE          | 0.9403 | 75 ROBIN BERARDO      | 0.8666 |
| PETER LETTICE SNR | 0.8202 | 76 GARRY BAILEY       | 0.8564 |
| TROY LINDLEY      | 0.8690 | 77 LARRY LITTLEWOOD   | 0.8539 |
| LARRY LITTLEWOOD  | 0.8759 | 78 DAVID CUMMINS      | 0.8532 |
| CRAIG LUCEY       | 0.9584 | 79 LARRY CAMPBELL     | 0.8521 |
| PETER MAPSTONE    | 0.9073 | 80 GLEN MURDOGE       | 0.8510 |
| GARRY MARSHALL    | 0.9160 | 81 BRETT WRIGHT       | 0.8508 |
| LES MARSHALL      | 0.9159 | 82 JIM GUEST          | 0.8494 |
| PETER MARSHALL    | 0.8812 | 83 JIM PILGRIM        | 0.8482 |
| JOHN MARTIN       | 0.8291 | 84 CHAD de BRUEYS     | 0.8430 |
| ADRIAN MCKAY      | 0.8063 | 85 TIM CHARALAMBOKI   | 0.8426 |
| KEN MCWYIA        | 0.8568 | 86 LEE WILLIAMS       | 0.8397 |
| GEOFF MEACHAM     | 0.8805 | 87 GORDON BISHOP      | 0.8376 |
| NEIL MICHEL       | 0.7747 | 88 PAUL BRELSFORD     | 0.8371 |
| B MILTON          | 0.8199 | 89 RICHARD TAYLOR     | 0.8348 |
| NEUENDORFF        | 0.8260 | 90 SHANE CRISP        | 0.8337 |
| CRAIG MOLE        | 0.9630 | 91 RON VAN OPSTAL     | 0.8324 |
| GLEN MURDOGE      | 0.8510 | 92 TERRY SCOTT        | 0.8312 |
| DAVID NASH        | 0.9085 | 93 DEAN FUTCHER       | 0.8296 |
| MARK NEARY        | 0.7685 | 94 JOANNE SKELLY      | 0.8290 |
| CAMERON HILSON    | 0.7674 | 95 JOHN MARTIN        | 0.8291 |
| BARRY NEUENDORFF  | 0.6178 | 96 TREVOR KING        | 0.8278 |
| COLIN O'BRIEN     | 0.8627 | 97 BRENDON MOLE       | 0.8260 |
| MIKE PAGE         | 0.9501 | 98 SIMON RICHMOND     | 0.8253 |
| PETER PHILLIPS    | 0.9675 | 99 JEFF HUTCHINGS     | 0.8240 |
| JIM PILGRIM       | 0.8482 | 100 D ROBERTSON       | 0.8232 |
| HARVEY POTTS      | 0.9040 | 101 PETER LETTICE SNR | 0.8202 |
| J PROVAN          | 0.7487 | 102 DARRYL SMITH      | 0.8196 |
| SIMON RICHMOND    | 0.8253 | 103 BRADLEY WINKS     | 0.8197 |
| D ROBERTSON       | 0.8232 | 104 B MILTON          | 0.8196 |
| JOHN ROGERS       | 0.7120 | 105 HORST EFFENBERGER | 0.8173 |
| JIM ROSE          | 0.9411 | 106 FABIO FRANCINI    | 0.8119 |
| TEAN ROSE         | 0.6877 | 107 ADRIAN MCKAY      | 0.8063 |
| TERRY SCOTT       | 0.6312 | 108 TREVOR BOWDEN     | 0.7973 |
| JOANNE SKELLY     | 0.8285 | 109 ROD DAWSON        | 0.7962 |
| COLLEEN SMITH     | 0.7521 | 110 TIM COLLINGWOOD   | 0.7933 |
| DARRYL SMITH      | 0.8196 | 111 MARK NEARY        | 0.7685 |
| JOHN SPENCER      | 0.9301 | 112 R STEVENSON       | 0.7882 |
| GEOFF STANAWAY    | 0.7285 | 113 CAMERON HILSON    | 0.7674 |
| R STEVENSON       | 0.7882 | 114 CHRIS CORBEE      | 0.7690 |
| MARK TAYLOR       | 0.9066 | 115 AARON GRANT       | 0.7836 |
| RICHARD TAYLOR    | 0.8348 | 116 R J CARELESS      | 0.7920 |
| WARREN TEGG       | 0.8831 | 117 DAVID BRENNAN     | 0.7752 |
| MICHAEL THOMPSON  | 0.9503 | 118 NEIL MICHEL       | 0.7747 |
| DEAN TIGHE        | 0.9662 | 119 GRAHAM JACKSON    | 0.7823 |
| RON VAN OPSTAL    | 0.8324 | 120 DAVID WILLIS      | 0.7560 |
| GREG WALTER       | 0.7746 | 121 ANN DRAHEIM       | 0.7848 |
| BEN WATKINS       | 0.9066 | 122 COLLEEN SMITH     | 0.7521 |
| GLEN WESTON       | 0.8975 | 123 J PROVAN          | 0.7487 |
| PERRY WHITE       | 0.9187 | 124 MICHELLE GATTON   | 0.7346 |
| LEE WILLIAMS      | 0.8397 | 125 DARREN BAUMANN    | 0.7322 |
| DAVID WILLIS      | 0.7560 | 126 GEOFF STANAWAY    | 0.7285 |
| BILL WILSON       | 0.8895 | 127 GREG WALTER       | 0.7246 |
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| BRETT WRIGHT      | 0.8508 | 129 C LAWRENCE        | 0.6940 |
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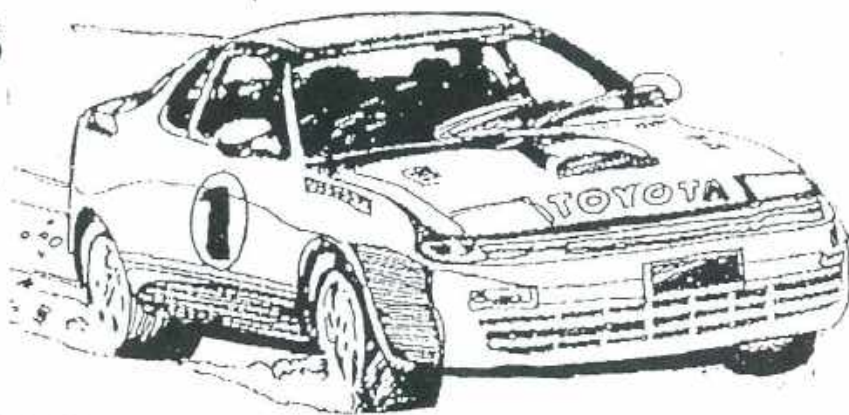
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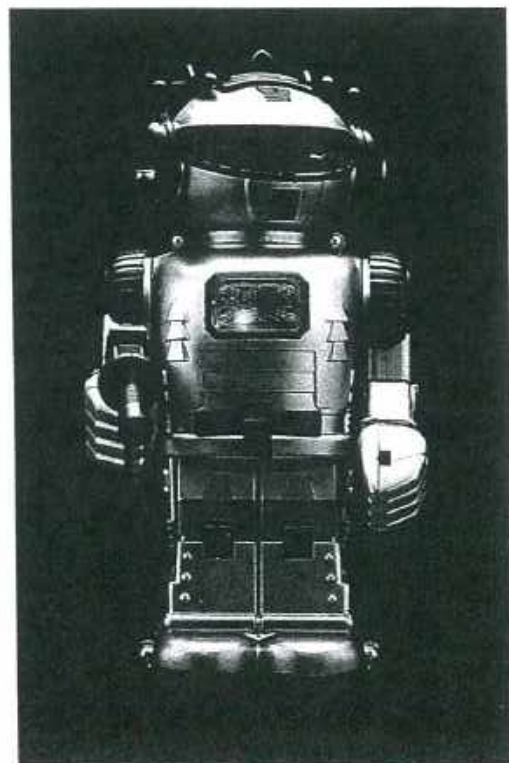
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## PRESIDENTS NOTES

Well here we are in 1993 and already the rallying year has been fast and furious.

The organisation of Rally Queensland and the Fred Thompson Superannuation Rally are both well underway and Directors, Errol Bailey and David Nash look as though they are set to turn in top quality events.

By the time you read this the Cleanaway Cooloola Classic Rally should have been run (26th and 27th February) with director Brian Everett directing "solo" for the first time.

The number of entries for the Cleanaway Cooloola Classic Rally (30 entries) is a little disappointing, but as usually happens at this time of the year quite a few cars are still under construction or being prepared after last season.

What is definitely disappointing however is the new Cams Permit Fee System which was dropped on the motor sport world just prior to Christmas. In effect, the new scheme is to charge a fee "per vehicle" as the permit fee for an event, rather than charging a fixed permit fee. While the system has some merit, the level of fees fixed by Cams seems to be extraordinarily high (eg. the permit fee for some BSCC events would increase by 640%).

I understand that, after receiving a flood of complaints from car clubs across the country, Cams and the National Rally Committee are planning to adjust the fees to a more reasonable level. We can only wait and see what happens.

The clubs Annual General Meeting is to be held on Wednesday the 31st March. The primary purposes of the AGM are to elect the clubs office bearers for 1993/94; advise the club members of the current position of the club with respect to membership, finance, etc; and for YOU, as members, to raise any concerns you have about the club or its future.

I urge you strongly to attend the AGM and to "have your say"!

If you wish to nominate anybody for any position on the BSCC Board please contact Esme for the necessary nomination forms.

I recently attended the Cams "Evening of Champions" for the annual presentation of the Cams championship awards. It was great to see so many BSCC members receiving awards on the night. In particular, congratulations must go to John Goasdoue, Tom Smith, and Doug Millen (as well as many others) who all received awards.

It was also pleasing to see Rod Browning and G.P. Cars get a special mention for their continued sponsorship of rallying in 1992.

Lets hope that both rallying and off roading have a great year in 1993.



ALAN BATES  
PRESIDENT

## "DEAR BOB"

The following is the start of a new monthly column designed to help the most simple of our readers.

Our guest columnist who will be providing all of the necessary information is none other than that famous mechanic, technician, rally-car builder and all-round nice guy, BOB McDONK.

If you have a problem fitting that injected V12 Jag motor into your Hillman Minx, give Bob a call and he just may have the solution to your worries.

Our first letter this month comes from some one who is thinking of building a new 'Modified' rally car to compete in all of those club rallies which are held during the year, because he can't afford to run in QRC's.

"Dear Bob,

Well, I've got my steel shelled Datsun 1600 with all the glass still in place and the doors aren't gutted. I've still got a steel bonnet and boot and left the carpets in for comfort as the car is one which I drive to work every day.

I've fitted the option one gearbox, the R200 rear end with 5.1 LSD, the biggest brakes I could fit under the wheels but I don't know whether to fit a 1900 'stinger' motor or a big 2.4 grunter. What would you recommend for me and my Datto?"

signed Enthusiastic budget rallyist.

### BOB SAYS:

Well 'enth.' are you in trouble!

What you have there, as everyone knows is as close to a full PRC car as you can get, but by putting in some horsepower, you've gone and rendered it totally unsuitable for any CAMS rally series.

You could forget your silly idea and put in a top Jappo import 1800 motor then do all those same rallies but you wouldn't win a thing!

Or, you could go hillclimbing, or circuit racing - but CAMS are putting up the permit fees a huge amount so you probably won't be able to afford those soon.

Probably my best suggestion would be to move to Toowoomba and cruise the main street on a Saturday night, 'lighting up the bags'.

I hope that solves your problem, ex-enthusiastic budget rallyist.  
SIGNED BOB.

\*\*\*\*\*

### DID YOU KNOW???

In the 1993 Queensland Rally Championship there is a new class structure which everyone should be made aware of.

It is now (i) PRC1 for cars up to 1600cc, (ii) PRC2 for cars 1600 - 2000 cc, (iii) PRC3 for cars over 2000 cc, (iv) PRC4 for all four wheel drive cars - and Group N classes as per 1992, i.e. N1 (up to 1300), N2 (1300 to 1600), N3 (1600 to 2000), N4 (over 2000), and N5 for all Gp. N four wheel drive vehicles.

# CHANGES IN THE LAST TWENTY YEARS!

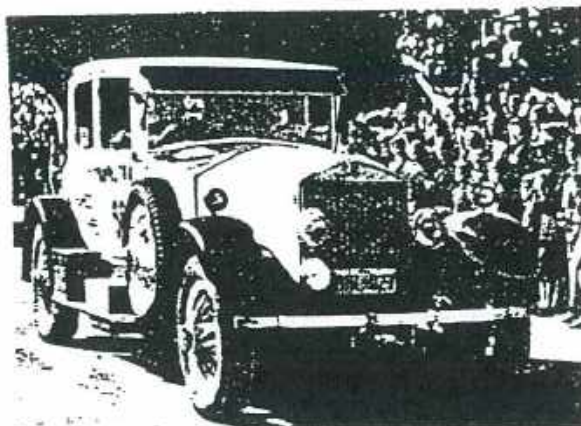
by Tony Best.

As this is the fortieth year of the Brisbane Sporting Car Club I feel that it would be a good idea if the magazine contained a few historical articles to bring back memories for the older members and to show the younger members how things used to be done. I intend to write a number of these articles during the year and hope that this will prompt a few other members to do the same thing.

I have been a member of BSCC since 1971 which is just over 50 percent of the time since the club was formed. On the other hand it is approximately 20 percent of the time since the automobile was invented, so I should have seen a few changes, but sometimes I wonder how much when I see cars from the late 60's and early 70's still running competitively these days.

I was interested in motor sport long before I joined the BSCC. I lived in Warwick and remember the large crowds that used to turn up to watch the competitors in the round Australia car rallies from 1952 to about 1957. (They were called 'Trials' in those days). Interest in these events was amazing and they rated front page headlines in the newspapers. Motorsport seems to have never regained that same public interest and now hardly rates a mention in the sporting pages. (Any reason why, and what can be done about it?)

The Mobilgas Economy Runs were other long distance events run about this same time that also attracted a lot of publicity.



Mrs Brown's 1927 Rolls Royce on the 1957 Ampol Trial.

The early 1950's were good years for the formation of car clubs. As well as the Brisbane Sporting Car Club this era saw the establishment of the Toowoomba Auto Club, Ipswich West Moreton Auto Club and the Warwick District Sporting Car Club. Dare I suggest that these clubs came about as a direct result of the round-Australia rallies.

Younger club members may not realise that CAMS only came into existence in early 1953.

Brisbane Sporting Car Club presumably ran many events in the 1950's. The article on the following page is from "Motor Sport in Queensland" and gives an account of a typical club event in 1955.

### BOWEN BRIDGE MOTORS CAR TRIAL

Sunday, June 5th, saw the first Bowen Bridge Motors Reliability Trial, conducted by the Brisbane Sporting Car Club. Thirty-one cars faced the starter, the first away at 8.30 a.m. After a fairly tough trip, described by some drivers as a "Little Redex", the field (or what was left of them) returned to the starting line at approx. 4.30 p.m. Only 23 survived the test, and much minor damage was reported when the usual post-mortem was held after the event. The results proved very close. The Club's President, Ken Flood, driving a Holden, was defeated by N. Pattell, driving an M.G., by one point.

Herewith provisional results. It is understood that a protest has been lodged, and this will have to be decided before official places can be announced.

Results were: N. Pattell (M.G.) 49 points, K. Flood (Holden) 50, E. Burley (Holden) 62, K. Harvey (Consul) 63, D. R. Harrison (Peugeot) 67, J. M. Forester (Anglia) 67, I. Orr (Holden) 69, E. Burrows (Zephyr) 74, J. Marano (Vauxhall) 83, J. Kickbush (Morris Minor) 87, J. H. Murray (Ford) 93, G. Worthington (Hillman) 98, Matto Car Sales (Ford) 115, R. Freems (Vauxhall) 115, E. L. Hall (Anglia) 122, F. Whithy (Morris Oxford) 127, L. Frederickson (Morris Minor) 135, R. Webb (Prefect) 145, N. Richards (Holden) 175, I. McDonald (Consul) 180, J. S. Curteis (Holden) 190, M. P. Frickman (Holden) 371, J. T. Porter (Morris Minor) 416.

Another event which was popular in this era was the annual 'Telegraph Trial' sponsored by the Telegraph Newspaper and run for a number of years and attracting large numbers of competitors.

(By now I hope I have got the interest of a few older members who may know some of the competitors in the Bowen Bridge Motors Trial or the Telegraph Trials and may be interested in writing a story for the magazine.)

About the time I joined the BSCC a club member named Cedric Reinhardt (a keen historian and photographer) used to show 16 mm films of some of the club events of the 1950's and 1960's. Presumably these films still exist and could be possibly transferred to videotape.

In the late 1960's Brisbane Sporting Car Club motorkhanas were actually shown by direct live coverage on Brisbane TV. The station involved may still have some footage in their archives. (This reinforces my earlier comments about the drop in media support of motor sport since those days.)

This brings my story to 1971, where I intended to start it.

The Club President in 1971 was Rick Westacott and the secretary was none other than Laurie Garth. his wife Hilary was Assistant Secretary and apart from CAMS Delegate Henk Kabel none of the committee appear to have any association with the club at the present time. Among the rank and file members there are still some familiar names such as familiar names such as Hall Tapsall Brown Browning, but not a lot of others.

The clubrooms in those days were in rented premises in Vulture Street, not too far from our present location. The building was pulled down to make way for the construction of the freeway.

Some things have not changed much in over twenty years, for instance the Clubrooms have always been open on Wednesday nights.

In 1971 the number of people attending club nights was very good. It has really been only in the last five years that attendances have noticeably dropped. One major difference between then and now is the interest in night runs. In those days a night run was held approximately three out of every four Wednesday nights, and there would be around twenty crews competing. From memory the team of Ray Luckhurst and Les Barron won at least 50 percent of the night runs.

I do not quite understand why club members do not support Wednesday nights or night runs as they used to. Average entries on a night run seem to be five crews at present

and yet they are one of the easiest types of event to enter, with absolutely no car preparation necessary.

It was around 1971 that gymkhanas became motorkhanas and trials became rallies. Support for motorkhanas was better than it is now, and they were run on grass rather than bitumen, however I don't know if there is any correlation between these two facts. I do not have many early motorkhana results but this event held on the 12th March 1972 with 35 entries was probably typical (does this bring back memories?).

the year, the Queensland round of the ARC (The Ampol Warana) in September and the Stones Corner Motors Rally (another QRC round) in December. The 1971 Queensland Rally Championship was held over five events, with the crew of Henk Kabel/Bob Dancer in a Mazda 1300 winning the first four rounds and therefore the Championship easily, but being just beaten in the final round by Greg Smith/Rod Browning in a Torana XU-1.

The Ampol Warana Rally was won by Colin Bond/George Shepherd in a Torana XU-1, and this crew went on to win the ARC. The Esso Ashgrove Rally was won by Nev Goodrick/Rod Brownwing in a Datsun 1600 but I don't think anybody realised the future potential of that make of vehicle at that time. In the early 70's most rally cars were relatively standard, so in reality the Group N class is nothing new.

I hope I have not given anybody the impression that I think things were better in 1971 than they are today. I have only tried to point out some of the differences. I have not mentioned the decline in map reading rallies over the last few years as I believe this situation will be rectified in the near future.

Nor will I comment on the greater suitability of rear wheel drive vehicles over front wheel drive vehicles for rallying purposes. Unfortunately I don't think that many manufacturers are planning to reintroduce rear wheel drive, but one can only hope.

the end.

PSOK MEMORANDUM APRIL 1972 Pp. 7

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| J. Connell  | 46.0  | 31.6 | 32.5 | 37.8 | 32.7 | 35.445        | 32.4   |
| C. Williams | 50.0  | 36.0 | 32.8 | 31.9 | 34.9 | 35.6          | 35.0   |
| T. Garbett  | 50.2  | 35.5 | 32.7 | 48.1 | 34.3 | 34.2          | 34.7   |
| B. Palmer   | 60.0  | 34.0 | 31.2 | 34.0 | 33.5 | 32.7+1035.8+5 | 276.2  |
| G. Bugden   | 49.5  | 32.7 | 36.3 | 43.0 | 37.8 | 36.8+5        | 35.3   |
| A. Doherty  | 54.0  | 35.4 | 33.8 | 38.9 | 37.7 | 38.0          | 40.7   |
| H. Best     | 59.0  | 40.6 | 39.5 | 37.0 | 35.4 | 34.5          | 35.0+5 |
| P. Connell  | 54.4  | 35.2 | 34.2 | 43.2 | 40.5 | 35.0          | 41.3+5 |
| L. Barron   | 43.3  | 32.6 | WD   | 37.6 | 34.1 | WD            | 33.5   |
| G. Brameld  | 60.5  | 34.0 | 43.4 | 39.6 | 36.3 | 47.0          | 32.5   |
| L. Garth    | 57.2  | 34.0 | 37.4 | 41.5 | 35.0 | 35.2          | 48.0+5 |
| H. Kabel    | 45.6  | 37.1 | 40.9 | 36.0 | WD   | 36.2          | 294.7  |
| J. Hall     | 62.0  | WD   | 34.5 | 44.0 | 34.8 | 35.5          | 35.5+5 |
| P. Gart     | 57.5  | 35.4 | WD   | 50.6 | 36.2 | 39.0          | 36.0   |
| R. Brameld  | 77.7  | 39.0 | 33.3 | 38.0 | 35.9 | 51.0          | 35.5   |
| J. Connell  | 77.4  | 39.4 | 34.8 | 42.3 | 37.3 | WD            | 34.0   |
| T. Garland  | 64.6  | WD   | WD   | 35.0 | 37.2 | 35.6          | 39.2   |
| W. McGreal  | 53.3  | 33.2 | 33.7 | 35.5 | 36.5 | 36.5          | 32.2   |
| C. Slocombe | 72.0  | 33.2 | WD   | 35.5 | 38.8 | 42.4+5        | 47.0   |
| J. Goyatt   | 54.1  | WD   | 38.0 | WD   | 35.6 | 37.0          | 38.3   |
| J. Mitchell | 59.3  | 44.5 | 43.5 | 46.2 | 38.2 | 40.1          | 53.3+5 |
| I. Wells    | 79.3  | 39.5 | WD   | 50.5 | 38.3 | 40.0+5        | 36.6   |
| J. Ellich   | 97.0  | 42.0 | WD   | 41.5 | 48.0 | 48.0          | 43.0   |
| T. McCoy    | 60.8  | WD   | WD   | 35.3 | 36.0 | 36.5          | 36.5+5 |
| P. Billman  | 56.8  | 36.5 | WD   | WD   | WD   | 33.0          | 33.5   |
| K. Tappin   | 49.5  | WD   | WD   | WD   | WD   | 39.0          | 37.5   |
| E. Bates    | 86.1  | WD   | 35.0 | 42.2 | 38.8 | WD            | 38.8+5 |
| S. Hillman  | 90.5  | 42.5 | WD   | 45.0 | 38.5 | 44.0          | 52.0   |
| J. Rose     | 105.5 | 46.7 | 42.7 | 43.4 | 39.0 | 45.9          | 42.3+5 |
| H. Wood     | 57.0  | WD   | WD   | WD   | 50.3 | 35.6          | 37.4   |
| P. Clinch   | WD    | 38.0 | WD   | 36.0 | 37.0 | 33.8          | 38.4   |
| N. Scott    | WD    | 42.0 | WD   | 37.0 | 39.2 | 36.5          | 39.2   |
| R. Altmann  | WD    | WD   | WD   | 35.7 | 37.3 | 35.0          | 40.1   |
| F. Newcombe | 94.5  | WD   | WD   | 57.8 | 40.7 | WD            | 40.1+5 |
| F. Whalley  | 79.0  | WD   | WD   | 35.7 | 35.7 | WD            | 41.7   |

WD = slowest time + 10 secs. \* = fastest time for event.

The club's rally format appears to be a lot different in 1971 from what it is at present. In 1971 the club ran a state championship rally early in the year (The McCluskey Ford), a rally counting towards the Novice Rally Championship (the Esso Ashgrove) in the middle of



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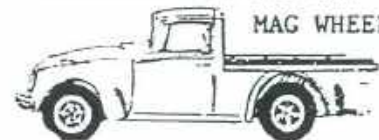
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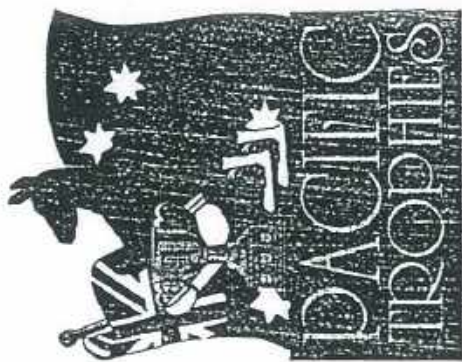
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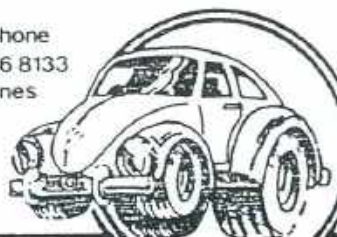
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|-----|------------------|-------------------|----------|----------|----------|----------|----------|----------|----------|--------|-------|
| 117 | D TURNBULL       | D BURKE           | 00:04:26 | DNF      |          |          |          |          |          |        |       |
| 141 | STEVE WILLETT    | BARRY WILLETT     | 00:03:46 | 00:26:10 | 00:26:03 | 00:26:15 | DNF      |          |          |        |       |
| 144 | LAURENCE SVENSON | JANELLE SVENSON   | 00:03:26 | 00:26:45 | 00:28:20 | 00:35:42 | DNF      |          |          |        |       |
| 182 | DANNY WILLETT    | MICHAEL WILLETT   | DNS      | DNS      |          |          |          |          |          |        |       |
| 210 | IAN MACDONALD    | GRAHAM COVENTRY   | 00:04:53 | 00:36:14 | 00:34:26 | 00:36:18 | 00:34:10 | 00:35:46 | 02:56:54 | 13     | 4     |
| 211 | ROBERT SMITH     | CHRIS STONE       | 00:05:06 | 00:47:44 | DNF      |          |          |          |          |        |       |
| 221 | CHRIS CAVE       | LES MARSHALL      | DNF      | 00:29:43 | 00:29:14 | DNF      |          |          |          |        |       |
| 230 | TERRY GRANSHAW   | SHANE LENNOX      | 00:04:04 | 00:36:35 | 00:28:29 |          |          |          |          |        |       |
| 235 | MARK DOBSON      | CHRIS PENNINGTON  | 00:04:41 | 00:34:06 | 00:35:28 | 01:13:11 | 00:43:21 | 00:36:21 | 03:42:27 | 16     | 5     |
| 240 | RON VANDERHAAR   | SIMON CUNADO      | 00:03:44 | 00:26:42 | 00:27:20 | 00:27:10 | 00:26:24 | 00:26:39 | 02:14:15 | 2      | 1     |
| 241 | STEVE HILTON     | JODIE HILTON      | 00:03:54 | 00:27:11 | 00:34:34 | 00:27:00 | 00:27:13 | DNF      |          |        |       |
| 244 | DERRICK KENNEDY  | MALCOLM DUNNETT   | 00:04:02 | 00:28:39 | 00:28:44 | 00:28:29 | 00:28:27 | 00:28:48 | 02:23:07 | 6      | 2     |
| 247 | JAMES GLEESON    | REMY LOWSON       | 00:04:27 | DNF      |          |          |          |          |          |        |       |
| 248 | DON MACARTHUR    | RUSSELL MACARTHUR | 00:04:11 | 00:30:42 | 00:31:02 | 00:29:57 | 00:28:55 | 00:29:42 | 02:30:18 | 9      | 3     |
| 266 | TROY CRANE       | STUART HARRIS     |          |          |          |          |          |          |          |        |       |
|     |                  | SCOTT GARDINER    | 00:04:47 | 00:37:37 | DNF      |          |          |          |          |        |       |
| 303 | RUSSELL HARTNETT | JUDY HARTNETT     | 00:03:52 | 00:26:54 | 00:27:28 | 00:27:48 | 00:27:29 | 00:28:05 | 02:17:44 | 3      | 1     |
| 305 | ALAN NICOLL      | GREG NICOLL       | 00:03:45 | 00:26:52 | 00:27:16 | 00:30:50 | 00:28:52 | 00:27:21 | 02:21:11 | 4      | 2     |
| 321 | DAVID ARMITAGE   | DAVID RYAN        | DNS      | 00:43:40 | 00:50:23 | 00:38:03 | DNF      |          |          |        |       |
| 335 | KEITH HONOUR     | TED O'BRIEN       | 00:04:09 | 00:37:39 | 00:43:03 | 00:29:13 | 00:28:10 | 00:29:19 | 02:47:24 | 12     | 3     |
| 402 | NEV TAYLOR       | BOB OXLEY         | DNF      | 00:30:12 | 00:28:34 | 00:28:58 | 00:30:38 | 00:30:05 | 02:28:27 | 8      | 1     |
| 404 | MICHAEL TAYLOR   | HEATH MALLOUK     | DNF      | 00:33:07 | 00:32:33 | 00:30:54 | 00:29:58 | 00:30:03 | 02:36:35 | 11     | 3     |
| 412 | KEVEN HUFSCMID   | MATTHEW WALLIS    |          |          |          |          |          |          |          |        |       |
|     |                  | IAN PRESCOTT      | 00:08:32 | 00:30:59 | 00:28:27 | 00:37:02 | 00:30:08 | 00:29:10 | 02:35:46 | 10     | 2     |
| 574 | NORM SINGLETON   | JOHN QUINLAN      | 00:05:03 | 00:35:49 | 00:35:58 | 00:34:46 | 00:35:27 | 00:34:53 | 02:56:53 | 14     | 1     |
| 581 | JAMES CORBETT    | ZANE MURRAY       | 00:08:26 | DNF      |          |          |          |          |          |        |       |
| 591 | PETER HIINE      | SIMON CAMPBELL    | 00:05:12 | 01:12:05 | DNF      |          |          |          |          |        |       |
| 616 | MICHAEL VIERITZ  | GARY WYATT        | 00:04:54 | 00:35:06 | 00:35:18 |          |          |          |          |        |       |
| 617 | GEORGE CROUCHER  | PETER BEST        | 00:04:11 | 00:29:19 | 00:28:36 | 00:28:34 | 00:29:45 | 00:29:16 | 02:25:30 | 7      | 1     |
| 696 | ANDREW HICKSON   | SHANE OTWAY       | DNF      | DNF      |          |          |          |          |          |        |       |
| 771 | JOHN DARE        | DARYL COLE        | DNS      | 00:42:19 | 00:42:22 | 00:41:05 | 00:44:11 | 00:45:04 | 03:35:01 | 15     | 1     |
| 914 | NEVILLE MARSHALL |                   | 00:03:38 | 00:26:45 | DNF      |          |          |          |          |        |       |
| 933 | ROD BRAND        |                   | 00:03:45 | 00:25:45 | 00:28:08 | 00:25:09 | 00:25:45 | 00:27:02 | 02:11:49 | 1      | 1     |
| 999 | GRAHAM SMITH     |                   | 00:03:55 | 00:27:35 | 00:27:13 | 00:29:19 | 00:28:26 | 00:28:54 | 02:21:27 | 5      | 2     |

CLUB CHAMPIONSHIP 1993

| POS | NAME              | N  | O  | TOT |
|-----|-------------------|----|----|-----|
| 01  | ALAN BATES        | 11 |    | 11  |
|     | ANDREW OWEN       | 11 |    | 11  |
|     | COLLEEN SMITH     | 11 |    | 11  |
|     | DEAN TIGHE        | 11 |    | 11  |
|     | EMMA SIBLEY       | 11 |    | 11  |
|     | KIRSTY EVANS      | 11 |    | 11  |
|     | LYNDAL PARR       | 11 |    | 11  |
|     | MICHELLE HENNESSY | 11 |    | 11  |
|     | PAUL GRAY         | 11 |    | 11  |
|     | RAY EVANS         | 11 |    | 11  |
|     | RODNEY BRAND      |    | 11 | 11  |
|     | TERRY BOARDMAN    | 11 |    | 11  |
|     | TRICH EVANS       | 11 |    | 11  |
| 14  | RON VANDERHARR    |    | 10 | 10  |
| 15  | GRAEME HILL       |    | 09 | 09  |
|     | JUDY HARTNETT     |    | 09 | 09  |
|     | RUSSELL HARTNETT  |    | 09 | 09  |
| 18  | ALAN NICOLL       |    | 06 | 06  |
|     | GREG NICOLL       |    | 06 | 06  |
| 20  | DERRICK KENNEDY   |    | 04 | 04  |
| 21  | BOB OXLEY         |    | 03 | 03  |
|     | NEV TAYLOR        |    | 03 | 03  |
| 23  | BARRY WILLETT     |    | 01 | 01  |
|     | CHRIS PENNINGTON  |    | 01 | 01  |
|     | CHRIS STONE       |    | 01 | 01  |
|     | DANNY WILLETT     |    | 01 | 01  |
|     | DARYL COLE        |    | 01 | 01  |
|     | DON MACARTHUR     |    | 01 | 01  |
|     | GARY WYATT        |    | 01 | 01  |
|     | JANELLE SVENSON   |    | 01 | 01  |
|     | JODIE HILTON      |    | 01 | 01  |
|     | JOHN DARE         |    | 01 | 01  |
|     | JOHN LANGE        | 01 |    | 01  |
|     | JOHN QUINLAN      |    | 01 | 01  |
|     | KEITH HONOUR      |    | 01 | 01  |
|     | LAURENCE SVENSON  |    | 01 | 01  |
|     | LES MARSHALL      |    | 01 | 01  |
|     | MICHAEL GRAY      | 01 |    | 01  |
|     | MICHAEL VIERITZ   |    | 01 | 01  |
|     | MICHAEL WILLETT   |    | 01 | 01  |
|     | NEVILLE MARSHALL  |    | 01 | 01  |
|     | NORM SINGLETON    |    | 01 | 01  |
|     | ROBERT SMITH      |    | 01 | 01  |
|     | RUSSELL MACARTHUR |    | 01 | 01  |
|     | SHAUN GRAY        | 01 |    | 01  |
|     | STEVE HILTON      |    | 01 | 01  |
|     | STEVE WILLETT     |    | 01 | 01  |
|     | TIM ANDERSON      | 01 |    | 01  |
|     | TROY CRANE        |    | 01 | 01  |

LADIES CHAMPIONSHIP 1993

| POS | NAME              | N  | O  | TOT |
|-----|-------------------|----|----|-----|
| 01  | COLLEEN SMITH     | 11 |    | 11  |
|     | EMMA SIBLEY       | 11 |    | 11  |
|     | JUDY HARTNETT     |    | 11 | 11  |
|     | KIRSTY EVANS      | 11 |    | 11  |
|     | LYNDAL PARR       | 11 |    | 11  |
|     | MICHELLE HENNESSY | 11 |    | 11  |
|     | TRICH EVANS       | 11 |    | 11  |
| 08  | JANELLE SVENSON   |    | 10 | 10  |
|     | JODIE HILTON      |    | 10 | 10  |

OFF-ROAD CHAMPIONSHIP 1993

| POS | NAME              | FEB | TOT |
|-----|-------------------|-----|-----|
| 01  | RODNEY BRAND      | 11  | 11  |
| 02  | RON VANDERHARR    | 10  | 10  |
| 03  | GRAEME HILL       | 09  | 09  |
|     | JUDY HARTNETT     | 09  | 09  |
|     | RUSSELL HARTNETT  | 09  | 09  |
| 06  | ALAN NICOLL       | 08  | 08  |
|     | GREG NICOLL       | 08  | 08  |
| 08  | DERRICK KENNEDY   | 07  | 07  |
| 09  | BOB OXLEY         | 06  | 06  |
|     | NEV TAYLOR        | 06  | 06  |
| 11  | DON MACARTHUR     | 05  | 05  |
|     | RUSSELL MACARTHUR | 05  | 05  |
| 13  | KEITH HONOUR      | 04  | 04  |
| 14  | JOHN QUINLAN      | 03  | 03  |
|     | NORM SINGLETON    | 03  | 03  |
| 16  | DARYL COLE        | 02  | 02  |
|     | JOHN DARE         | 02  | 02  |
| 18  | BARRY WILLETT     | 01  | 01  |
|     | CHRIS PENNINGTON  | 01  | 01  |
|     | CHRIS STONE       | 01  | 01  |
|     | DANNY WILLETT     | 01  | 01  |
|     | GARY WYATT        | 01  | 01  |
|     | JANELLE SVENSON   | 01  | 01  |
|     | JODIE HILTON      | 01  | 01  |
|     | LAURENCE SVENSON  | 01  | 01  |
|     | LES MARSHALL      | 01  | 01  |
|     | MICHAEL VIERITZ   | 01  | 01  |
|     | MICHAEL WILLETT   | 01  | 01  |
|     | NEVILLE MARSHALL  | 01  | 01  |
|     | ROBERT SMITH      | 01  | 01  |
|     | STEVE HILTON      | 01  | 01  |
|     | STEVE WILLETT     | 01  | 01  |
|     | TROY CRANE        | 01  | 01  |

NIGHT RUN CHAMPIONSHIP 1993

| POS | NAME              | FEB | TOT |
|-----|-------------------|-----|-----|
| 01  | ALAN BATES        | 11  | 11  |
|     | ANDREW OWEN       | 11  | 11  |
|     | COLLEEN SMITH     | 11  | 11  |
|     | DEAN TIGHE        | 11  | 11  |
|     | EMMA SIBLEY       | 11  | 11  |
|     | KIRSTY EVANS      | 11  | 11  |
|     | LYNDAL PARR       | 11  | 11  |
|     | MICHELLE HENNESSY | 11  | 11  |
|     | PAUL GRAY         | 11  | 11  |
|     | RAY EVANS         | 11  | 11  |
|     | TERRY BOARDMAN    | 11  | 11  |
|     | TRICH EVANS       | 11  | 11  |
| 13  | MICHAEL GRAY      | 06  | 06  |
|     | SHAUN GRAY        | 06  | 06  |
| 15  | JOHN LANGE        | 05  | 05  |
|     | TIM ANDERSON      | 05  | 05  |

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| ASSISTANT TREASURER      | NEIL MICHEL                                      | 398 1810 | 231 5560 |
| CLUB CAPTAIN             | LAURENCE SVENSON                                 | 261 3349 |          |
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| ALAN CLUNES              | JOHN GOASDOUE                                    |          |          |
| CRAIG LEE                | PETER MARCOVICH                                  |          |          |
| ALAN NICOLL              |  |          |          |
| TOM SMITH                | CRAIG PORTER                                     |          |          |
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| CAMS DELEGATE            | PETER MARCOVICH                                  | 395 1722 | 274 3647 |
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| EDITOR                   | TOM SMITH  |          | 353 1116 |
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| MOTORKHANA OFFICER       | RAY EVANS  | 209 1432 | 209 1432 |
| NIGHT RUN OFFICER        | RAY EVANS  | "        | "        |

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### EVENT CALENDER FOR THE YEAR

With the enormous amount of rallies and sprints which are to be held this year, I thought that a concise calender would be helpful to enable intending competitors to plan their budgets and strategies.

As such, in the following list are the QRC rounds, GP CARS series rounds and the BSCC Rallysprint series rounds which are all (at this point in time) confirmed dates.

|                |   |
|----------------|---|
| FEBRUARY 27/28 | Cleanaway Cooloola Classic (QRC1-ARC2)                  |
| MARCH 3        | NIGHT RUN   |
| MARCH 13       | FRED THOMPSON SUPERANNUATION RALLY                      |
| MARCH 21       | MOTORKHANA (BOONDALL CAR PARK)                          |
| APRIL 4        | Round 1 Rallysprint Series (forest)                     |
| *APRIL 10/11   | AORC 1 - Toowoomba                                      |
| MAY 2          | Round 2 Rallysprint Series (dirt)                       |
| MAY 15         | Round 2 GP CARS series (IWMAC-Nanango)                  |
| JUNE 6         | Round 3 Rallysprint Series (tarmac)                     |
| JUNE 12        | Round 3 GP CARS series (Gladstone)                      |
| JUNE 26        | Rally Queensland (QRC2-ARC10)                           |
| JULY 10        | Round 4 GP CARS series (CACA-Benarkin)                  |
| *JULY 17       | ARC11 Coff's Harbour                                    |
| JULY 24        | Round 4 Rallysprint Series (forest)                     |
| AUGUST 21      | Tweed City Rally (QRC3 - GCTMC)                         |
| SEPTEMBER 5    | Round 5 Rallysprint series (tarmac)                     |
| SEPTEMBER 18   | Telecom Rally Australia                                 |
| OCTOBER 16     | Round 5 GP CARS series (Bailey Powerlines Rally - BSCC) |
| NOVEMBER 13    | Round 6 GP CARS series (NDSCC-Benarkin)                 |
| *NOVEMBER 26   | Esanda Rally - Canberra                                 |
| DECEMBER 4     | Keema Classic Rally (QRC4 - BSCC)                       |
| DECEMBER 5     | Keema Club Rally - Gallangowan.                         |

Please note that at the time of writing there were only four QRC's listed for the 1993 season, but it is hoped that at least one more will be run if the necessary volunteer officials can be found.

More information will be provided as it comes to hand.

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**PH 343 5888**

**PH 393 1200**

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