

# BRISPORT



## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

# Taste the Performance

The 205 GTI from Peugeot, winner of the 1985 and 1986 World Rally Championship. The first of its kind in Australia. The best of its kind in the world.



**205GTI**  
*Champagne on Wheels*

 **PEUGEOT**

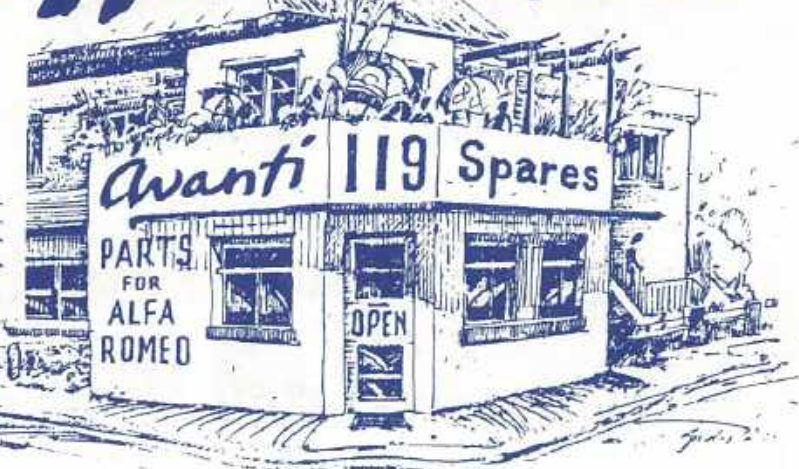
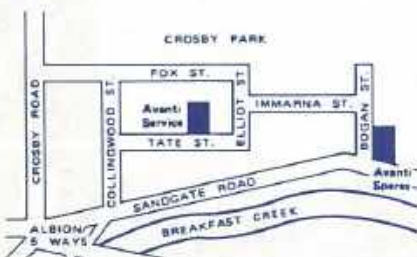
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## MARCH MARCHES ON!!

As the extremely well un-paid Editor of this glorious magazine I was just putting fingers to keyboard (no longer pencil to paper) when I received a phone call from my regular driver who, as most of you would know, is Mark Griffith.

He has just been down in Melbourne competing in the first C10 ARC event of 1993, the Healesville Stages.

He was supposed to be driving a chase car for Geoff Keys, making a long-awaited return to ARC rallies when Geoff had to remain in the north of the state for business reasons.

Geoff offered the drive to Mark and unfortunately I was unable to make the trip on short notice. As a result he had to make do with the services of Ross Runnalls, co-driver extraordinaire.

The news is, he finished a brilliant sixth outright and second Group N - Well done!!

Whilst Mark was in the far south, I was up here competing in the once-again extremely popular Fred Thompson Superannuation Rally.

As a guest co-driver I was sitting alongside our Gympie connection Brian Everitt, who had been offered a ride in the Rod Bailey Lancer, a solid little car which has certainly earned my respect.

His seeding was a bit of guesswork by Director David Nash. Starting at car 17 we ended up equal 13th!! With all due respect to Lancer lovers,

the little car is no powerhouse, but rides out the bumps and does most things pretty right.

Congratulations to Brian on a top effort and thanks for having me along. When he (and I) get our Geminis on the road, watch out!!

Congratulations also to the hard working team who put on the event. If there is ever such a thing as a 'feel-good' rally, then this is it.

The atmosphere and compactness of the event, plus it's close proximity to Brisbane make the whole weekend a real blast. I can hardly wait for the next one. Much thanks also must go to the sponsor Fred Thompson who got his hands dirty and did a control all night as well.

We have the results of the Dulux ICI Historic/Classic Rally to hand which shows the outright winners as Andrew Owen and Alan Bates (is that our president??). Well done to the Austin Healy Sprite team who pushed the little jigger to it's fine win.

The Cleanaway Cooloola Classic Rally was run on the last weekend in February and the saying that 'winners are grinners' is right. Dean Tighe and Al Bates (there's that name again!) were the happy vegemites.

The Parklands stadium event has been put on and created a fair amount of interest, so well done to the organising team. Read on for more exciting news.

TOM SMITH.

## ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club Limited to be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets, Woolloongabba on WEDNESDAY 31 MARCH 1993 commencing 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 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.
4. Any other business.

Nomination for Office bearers and other members of the Board are listed below:

<u>NOMINEE</u>	<u>NOMINATED BY</u>	<u>SECONDED BY</u>
<u>PRESIDENT</u> Alan Bates	N V Michel	G McLane
<u>VICE PRESIDENT</u> Ray Evans	R Sams	R Bailey
<u>SECRETARY</u> Rod Sams	R Evans	R Bailey
<u>TREASURER</u> Gary McLane	N V Michel	A J Bates
<u>ASSISTANT TREASURER</u> Neil Michel	A J Bates	G McLane
<u>BOARD MEMBERS</u> Ian Bremner Errol Bailey Rod Bailey Alan Clunes Ian Ferguson Peter Marcovich Alan Nicoll Craig Porter John Rogers Tom Smith(Magazine Ed) Ken Warren	R Evans C Porter R Evans E J Bailey K Warren A J Bates R Sams L J Littlewood R Sams I Bremner R Evans	T Smith A Clunes R Sams C Porter R Evans G McLane R Evans T Smith R Evans R Evans R Sams

### CLUB CAPTAIN

### CLUB REGISTRAR

# Fred, Fred, Fred!

On Saturday the 13th of March the BSCC once again hosted arguably, the most popular event of the year's rally calendar.

The event has gone by a number of titles including the 'Motor Show Rally', the Cibie - GP CARS Forest Rally' and most recently the 'Fred Thompson Superannuation Rally'.

This year the rally was once again advertised at the Brisbane Motor Show and through the annual Rally School. In addition, as a result of it's previous good reputation and the fact that it was not a part of any series (which meant that entry was unrestricted) the entries flowed thick and fast.

Whilst we only had 30 entries on the Wednesday night, by close off time there were 74 keen crews, ready to do battle over the roads of Beerburrum.

Director this year was the inimitable David Nash whose confidence kept everything moving along sweetly. Assisiting was a veritable army of people including the entire Lee family, Esme, John and Neal, David Bates, and a host of other controllies and road block officials.

After the briefing at which there must have been 200 people the event started at 6.30 with the first stage the little blast along Cave's Road, just behind the Rally HQ.

The beauty of this event has

always been the fact that the competitive roads have been in very close proximity to the HQ and this means that the crews do not have to travel far to get to the action.

The first control of the event belonged to the Iain Stewart crew who were very keen on showing off a new assortment of water pistols.

In the Bailey Motorsport Lancer we were prepared at first with Brian's biggest and best water pistol to shoot back. Unfortunately by the end of the rally when we again met Mr Stewart (by now joined by Errol Bailey) our weapon was empty - but theirs were full!!!

The caterers deserve mention as they once again cooked up a feast at request and appeared happy to stay there until the end of the event.

I heard reports that the spectator crowd was enormous - when you're in the competing cars they just seem like a lot of bodies - but the numbers were in the many hundreds!!! Great for the sport.

The first car finished back at the HQ by about 11.30 and the rest of the large field came in after that.

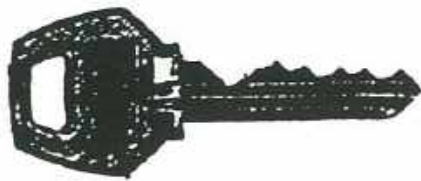
There were celebrations on many fronts but congratulations go to Craig Mole who took the win when Stewie Reid and Ian Hamwood retired the immaculate Celica GT4. Thanks to all those who competed or took the time out to help on the event!!!

FRED THOMPSON SUPERANNUATION RALLY ENTRY LIST 13-14 MARCH 1993

ENTRANT	ENTRANT/DRIVER	NAVIGATOR	VEHICLE	CLASS	SS1	SS2	SS3	SS4	S-TOTAL	
1	STEWART REID	IAN HAMWOOD	CELICA	RALLY	00:03:09	00:08:36	00:07:00	00:04:00	00:22:45	
2	BRUCE DUMMETT	JOE FERRIER		RALLY	00:03:00					
3	CRAIG MOLE	GRANT MARTIN	DATSUN	RALLY NOV	00:03:03	00:08:46	00:07:00	00:04:00	00:22:49	
4	JOHN GOASDOUE	NEIL WESCHE	DAIHATSU	RALLY	00:03:01	00:10:06	00:07:00	00:04:00	00:24:07	
5	MAL CLARKE	GEOFF MEACHAM	GEMINI	RALLY	00:03:07	00:09:51	00:07:10	00:04:10	00:24:18	
6	PAUL LEE	DEREK SORENSEN	MTBISHIL200	ROAD	W/D					
7	MICHAEL PAGE	IAN SYME	FORD ESCORT	RALLY NOV	00:03:01	00:08:52	00:07:00	00:04:00	00:22:53	
8	JEFF KILBRIDGE	W. DANIELS	GALANT	RALLY NOV	00:03:08	00:09:12	00:07:03	00:04:00	00:23:23	
9	WAYNE APPLEYARD	ANTHONY McLOUGHLIN	GEMINI	RALLY NOV	00:03:07	00:10:22	00:07:00	00:04:01	00:24:30	
10	PERRY WHITE	DAVID GRUNDY	DATSUN	RALLY NOV	00:03:00	00:09:03	00:07:00	00:04:00	00:23:03	
11	PETER SALISBURY	MARK NEWBERRY	DATSUN	RALLY NOV	00:03:10	00:09:13	00:07:00	00:04:00	00:23:23	
12	PAUL GOODWIN	ANDREW BAUER	CHRYSLER	RALLY NOV	00:03:18	00:09:20	00:07:00	00:04:09	00:23:47	
13	BRUCE DAWSON	CHERYL McKINNON	DATSUN	RALLY NOV	00:03:12	00:09:34	00:07:21	00:04:00	00:24:07	
14	REX FORD	DAVID WALSH	DATSUN	RALLY NOV	00:03:18	00:09:51	00:07:24	00:04:13	00:24:46	
15	TONY HOWARD	PETER MAPSTONE	ADRIAN GOODRIED	DATSUN	RALLY NOV	00:03:13	00:09:31	00:07:41	00:04:08	00:24:33
16	JOHN CARLESS	JOHN SLATTERY	NISSAN	RALLY	W/D					
17	ROD BAILEY	BRIAN EVERITT	TOM SMITH	LANCER	RALLY NOV	00:03:16	00:09:39	00:07:05	00:04:03	00:24:03
18	ROBERT SIMPSON	DONNA HEITMANN	DATSUN	RALLY NOV	00:03:28	00:09:59	00:07:38	00:04:12	00:25:17	
19	TREVOR BARTYN	JASON LEA	MAZDA	RALLY NOV	00:03:09	00:09:24	00:07:09	00:04:00	00:23:42	
20	STEVE EMSON	SCOTT EMSON	MAZDA RX3	RALLY NOV	00:03:08	00:09:54	00:07:53	00:04:09	00:25:04	
21	TIM COLLINGWOOD	KIAN ROLLASON	HONDA	RALLY NOV	00:03:17	00:08:58	00:07:39	00:04:08	00:24:02	
22	ANDREW JOHNSTONE	MAUREEN JOHNSTONE	SUZUKI GT1	RALLY	00:03:17	00:12:01	00:08:16	00:04:09	00:27:43	
23	TERRY BOARDMAN	MICHELLE HENNESSY	DATSUN	RALLY NOV	00:03:21	00:35:34	00:07:59	00:05:20	00:52:14	
24	KEITH FACKRELL	JOE LEONARDI	FORD ESCORT	RALLY	00:03:19	00:10:08	00:07:21	00:04:09	00:24:57	
25	ROBIN BERARDO	IAN BERARDO	DATSUN	RALLY NOV	00:03:21	00:12:49	00:07:13	00:04:05	00:27:28	
26	CRAIG PORTER	LARRY LITTLEWOOD	CRAIG PORTER	GEMINI	RALLY NOV	00:03:18	00:09:43	00:07:10	00:04:12	00:24:23
27	GLEN MURIDGE	ANDREW GASTON	MAZDA RX4	RALLY NOV	00:03:27	00:10:17	00:07:36	00:04:22	00:25:42	
28	JIM GUEST	PETER GUEST	TORANA	RALLY NOV	00:03:21	00:09:54	00:07:30	00:04:25	00:25:10	
29	JIM PILGRIM	SHANE PILGRIM	TORANA	RALLY	00:03:34	00:09:46	00:09:05	00:04:22	00:26:47	
30	CHAD DE BRUEYS	COLLEN MONAGHAN	SUZUKI SIERRA	ROAD NOV	00:03:18	00:09:47	00:07:37	00:04:16	00:24:58	
31	LEE WILLIAMS	RUSSELL HARTNEET	FORD ESCORT	RALLY NOV	00:03:14	00:09:57	00:07:50	00:04:09	00:25:10	
32	GORDON BISHOP	STEWART BISHOP	GEMINI	RALLY NOV	00:03:22	00:09:54	00:07:24	00:04:06	00:24:46	
33	BRUCE DUMMETT	RICHARD TAYLOR	TERRY BETTS	DATSUN	RALLY NOV	00:03:30	00:09:57	00:07:44	00:04:18	00:25:29
34	RON VAN OPSTAL	BEN HAYDEN	SUBARU	RALLY NOV	00:03:15	00:09:49	00:08:11	00:04:15	00:25:30	
35	BRENDON MOLE	S TEED	DATSUN	ROAD NOV	00:03:38	00:11:07	00:09:33	00:04:42	00:29:00	
36	SIMON RICHMOND	MARTIN DENHAM	FIAT 124	RALLY NOV	00:03:43	00:10:58				
37	LJAM MAHONEY	SHARON SAWN	FORD LASER	RALLY	00:03:08	00:09:18	00:07:04	00:04:02	00:23:32	
38	GARY STACEY	STEPHEN CRICK	DATSUN	RALLY NOV	00:03:31	00:10:19	00:07:32	00:04:16	00:25:38	
39	TODD WARNER	MATTHEW SWAIN	DATSUN	RALLY NOV	00:03:22	00:15:59				
40	L SMITH	GREG HORTON	EMMA SIBLEY	COROLLA	ROAD NOV	00:03:35	00:10:15	00:07:36	00:04:22	00:25:48
41	PETER STEWART	JOHN RUTCH	FOAT 131	RALLY NOV	00:03:27	00:10:10	00:07:31	00:04:16	00:25:23	
42	BRETT MILTON	JOHN HAYDEN	GEMINI	RALLY NOV	00:03:18	00:10:41	00:07:21	00:04:07	00:25:27	
43	JOHN PALMER	MALCOLM HAMILTON	MAZDA	ROAD NOV	00:03:43	00:11:03	00:08:12	00:04:29	00:27:27	
44	HORST EFFENBERGER	MICK HANSEN	GALANT	RALLY NOV	00:03:30	00:10:04	00:08:26	00:04:27	00:26:27	
45	FABIO FRANCINI	STEVEN POPOCK	PEUGEOT 504	RALLY NOV	00:03:20	00:10:42	00:08:04	00:04:42	00:26:48	
46	MARK NEARY	MICHAEL LYDDON	GEMINI	RALLY NOV	00:03:48	00:11:10	00:08:06	00:04:38	00:27:41	
47	ROBERT STEVENSON	JEFF AIREY	DATSUN	RALLY NOV	00:03:30	00:10:29	00:07:23	00:04:12	00:25:34	
48	CHRIS CORBEE	KAREN SOXSMITH	FORD CORTINA	RALLY NOV	00:03:38	00:10:41	00:08:21	00:04:19	00:26:59	
49	DAVID JONES	IAN GOLDSWORTHY	SCOTT HARRIS	COMMODORE	RALLY NOV	00:03:11	00:48:28	00:07:35	00:05:10	01:04:24
50	IAN MOGG	DESTRY RULE	FORD ESCORT	ROAD NOV	00:03:25	00:09:43	00:07:25	00:04:09	00:24:43	
51	KEVIN McONEGAL	IAN TURNBULL	TRIUMPH DOLOM	RALLY NOV	00:04:07	00:12:15	00:09:13	00:04:49	00:30:24	
52	RALLY CONNECTION	KEN PHILP	PETER BARKER	GEMINI	RALLY NOV	00:03:35	00:10:51	00:08:21	00:04:34	00:27:21
53	COLLEEN SMITH	STEVEN RENN	GEMINI	RALLY NOV	00:03:40	00:11:26	00:08:13	00:04:33	00:27:52	
54	JOHN PROVAN	PETER SORENSEN	DATSUN	RALLY NOV	00:03:36	00:09:58	00:07:39	00:04:21	00:25:34	
55	MICHELLE GATTON	CRAIG JOHNSON	DATSUN	RALLY NOV	00:04:09	00:11:17	00:08:44	00:04:52	00:29:02	
56	GEOFF STANAWAY	DAVID BRENNAN	GEMINI	ROAD NOV	00:03:10	00:10:57	00:07:37	00:04:14	00:25:58	
57	MICHAEL LAKE	STACEY HANKEY	DATSUN	ROAD BEG	00:04:19	00:13:25	00:09:20	00:05:20	00:32:24	
58	ED FREUDENBERG	FIONA McNAUGHTON	MAZDA RX2	ROAD BEG	00:03:32	00:11:49	00:08:46	00:04:43	00:28:50	
59	BRUCE LILLY	SIMON SPITTLE	FALCON	ROAD BEG	00:03:56	00:12:01	00:13:54	00:04:36	00:34:27	
60	ROSS URQUHART	JASON O'SULLIVAN	GEMINI	RALLY NOV	00:03:37	00:10:36	00:07:59	00:04:25	00:26:37	
61	RALLY CONNECTION	RAYMOND BANSEEMER	JOHN QUINLAN	GEMINI	RALLY BEG	00:03:38	00:09:55	00:07:54	00:04:19	00:25:46
62	JEFFREY WINSTON	BRUCE HENDERS	CELICA	ROAD BEG	00:04:03	00:12:04	00:09:28	00:05:06	00:30:41	
63	MARTIN GIBSON	ALLAN DUNKLEY	GEMINI	RALLY BEG	00:03:38	00:10:40	00:08:04	00:04:32	00:26:54	
64	H MACPHAIL	ALLEN THOMAS	DAVID HECKENBURG	FORD FALCON	ROAD BEG	00:03:43	00:14:16	00:08:36	00:05:00	00:31:35
65	JOHN LANGE	MATTHEW WILLIAMS	MAZDA	RALLY BEG	00:03:56	00:11:51	00:08:57	00:04:58	00:29:42	
66	ALEX McKAY	DAMON WUG	DATSUN	ROAD NOV	00:03:12	00:12:38				
67	TERRY SCOTT	SANDRA SCOTT	KYM FORREST	DATSUN	RALLY NOV	00:03:38	00:10:13	00:08:48	00:04:19	00:26:58
68	ROBERT CRESDEE	DORIANO FERRARO	GEMINI	RALLY BEG	00:04:00	00:12:55	00:09:04	00:04:48	00:30:47	
69	RANDALL BRYSON	BRADLEY McCULLOCH	DATSUN	ROAD BEG	00:04:31	00:12:47	00:09:35	00:04:59	00:31:52	
70	CHRIS LAWRENCE	KAREN LAWRENCE	GEMINI	RALLY BEG	00:03:20	00:26:32	00:08:12	00:04:22	00:42:26	
71	ANNETTE ROSS	RICK MYTTON	GEMINI	RALLY NOV	00:03:32	00:10:40	00:08:02	00:04:17	00:26:31	
72	ADAM ROBERTSON	RODNEY BIGGAR	DATSUN	RALLY BEG	00:03:47	00:11:07	00:08:31	00:04:29	00:27:54	
73	PAUL NEWTON	SEAN TAGGART	GEMINI	ROAD BEG	00:04:33	00:14:33	00:10:29	00:05:25	00:35:00	
74	BRUCE BARWICK	FRANCES MORRISON	SUBARU	ROAD BEG	00:03:43	00:11:56	00:09:09	00:04:50	00:29:38	
75	JOHN KERR	SIMON BUNKER	FORD ESCORT	ROAD BEG	00:03:34	00:15:24	00:11:53	00:04:44	00:35:35	
76	TODD ARMSTRONG	JOHN WALK	DATSUN	RALLY	W/D					

S-TOTAL	SS5	SS6	SS7	SS8	SS9	SS10	TOTAL	OR	Road	NOV	BEG
00:22:45	00:06:00	00:03:08	00:08:13	00:07:00							
00:22:49	00:06:00	00:03:21	00:08:44	00:07:00	00:04:00	00:02:26	00:54:20	00:54:20	1		1
00:24:07	00:06:00	00:03:27	00:11:23	00:07:00	00:04:00	00:02:26	00:58:23	00:58:23	13		
00:24:18	00:06:00	00:03:39	00:09:34	00:07:34	00:04:28	00:03:00	00:58:33	00:58:33	16		
00:22:53	00:06:00	00:03:11									
00:23:23	00:06:00	00:03:41	00:09:24	00:07:56	00:04:00	00:02:31	00:58:55	00:58:55	6		5
00:24:30	00:06:00	00:04:38	00:08:58	00:07:00	00:04:00	00:02:30	00:57:36	00:57:36	9		9
00:23:03	00:06:00	00:03:51	00:09:00	00:07:00	00:04:00	00:02:29	00:55:23	00:55:23	3		3
00:23:23	00:06:00	00:03:49	00:09:12	00:07:00	00:04:03	00:02:29	00:55:56	00:55:56	4		4
00:23:47	00:06:00	00:04:12	00:09:14	00:07:09	00:04:12	00:02:39	00:57:13	00:57:13	6		6
00:24:07	00:06:01	00:03:48	00:09:27	00:07:05	00:04:14	00:02:41	00:57:23	00:57:23	7		7
00:24:46	00:06:16	00:04:04	00:09:59	00:07:14	00:04:14	00:02:39	00:59:12	00:59:12	19		16
00:24:33	00:06:00	00:04:02	00:09:28	00:07:12	00:04:13	00:02:39	00:58:07	00:58:07	11		11
00:24:03	00:06:18	00:04:09	00:09:43	00:07:15	00:04:09	00:02:46	00:58:23	00:58:23	14		12
00:25:17	00:06:19	00:04:08	00:09:55	00:07:18	00:04:17	00:02:49	01:00:03	01:00:03	25		22
00:23:42	00:06:08	00:03:56	00:09:37	00:07:16	00:04:16	00:02:40	00:57:35	00:57:35	8		8
00:25:04	00:06:00	00:03:43	00:09:28	00:07:21	00:04:08	00:02:41	00:58:25	00:58:25	15		13
00:24:02	00:06:20	00:04:01	00:09:34	00:07:23	00:04:05	00:02:50	00:58:16	00:58:16	12		
00:27:43	00:06:14	00:03:48	00:09:53	00:07:37	00:04:20	00:02:48	01:02:23	01:02:23	33		
00:52:14	00:06:38	00:04:18	00:10:10	00:07:19	00:04:23	00:02:49	01:27:51	01:27:51	58		39
00:24:57	00:06:57	00:04:09	00:09:45	00:07:38	00:04:41	00:02:58	01:01:05	01:01:05	29		
00:27:28	00:06:17	00:03:53	00:09:23	00:07:07	00:04:09	00:02:41	01:00:58	01:00:58	27		24
00:24:23	00:06:01	00:04:02	00:09:22	00:07:07	00:04:12	00:02:45	00:57:52	00:57:52	10		10
00:25:42	00:06:19	00:04:05	00:10:12	00:07:21	00:04:10	00:02:50	01:00:39	01:00:39	26		23
00:25:10	00:06:30	00:04:28	00:10:07	00:07:49	00:04:17	00:02:56	01:01:17	01:01:17	30		26
00:26:47	00:06:29	00:04:11	00:09:41	00:07:25	00:04:18	00:02:52	01:01:43	01:01:43	31		
00:24:58	00:06:28	00:04:14	00:09:54	00:07:21	00:04:24	00:02:44	01:00:03	01:00:03	24	3	21
00:25:10	00:06:35	00:04:06	00:09:27	00:07:09	00:04:12						
00:24:46	00:06:27	00:03:51	00:09:28	00:07:24	00:04:08	00:02:46	00:58:50	00:58:50	17		14
00:25:29											
00:25:30	00:06:18	00:03:43	00:09:34	00:07:22	00:04:20	00:02:47	00:59:34	00:59:34	21	2	18
00:29:00											
00:23:32	00:06:00	00:03:29	00:08:47	00:07:00	00:04:00	00:02:34	00:55:22	00:55:22	2		2
00:25:38	00:06:52	00:04:35	00:10:08	00:08:06	00:04:37	00:03:04	01:03:00	01:03:00	36	5	29
00:25:48											
00:25:23	00:06:13	00:03:38	00:09:51	00:07:26	00:04:24	00:02:50	01:16:45	01:16:45	65		38
00:25:27	00:06:10	00:04:05	00:09:45	00:07:27	00:04:10	00:02:40	00:59:44	00:59:44	22		19
00:27:27	00:07:13	00:04:38	00:10:29	00:07:57	00:04:21	00:02:57	01:05:02	01:05:02	43		35
00:26:27	00:06:49	00:04:12	00:10:15	00:07:41	00:04:27	00:02:53	01:02:44	01:02:44	35	4	28
00:26:48	00:06:55	00:04:20	00:10:50	00:08:04	00:04:33	00:03:07	01:04:37	01:04:37	41		33
00:27:41											
00:25:34	00:06:21	00:03:54	00:09:42	00:07:25	00:04:16	00:02:41	00:59:53	00:59:53	23		20
00:26:59	00:06:42	00:04:19	00:10:09	00:07:41	00:04:20	00:02:50	01:03:00	01:03:00	37		30
01:04:24	00:06:25	00:03:53	00:09:53	00:07:27	00:04:10	00:02:54	01:39:06	01:39:06	60		40
00:24:43	00:06:13	00:04:13	00:09:35	00:07:15	00:04:15	00:02:44	00:58:58	00:58:58	18	1	15
00:30:24	00:07:14	00:04:33	00:11:14	00:08:29	00:04:59	00:03:14	01:10:07	01:10:07	48		37
00:27:21	00:06:49	00:04:08	00:10:11	00:07:36	00:04:30	00:02:55	01:03:30	01:03:30	38		31
00:27:52	00:07:01	00:04:17	00:10:32	00:07:46	00:04:22	00:02:54	01:04:44	01:04:44	42		34
00:25:34	00:06:37	00:04:03	00:09:31	00:07:21	00:04:21	00:03:38	01:01:05	01:01:05	28		25
00:29:02	00:07:03	00:04:29	00:11:01	00:08:22	00:04:47	00:03:07	01:07:51	01:07:51	46		36
00:25:58	00:06:00	00:03:58	00:09:12	00:07:00	00:04:25	00:02:48	00:59:21	00:59:21	20		17
00:32:24	00:06:40	00:05:19	00:12:28	00:08:58	00:04:59	00:03:22	01:16:10	01:16:10	62	10	9
00:28:50	00:06:55	00:04:28	00:11:00	00:08:07	00:04:31	00:02:54	01:06:45	01:06:45	44	5	3
00:34:27											
00:26:37											
00:25:46	00:06:49	00:04:22	00:10:06	00:08:00	00:04:27	00:02:46	01:02:16	01:02:16	32		1
00:30:41	00:07:29	00:04:25	00:11:49	00:08:50	00:04:55	00:02:58	01:11:07	01:11:07	50	8	17
00:26:54	00:06:44	00:04:12	00:10:21	00:08:00	00:04:35	00:02:59	01:03:45	01:03:45	39		2
00:31:35	00:07:15	00:04:10	00:11:06	00:08:13	00:04:45	00:03:13	01:10:17	01:10:17	49	7	6
00:29:42	00:07:02	00:04:04	00:10:59	00:07:51	00:04:20	00:02:51	01:06:49	01:06:49	45		4
00:26:58	00:07:04	00:04:19	00:10:37	00:07:44	00:04:27	00:03:02	01:04:11	01:04:11	40		32
00:30:47	00:12:34	00:04:42	00:11:23	00:08:46	00:04:48	00:03:20	01:16:20	01:16:20	53		10
00:31:52	00:07:30	00:04:34	00:11:49	00:08:44	00:04:41	00:03:15	01:12:25	01:12:25	51	9	8
00:42:26	00:06:39	00:04:17	00:10:30	00:07:39	00:04:28	00:02:45	01:18:44	01:18:44	57		13
00:29:31	00:06:41	00:04:17	00:10:07	00:07:59	00:04:15	00:02:45	01:02:35	01:02:35	34		27
00:27:54	00:06:35	00:04:00	00:34:33	00:08:09	00:04:21	00:02:52	01:28:24	01:28:24	59		14
00:35:00	00:07:36	00:04:39	00:11:15	00:11:09	00:05:05	00:03:53	01:18:37	01:18:37	66	12	12
00:29:38	00:07:10	00:04:33	00:10:44	00:08:00	00:04:38	00:03:33	01:08:16	01:08:16	47	6	5
00:35:35	00:06:40	00:04:30	00:11:39	00:10:07	00:04:28	00:03:35	01:16:34	01:16:34	54	11	11

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# THE CLEANAWAY COOLOOLA CLASSIC RALLY

The Gympie event this year was a little special in that it was included as a C5 round of the 1993 ARC. As such it was the second event in a lengthy series and the organisers from the BSCC assumed that a healthy field would be forthcoming including a fair representation from the southern states.

Alas it was not to be! Only thirty entries including two New South Welshmen in the forms of Wayne Hoy and David Carlton, both Coff's Harbour residents.

It is still unclear as to why there were not more local entries, perhaps it was too early in the year, perhaps the purse strings were pulled a little tighter this close to the Federal election? After all this may have been the last rally we did before the sport was hit with a GST!

At least the starting list was impressive with ten of the top eleven being very fast four wheel drive turbo cars, plus the lone Camira of Rodney Browning thrown in for good measure with his new close ratio Opel/Vauxhall gearbox.

The week preceeding the event was a bit wet as usually happens around the time of the rally and unfortunately Brian had to cut some competitive kilometres from the route.

We still faced 170 k's which was surely enough for a good fight over what are still acknowledged as some of the best roads around.

For a change this year the field assembled at the Roadcraft Complex for the start, as the shopping centre in town was apparently unhappy at losing all that carparking space on a Saturday morning.

This worked out ok as the first stage was a short 1.03 km blast around the complex backyard, waved off by the lady Mayor of Gympie Joan Dodt.

Setting the pace straight away as young Craig Lee in his newly acquired ex-Mal Clarke, ex-Murray Coote Mazda 323 4wd. A longish liaison followed which took the field out to the back of Kandanga for the start of the real forest stuff - Great!!

All in all the event was very well run and didn't run too late all day. Congratulations to the team who did all the hard work, the event deserves it's reputation!!

Everyone thought that the quickest would be a Pulsar.

Craig 'No Risk' Lee/Kerrie Hollington soon proved that theory wrong with quickest by 1 second in the ex Mal Clarke Mazda. He was visibly faster onto the skid pan and seemed to leave the sealed surface at full noise too!

Slowest but by no means disgraced was the new Gemini of Colleen Smith and Emma Sibley.

Unfortunately the Galant VR4 of George Kahler and Lofty Drews did not start but the person who was game enough to try to pick a winner was very brave indeed.

#### SS1 ROADCRAFT - 1.03 KMS

1. Lee	0.46	=14. Kabel	0.55
=2. Hoy	0.47	=14. Bimrose	0.55
=2. Tighe	0.47	=14. C'wood	0.55
4. Lucey	0.48	=14. Hyland	0.55
=5. Glennie	0.50	=20. Johnstone	0.57
=5. Griffith	0.50	=20. Weston	0.57
7. Jones	0.51	=20. Cross	0.57
=8. Bognuda	0.52	=20. C'bous	0.57
=8. Taylor	0.52	24. Meacham	0.58
=10. Dummett	0.54	25. Fullerton	0.59
=10. Browning	0.54	=26. Francini	1.00
=10. Bailey	0.54	=26. G'worthy	1.00
=10. Bekker	0.54	28. Michel	1.01
=14. Carlton	0.55	29. Smith	1.02
=14. Gees	0.55		

The liaison over to Woodland would have looked familiar to some people as this was the start of the first section from the Bailey Powerlines Rally last year.

Setting a dominant time over the stage was the Pulsar of Wayne Hoy and Murray Coote.

Strangely enough the car was running PRC not Gp N like the others, so this accounted for more horsepower.

If you want to see something funny then watch Coote as he fills the role of the co-driver. He managed to find his way around though!

#### SS2 WOODLAND - 6.60 KMS.

1. Hoy	4.12	15. Meacham	4.58
2. Glennie	4.25	=16. C'Wood	5.00
3. Carlton	4.29	=16. Hyland	5.00
4. Tighe	4.32	18. Johnstone	5.01
5. Browning	4.38	19. Bimrose	5.02
6. Jones	4.39	20. Gees	5.07
7. Griffith	4.41	21. C'Bous	5.11
8. Bailey	4.42	22. Fullerton	5.15
9. Lucey	4.43	23. G'worthy	5.24
10. Taylor	4.45	24. Francini	5.25
11. Bekker	4.50	25. Michel	5.31
12. Kabel	4.51	26. Lee	5.49
13. Weston	4.53	27. Smith	5.56
14. Cross	4.57	28. Bognuda	6.34

SS3 MITCHELL - 7.95 KMS

1.	Hoy	4.43	15.	Weston	5.32
2.	Glennie	4.54	16.	Johnstone	5.34
3.	Tighe	5.02	17.	Meacham	5.35
=4.	Lucey	5.07	18.	Hyland	5.40
5.	Bailey	5.07	19.	Cross	5.41
6.	Jones	5.09	20.	C'bus	5.44
7.	Griffith	5.10	21.	Bimrose	5.46
8.	Carlton	5.14	22.	G'worthy	5.50
9.	Browning	5.16	23.	Fullerton	5.54
10.	Taylor	5.18	24.	Francini	6.14
11.	Bekker	5.19	25.	Bognuda	6.18
12.	Gees	5.22	26.	Michel	6.24
13.	Kabel	5.30	27.	Lee	6.33
14.	C'wood	5.31	28.	Smith	6.39

SS4 WESTERN - 13.85KMS

1.	Hoy	10.04	15.	Hyland	11.28
2.	Tighe	10.22	16.	Kabel	11.30
3.	Carlton	10.39	17.	Johnstone	11.40
4.	Lucey	10.44	18.	C'wood	11.47
5.	Griffith	10.45	19.	Cross	11.50
6.	Glennie	10.48	20.	C'bus	11.57
7.	Taylor	10.54	21.	G'worthy	12.00
8.	Browning	10.57	22.	Fullerton	12.05
=9.	Jones	10.59	23.	Weston	12.08
=9.	Lee	10.59	24.	Meacham	12.14
11.	Bailey	11.08	25.	Francini	12.43
12.	Gees	11.09	26.	Michel	13.01
13.	Bekker	11.11	27.	Smith	13.41
14.	Bognuda	11.25			

SS5 M TRAVERSE - 21.07 KMS

1.	Lee	15.12	=14.	Johnstone	17.10
2.	Carlton	15.20	=15.	Hyland	17.10
3.	Hoy	15.21	16.	Kabel	17.11
4.	Tighe	15.36	17.	C'wood	17.24
=5.	Browning	16.04	18.	Fullerton	17.41
=5.	Bailey	16.04	19.	Cross	17.42
7.	Gees	16.10	20.	C'bus	17.47
8.	Bekker	16.13	21.	G'worthy	18.06
9.	Lucey	16.22	22.	Francini	18.37
10.	Taylor	16.28	23.	Michel	19.05
11.	Griffith	16.35	24.	Smith	20.29
12.	Bognuda	16.41			
13.	Weston	16.46			

By this point in the event we had lost Glennie with overheating problems, Allen Jones who had rolled the Laser TX3, Mike Bimrose who had diff problems, and Geoff Meacham whose Gemini appeared to have blown a head gasket. The rest of the field plugged on gamely.

SS6 DERRIER - 6.88 KMS

1.	Hoy	4.35	=12.	C'wood	5.15
2.	Tighe	4.38	=12.	Hyland	5.15
3.	Lee	4.40	15.	Johnstone	5.16
4.	Carlton	4.42	=16.	Bognuda	5.18
5.	Browning	4.47	=16.	Fullerton	5.18
6.	Lucey	4.49	18.	Weston	5.21
7.	Bailey	4.55	19.	Cross	5.23
8.	Griffith	4.56	20.	C'bus	5.31
9.	Gees	4.59	21.	Michel	5.46
10.	Bekker	5.00	22.	Smith	6.08
11.	Taylor	5.03	23.	Francini	6.12
=12.	Kabel	5.15	24.	G'worthy	15.06

SS7 WIDGEE - 20.58 KMS

1.	Lee	15.27	12.	Kabel	17.06
2.	Carlton	15.56	13.	Weston	17.12
3.	Tighe	16.05	14.	Johnstone	17.35
4.	Bailey	16.22	15.	Cross	17.44
5.	Hoy	16.25	16.	C'bus	19.06
6.	Griffith	16.28	17.	Bognuda	20.02
7.	Browning	16.31	18.	Francini	20.31
8.	Taylor	16.47	19.	Hyland	24.32
=9.	Lucey	16.48	20.	Michel	24.58
=9.	Bekker	16.48	21.	G'worthy	31.17
11.	Gees	17.02	22.	Smith	32.38

SS8 HOOP - 21.05 KMS

1.	Lee	12.27	12.	Weston	14.19
2.	Tighe	12.49	13.	Johnstone	14.40
3.	Carlton	12.57	14.	Cross	15.19
4.	Griffith	13.17	15.	C'bus	15.54
5.	Browning	13.27	16.	Hyland	16.12
6.	Taylor	13.33	17.	Francini	16.27
7.	Gees	13.42	18.	Bailey	16.35
8.	Bekker	13.45	19.	Michel	16.47
9.	Lucey	14.02	20.	G'worthy	19.51
10.	Kabel	14.07	21.	Smith	22.53
11.	Bognuda	14.15			

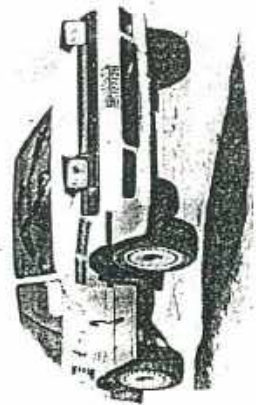
SS9 CASEY'S - 13.86 KMS

1.	Taylor	9.01	12.	Kabel	10.28
2.	Tighe	9.04	13.	Bognuda	10.31
3.	Lee	9.13	14.	Cross	10.48
4.	Carlton	9.17	15.	Johnstone	11.00
5.	Lucey	9.27	16.	C'bus	11.09
6.	Browning	9.34	17.	Hyland	11.18
7.	Bailey	9.51	18.	Francini	11.45
8.	Bekker	10.03	19.	Michel	12.03
9.	Weston	10.12	20.	G'worthy	12.47
10.	Griffith	10.15	21.	Smith	14.01
11.	Gees	10.17			

RESULTS - ORC1/ARC2 (C5)

SS11 BRANCH - 10.11KMS

Posn.	Driver/Co-Driv.	Car	Time	Class
1.	Tighe/Bates	Pulsar GTi-R	1.44.24	1st N5
2.	Carlton/Leonard	Pulsar GTi-R	1.45.07	2nd N5
3.	Lee/Hollington	Mazda 323 4wd	1.46.42	1st PRC4
4.	Browning/Burr	Camira 2.0	1.49.17	1st PRC2
5.	Taylor/Crawford	Mazda RX7	1.49.56	2nd PRC2
6.	Griffith/Smith	Mazda 323 4wd	1.50.38	2nd PRC4
7.	Bekker/Pinder	Toyota Trueno	1.51.19	1st PRC1
8.	Gees/Gees	Falcon V8 XA	1.52.29	1st PRC3
9.	Weston/Reddix	Mazda 323 GTS	1.54.49	2nd PRC1
10.	Kabel/Tebble	Swift 4x4	1.55.44	3rd PRC4
11.	Lucey/Garbett	Celica GT4	1.56.22	4th PRC4
12.	Bailey/Peters	Gemini ZZ	1.57.39	3rd PRC2
13.	Johnstone/Neely	Swift GTi	1.59.48	3rd PRC1
14.	Bognuda/Kennedy	Sigma 2.6	2.00.29	2nd PRC3
15.	Cross/McDade	Swift 4x4	2.02.15	5th PRC4
16.	Charalambous/Best	Celica 2.0	2.06.22	4th PRC2
17.	Hyland/Parker	Charade 1.3	2.08.57	1st N1
18.	Francini/Menzies	Peugeot 504	2.13.23	5th PRC2
19.	Michel/Michel	Galant	2.17.52	4th PRC1
20.	Goldsworthy/Harris	Commodore	2.36.55	3rd PRC3
21.	Smith/Sibley	Gemini	2.43.00	5th PRC1



CC6

SS12 SCHACHT'S - 6.24 KMS

1.	Lee	7.11	12. Weston	7.52
2.	Tighe	7.13	13. Kabel	8.11
3.	Carlton	7.23	14. Johnstone	8.27
4.	Taylor	7.28	15. Cross	8.42
5.	Browning	7.31	16. C'bous	9.20
6.	Lucey	7.32	17. Hyland	9.37
7.	Gees	7.37	18. G'worthy	9.41
8.	Griffith	7.39	19. Francini	9.46
=9.	Bailey	7.44	20. Michel	9.49
=9.	Bekker	7.44	21. Smith	11.36
11.	Bognuda	7.51		

SS13 CANCELLED DUE TO WETNESS OF ROADS

1.	Carlton	5.00	12. Kabel	5.45
2.	Lee	5.05	13. Bognuda	5.50
3.	Tighe	5.18	=14. Johnstone	6.21
4.	Lucey	5.23	=14. Hyland	6.21
5.	Griffith	5.24	16. Cross	6.26
6.	Browning	5.27	17. C'bous	6.27
=7.	Bekker	5.28	18. Michel	6.42
=7.	Taylor	5.28	19. Francini	6.46
=9.	Gees	5.35	20. G'worthy	6.48
=9.	Weston	5.35	21. Smith	8.10
11.	Bailey	5.37		

SS14 BROOYAR - 19.72 KMS

1.	Tighe	12.58	12. Hyland	15.29
2.	Lee	13.06	13. Johnstone	16.07
3.	Carlton	13.15	14. Michel	16.37
4.	Weston	14.02	15. Cross	16.46
5.	Bekker	14.04	16. C'bous	17.19
6.	Browning	14.11	17. Bailey	17.30
7.	Taylor	14.19	18. Francini	17.57
8.	Gees	14.34	19. G'worthy	19.05
=9.	Griffith	14.37	20. Smith	19.47
=9.	Bognuda	14.37	21. Lucey	20.37
11.	Kabel	14.55		

Everything was going along swimmingly until the field arrived at the start of SS13 Glastonbury. We were halted there by the course opening vehicle because of an enormous amount of rain which had fallen in the preceding couple of hours, enough in fact to make the route impassable. Not wanting to damage the roads, Clerk-of-the-Course Brian Everitt decided to delete the stage and sent everyone off to the start of the final section Brooyar. At that point in time it was still possible for Dean or David to win, or Craig Lee for that matter, because as everybody knows - "it only takes one flat tyre!" As things worked out, Dean and Alan held on to take the prized first place, their first QRC win.

CC5

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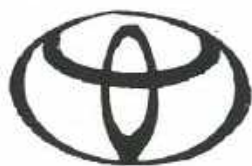
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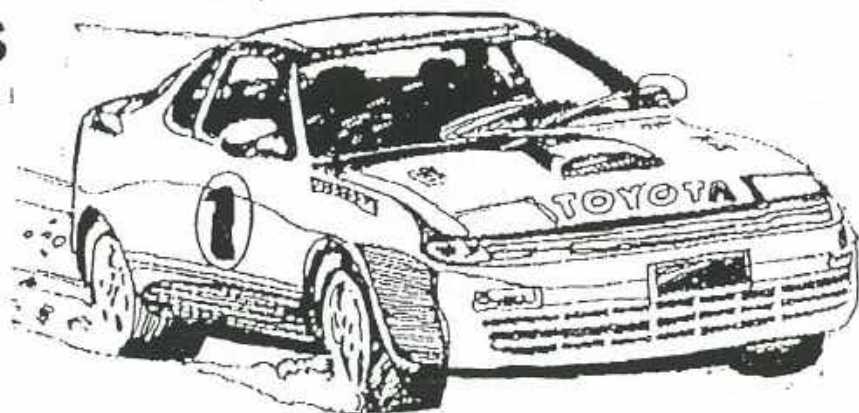
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## I.C.I. DULUX MAPPING TOUR and TRIAL.

A field of 20 cars fronted for the first complete mapping rally organised by the club in approximately 10 years. Conducted in two classes; "trial" class for the serious rally drivers and "touring" class for those with greater concern for their machinery, a variety of vehicle types were represented. BMC had the greatest following with 6 cars; 4 minis, one Austin Healey Sprite, MG Midget and P76. Two Geminis, Datsun 240 Zs and Peugeots rounded off the multi car entries. The remainder of the field comprised exotics like a Lotus, Porsche, Alfa, BMW and Lancia through to a Twin Cam Corolla and Torana.

The event consisted of navigation sections visiting mapped vias sandwiching speed sub events at various venues.

Two motorkhana sections saw Glen Carpenter's Clubman GT fastest followed by the Corolla of Rick Castle. The tour class showed their inexperience (or over enthusiasm) with 6 of the 10 cars getting lost between the markers in at least one test. In contrast the only 4 trial cars W.D.d.

Mapped section 1 took all cars along some interesting roads through Greenbank and the back of Beaudesert to Boonah. From here, the trial and tour split for section 2 with the former following the Head road up the range and through the Killarney area. The tour detoured to Maroon via Wild Horse Mountain Road (15 Km of narrow dirt track with steep drop offs), around the back of Lake Moogerah and took the easy way up Cunninghams Gap.

Section 3 for the tour cars turned south of the highway at Clintonvale and included some enjoyable second and third class bitumen and gravel roads through Freestone, Rockbrae and Murray Bridge to Morgan Park.

Section 4 for all cars was 4 laps of the Morgan Park speedway. The BMW of Dave Burnett and Corolla of Rick Castle were fastest in the tour, with Mick Barry's Gemini and Victorian Graham Wallis in the Peugeot 504 setting the pace in the trial class.

Both groups completed an average speed section and fuel economy run into Stanthorpe via the old Stanthorpe-Warwick road and the Passchendale Forest area. This latter area also hosted a mapped special stage for the trial cars. With no scale indicated on the map, several crews had great difficulty finding their way. This was compounded by the rough road conditions once off the correct route. Fastest through the forest stage were Wallis and Laidlaw in the southern Peugeot followed by the Cutts and Best Gemini.

At the overnight halt at Stanthorpe, leaders in the tour class were Philp and Galletly in the Lancia Fulvia followed by Owen and Bates in the Mark One Sprite. Wallis and Laidlaw led Cutts and Best in the trial class.

Both trial and tour classes used the same route for the second day. A breakfast at Carnell Speedway Stanthorpe preceded the first competitive. Burnett's BMW and Castle's Corolla took the honours in the tour with Barry's Gemini and Pell's 240Z fastest in the trial class.

A special navigation test using the Stanthorpe 1:100000 map attracted a combined field of 13 cars. About 60 Km in length through 12 Vias, this section was a challenge to both drivers and navigators. Looping south east from Stanthorpe, crossing the highway at Glen Alpin and using old alignments in the Passchendale area, roads were a combination of short straights with fast tight corners. Decomposed granite surfacing made the dirt sections smooth and fast. Wallis and Laidlaw won the section, however Tony Best proved he has forgotten none of his old skills when he was the only navigator to locate the first via.

A 7 Km property access road over 5 grids, the highway and the old highway alignment brought the cars to the end of Sunday's section 1 at Warwick, Sections 2 and 3 took the cars through Wheatvale, Bony Mountain, Hendon, Allorah, Proston and Steel Rudd's shed to finish at Echo Valley Toowoomba. A run over a modified hillclimb circuit saw Lofty Drews fastest followed by Glen Carpenter in the trial class. Dave Burnett's BMW was again fastest in the tour with the Peugeot of Graham Brown second.

Only one car failed to finish; the Porsche 911 of Bill Howieson and Jim Hodgson. Eddie Huffam and Fredelle Edwards should be congratulated for taking their Lotus Europa over sections that one leading navigator commented "it was too rough to include in a QRC". In truth, except for several very short sections, road conditions were excellent.

Thanks to Alan Stein and Laurie Garth for a most enjoyable event.

#### OUTRIGHT PLACINGS.

<u>Trial</u>	First	G. Wallis/M.Laidlaw	Peugeot
	Second	A.Cutts/T.Best	Gemini
	Third	M.Barry/G.Offer	Gemini
<u>Tour</u>	First	A.Owen/A.Bates	A.H. Sprite
	Second	K.Philp/T.Galletly	Lancia Fulvia
	Third	D.Burnett/G.Schweikert	BMW 2002

A.L.O.  
22-3-1992.

# DEAR BOB!!

This month's letter comes from a slightly different strand of motorsport and is indicative of people's enthusiasm in respect of wanting to try alternative forms of motorsport.

Dear BOB,

Well doggone it, I have got my Nascar running so danged sweet at 7900rpm on jungle juice methanol that I can't hear the little tell-tale pings as those cheap Taiwanese valves stretch their lil' hearts out and kiss the top of my TRW high top pistons.

I feel that iffen I kin git some sodium-filled, ceramic-tipped items from the good ol' U S of A, I kin prob'ly raise that ol' sucker rev limit to 9,200. Of course it goes without sayin' that I'd have to git myself a damned big double pumper Holley carb and some trick high-riser manifold but, shoot! it's only money.

Iffen this all works of course I'd reshape my front spoiler in kevlar and carbon-fibre and git some big-mother disc brakes off a battle ship to haul the son of a b... up. Then the only thang left to do is find some good ol' boy whose balls are big enough to sit in the critter!

The point of my enquiry of course Bob is, do I qualify for Australian Touring Cars???

Signed,

Billy Joe Jim Bob.

\*\*\*\*\*

BOB SAYS...

Well Billy Joe Jim Bob thanks for your intriguing letter.

At first I was a little concerned that this wasn't serious, or at very least a sarcastic sling at the governing body of the fine Australian pasttime of putting American Iron into a local family car. But then it struck me how passionate and truly devoted to Touring Cars you must be, so I made a few enquiries.

The good news is that you fully qualify for the 1993 Australian Touring Car Championship. If you find somebody willing to sit in the car, by all means let us know and we'll all stand around and laugh at him.

Remember ATCC competitors, "IF IT AIN'T EIGHT, IT AIN'T GREAT!!!"

Signed,

Bob McDonk.





Steve Draheim  
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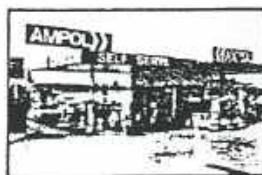
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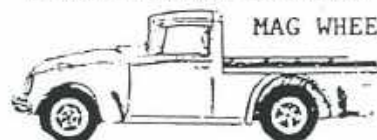
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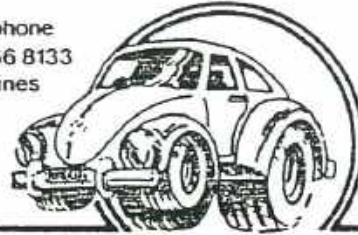
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home 353 1116

### Fred Thompson Superannuation Rally T-shirts.

The club still has a quantity of t-shirts available from the Fred Thompson Superannuation Rally.

These very good quality shirts are a great memento of the event and are great value for money at only \$20.00.

### \*\*For Sale\*\*

Fully rebuilt from the ground up, this Toyota Corolla KE20 Club Car would suit club rallies or as a road car.

The car is red 2-pack paint with fibreglass flares and bonnet. Bilstein and Koni suspension with 2TG 1600 twin cam engine and five speed gearbox.

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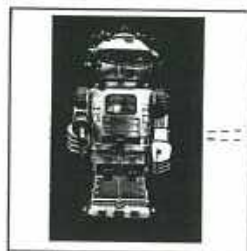
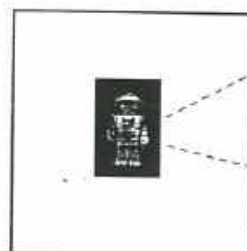
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UP

DOWN

## PARKLANDS STADIUM OFF-ROAD SHORT-COURSE

CarNo	Driver/Navigator/	Round 1/ 6 laps	Place/	Round 2/ 6 laps	Place/	Round 3 6 laps	Place	Total Time/	Class Final/ 10 laps	Place/	Total Time/	Class Place
<b>Heat 1 - Buggies 1600cc and under</b>												
215	C. OWEN	4.16.31	1	4.18.80	1	4.16.85	1	12.51.96	6.56.50	1	19.48.46	1
303	R. HARTNETT	4.26.36	2	D.N.F.		4.26.39	3	---	7.03.78**			
244	D. KENNEDY	4.28.27	3	4.32.29	3	4.21.36	2	13.21.92	7.00.70	2	20.22.62	2
321	D. ARMITAGE	D.N.F.										
210	S. OTWAY	4.56.71	4	4.51.56	5	4.42.51	5	14.30.78	D.N.S.			
617	G. CROUCHER	4.59.24	5	4.22.72	2	4.28.14	4	13.50.10	7.02.28	3	20.52.38	3
266	T. CRANE	5.12.68	6	4.37.11	4	4.30.64	6	14.20.43	D.N.S.			
<b>Heat 2 - Buggies over 1600cc</b>												
103	D. WELLS	4.22.72	1	4.02.02	3	3.55.00	1	12.19.74	---			
170	D. MENDHAM	4.32.56	2	4.03.12	4	3.56.65	2	12.32.33	6.26.74	1	18.59.07	1
171	W. MENDHAM	4.36.24	3	4.22.66	6	4.15.16	4	13.16.06	6.51.78	3	20.07.84	3
151	L. BROWN	4.38.40	4	4.00.88	1	3.56.55	3	12.37.83	6.28.55	2	19.06.38	2
914	N MARSHALL	4.39.63	5	4.16.58	5	4.15.85	5	13.12.06	6.58.29	4	20.10.35	4
184	R. BENNETT	4.44.17	6	4.01.43	2	---						
<b>Heat 3 - Tin Tops</b>												
110	B. STANSFIELD	4.25.22	1	4.36.22	1	4.33.82	1	13.35.26	7.09.75	1	20.45.01	1
581	J. CORBETT	4.51.61	2	4.47.86	3	4.37.77	2	14.17.24	7.23.08	2	21.40.32	2
565	B. HAMMOND	4.52.81	3	4.37.15	2	4.41.03	3	14.10.99	7.50.99	3	22.01.98	3
536	A. MOYLE	4.59.95	4	-		4.54.87	4	---				
567	M. LANE	5.00.85	5	-								
402	N. TAYLOR	DNF									7.46.03**	

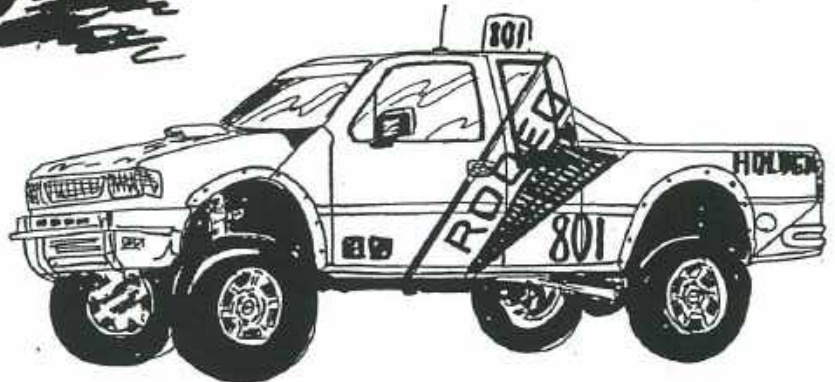
N.B. \*\* - CARS 303 & 402 RAN IN CLASS FINALS BUT AS THEY HAD NOT COMPLETED THREE HEATS THEY WERE NOT VALID PARTICIPANTS IN THE FINAL. NO CLASS PLACES WERE ALLICATED TO THESE PARTICIPANTS.

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# CHANGES IN THE LAST 20 YEARS - PART 2

by Tony Best

As I did not get far beyond 1971 last month I will continue on with my story on club history. This time I will be covering the changes to rally route instructions that have occurred over the years.

In the late 1960's the instructions for rallies (or trials as they were known then) were generally in the form of map reading. In south east Queensland the most common maps used were the RACQ maps of that era, although it is likely that oil company and other maps were also used on occasions.

The maps produced by the RACQ were designed to be easily read by the general public and were presumably considered to be adequate in their day. The instructions generally related to mapped features and were fairly basic. I have printed part of the official map and instructions for a few sections of the first BP Rally of 1968 to give you an idea of the sort of thing the navigators were up against!

It is also noticeable that most events kept to public roads which of course were still being used by the general public. The times set were presumably tight enough that enough competitors lost enough points on enough sections for a winner to be worked out, although most points were probably lost by competitors taking the wrong roads. Note also that

different section times were given for competitive and touring (equivalent to novice) classes. It should also be remembered that seat belts were only just starting to be introduced in the 1960's and that most other safety equipment as we know it today was virtually non-existent.

I do not have any earlier instructions than the one shown, but this was typical of the 1960's and possibly of the 1950's although I believe that in earlier times as average speed was given rather than a time allowed for a section, with timed passage controls to ensure that average speed was adhered to throughout the event. (Are there any competitors from the 1940's or 1950's who can give present club members a bit more information??)

In the early days as still happens today, many drivers had their favourite which were regularly used on many events. A certain amount of practice or familiarisation was done by some of them. Popular roads at that time included the Head Road, the Undulla Track and Egypt.

Because of the lack of detail on the RACQ or oil company maps many navigators carried their own additional maps. Some had home made maps which often consisted of an ordinary map with additional information drawn on it, possibly in places where they

had previously been lost so that they would not make the same mistake again. Larger scale topographic maps with contours and a lot more information were also becoming available.

These were referred to as army maps as they were originally produced by the army during and after the second world war. The route was transferred from the RACQ map on to the army map and the course was then much more easy to follow. I think Brian Gemmell was one of the first navigators to use this method.

As the topographic maps became more readily available they became used as the official maps on many events. Initially the route was specified using mapped features but this was superseded by the use of grid references. Every point on the map has its own unique grid reference, the first half of the reference being the distance east of some arbitrary point and the second half being the distance north of another point (similar to longitude and latitude).

The topographic maps were not as good as those currently available. For instance roads were drawn approximately 1 mm wide, which represents 250 metres at a scale of 1 to 250000. As an example of a typical rally of this era I have printed part of the instructions for the 1972 Caltex Bremer Star Ipswich Summertime Rally.

Better maps with larger scales gradually became available. Theoretically this should have made navigation from maps easier but mapped

events gradually became less and less popular. By the early 1980's competitive sections on public roads were virtually banned and until 1987 occasional map reading rallies were run in forest areas using the excellent forestry maps which were by then available.

Even in the 1960's some events used instructions other than map reading, for some sections anyway. Many of the maps did not show all of the minor grotty tracks and if a director wanted to use one of these, another form of instruction had to be used. These included stick charts, route charts, and night run type instructions (first left, second right, etc.)

Route charts eventually became more popular than the other methods and then eventually superseded map reading. The first events to be run virtually completely on route charts were the Queensland rounds of the Australian Rally Championship. Interstate crews were reluctant to travel to map reading events as they felt that the locals would have an unfair advantage (which was absolutely correct). Most competitive sections in these events were on forestry roads, for which accurate large scale maps were then virtually unavailable.

The first route charts were fairly rudimentary when compared to those in use today. The section I have printed from the 1972 Warana Rally would be fairly typical. Note that map references are still given so that the navigator can still follow the route on the map when mapped roads are used.

By the mid 1970's most state Championship rallies generally consisted of part map reading and part route chart, and by 1977 virtually all of them were route charted. Intermediate distances had been included by then but the basic type of route chart had not significantly changed.

Tulip diagrams in conjunction with route charts had of course been in use in Europe for some time. The first time I saw them was in the Southern Cross Rally in 1974. This rally was way ahead of its time and the instructions for it would still be acceptable today.

The first proper tulip diagrams in Queensland were used in 1978, with distances to the special stage end being introduced in 1982.

Everybody must have been happy with this format of instruction as there were then not any noticeable changes for some considerable time. We had reached a stage of uniformity or dare I use the word stagnation. In fact this layout was made mandatory in the CAMS Rally Code.

Only a couple of years ago the size of the tulip diagrams was increased, which has enabled them to be drawn in more detail. (I first saw tulip diagrams of the larger size in the 1981 Castrol International Rally, so again it took Queensland a while to catch up.)

I guess that with the speeds of vehicles increasing every year it is necessary to make instructions more and more explicit and easy to follow. Given the lack of change in

the last ten years it is quite possible that there will be no changes other than minor refinements in the next ten years. Can anybody tell me where they think that the present route instructions can be improved?

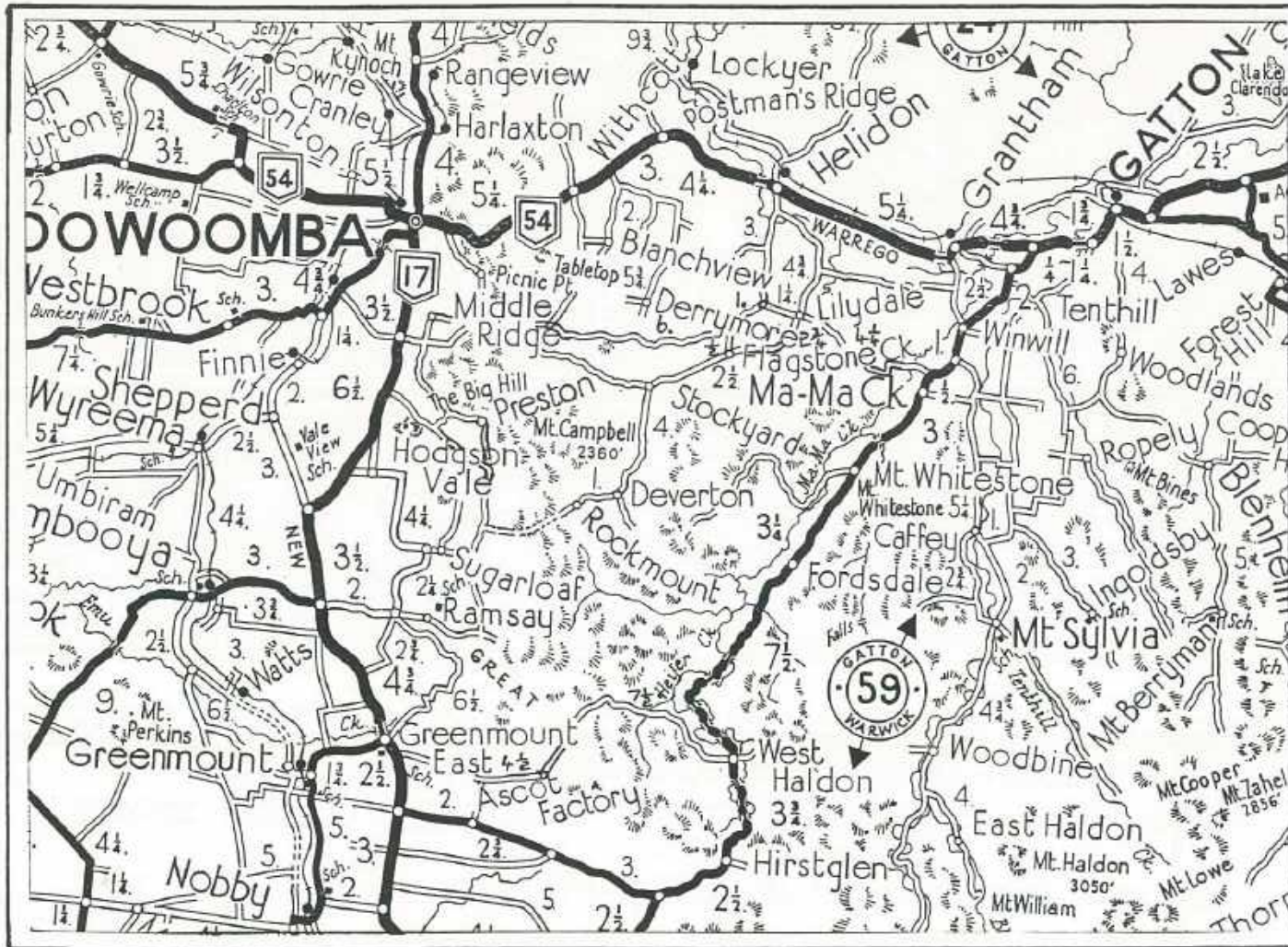
Will we have tulip diagrams printed in three colours? Will the route instructions include additional information such as is included in pace notes? Will we go over to completely pace-noted events?

Read 'Brisport' in March 2003 to find out!!!!

Tony Best.







SECTION 8.

TRANSPORT

TIME ALLOWED 22 min.

E.O.S.

- At Mapped Road Junction approx.  $\frac{1}{4}$  mile south of Greenmount East.

SECTION 9.

RALLY

COMP. 28 min. TOUR. 34 min.

E.O.S.

- Situated approx.  $5\frac{1}{2}$  miles north of West Haldon on Black Mapped Road.

SECTION 10.

RALLY

COMP. 30 min. TOUR. 33 min.

E.O.S.

- Situated on white mapped road 2.9 miles south of Stockyard

SECTION 11.

RALLY

COMP. 17 min. TOUR. 21 min.

E.O.S.

- At mapped Road Junction where a  $\frac{1}{2}$  inch line drawn west from the "T" in "The Big Hill" to the mapped mileage of  $6\frac{1}{2}$ , crosses the main Toowoomba - Warwick Road.

TYPICAL INSTRUCTIONS USING RACQ MAP

(1962 FIRST BP RALLY OF QUEENSLAND)



SECTION 2/3

TYPE: A

Time allowed

END OF SECTION: 5606 6812 (Intersection)

Catt. 1 12 min

ENTRY: from SSE

Catt. 2 16 min

VIA: route chart

INSTRUCTIONS:

0.00	SO	out of control
1.58	SO	
2.17	Grid	
2.24	KL	
3.16	KR	
3.51	KL	
3.75	KL	
4.60	KL	
4.67	KL	
4.96	KR	
5.40	KL	
5.84	SO	
7.97	Grid	
9.18	E.O.S.	Control

A TYPICAL EARLY ROUTE CHART  
(1972 WARANA RALLY)




THE SUN - TOTAL OIL

1974 SOUTHERN CROSS INTERNATIONAL RALLY

STAGE NO: 18

CONTINUED

TIME ALLOWED: 29 Minutes DISTANCE: 37.46 Kilometres

STAGE DISTANCE		INSTRUCTION	SIGNPOST	TULIP
Cumulative	Intermediate			
26.32	0.81	K.L.		
26.67	0.35	T.R. - 5230 2110	(SPANKERS RD)	
26.93	0.26	T.L. - P.R.P.C.	FALLS RD	

ROUTE CHART FOR 1974 SOUTHERN CROSS RALLY

K.L.	0.03	0.03	
S.O.	0.08	0.11	
R. ONTO HIGHWAY WITH CAUTION	1.14	1.25	

1975 HUMPHREYS AUTOMOTIVE SERVICE RALLY

1.33	0.38		KEEP LEFT downhill
1.58	0.25		BEAR RIGHT then 70 m. to Log bridge

1978 STONES CORNER MOTORS BSCC SILVER JUBILEE RALLY

1.55	0.45		CAUTION! ROUGH CREEKS THEN STEEP CLIMB TO TR AT TJ AT CREST	27.30
2.14	0.59		BRIDGE	26.71

1982 MAZDA CENTRE SPRINGWOOD CAR RALLY

5.74	0.58		ROAD GOES RIGHT DOWNHILL THEN 90M CAUTION!! ROAD GOES HARD LEFT	29.92
6.14	0.40		T.R. @ T <span style="border: 1px solid black; padding: 2px;"><del>MULLIMBIMBY</del></span>	29.52

1992 TWEED CITY SHOPPING CENTRE RALLY

# Castrol GP50

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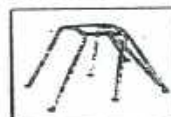
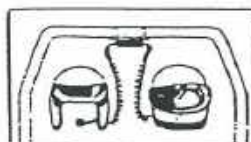


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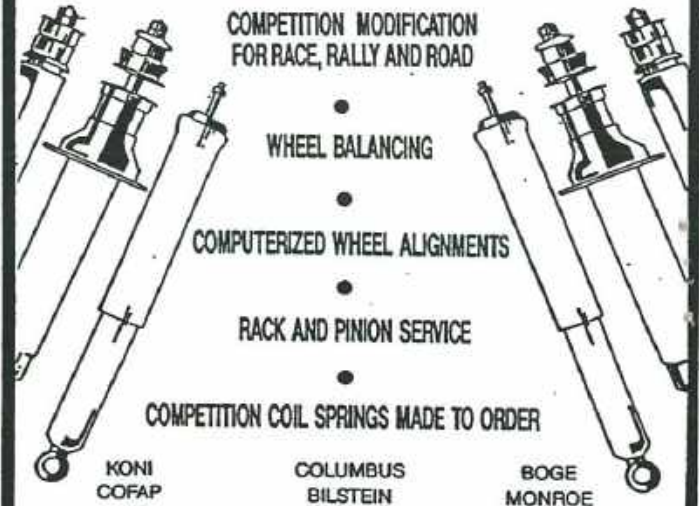
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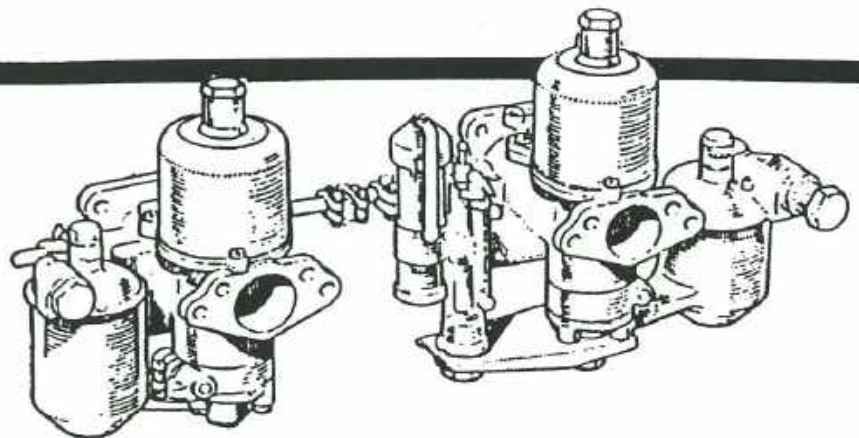
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IAN BREMNER	343 8351	262 1222
ALAN NICOLL	355 4676	

261 3349

261 1222

209 1432 209 1432

"

"

# PROPOSED B.S.C.C. 1993 CALENDAR

31 MARCH ANNUAL GENERAL MEETING 8.00 pm  
4 APRIL REVOLUTION RACE GEAR and ROAD & RACE RALLYSPRINT  
6 APRIL BOARD MEETING 7.30 p.m.  
7 APRIL NIGHT RUN - remember 3rd Party Extension!!  
10/11 APRIL PERSEVERANCE OFF ROAD CHALLENGE - AORC 1 CROW'S NEST.  
18 APRIL MOTORKHANA - Entertainment Centre, Boondall Car Park  
2 MAY RALLYSPRINT -- Supp Regs out shortly  
Have you registered for the series yet?  
4 MAY BOARD MEETING 7.30 pm  
5 MAY NIGHT RUN  
16 MAY OFF ROAD SHORT COURSE

Future dates: Rallysprints 6 June, 24 July, 5 September.  
26/27 JUNE RALLY QUEENSLAND - AUSTRALIAN RALLY CHAMPIONSHIP

+++++

#### INVITATIONS:

from M G CAR CLUB - Hillclimb 25 July  
Ironman Weekend 22 August  
Supp Regs will be at Club approx 4 weeks prior

IPSWICH WEST MORETON AUTO CLUB  
Round 2 - G P CARS CIBIE CLUBPERSON RALLY SERIES. 15 MAY 1993  
NANANGO. Have you registered? If not contact G P Cars 356 9544

**REVOLUTION  
RACEGEAR**



REMEMBER TO REGISTER FOR  
THIS SERIES.....  
SUPP REGS OUT NOW FOR  
4 APRIL BEERBURRUM EVENT  
CLOSES 29 MARCH

RALLYSPRINT SERIES

SUPPLEMENTARY REGULATIONS



4TH APRIL 1993  
2ND MAY 1993  
6TH JUNE 1993  
24TH JULY 1993  
5TH SEPTEMBER 1993



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