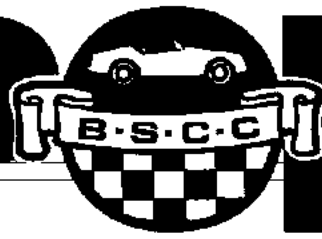


# BRISPORT



## BRISBANE SPORTING CAR CLUB MAGAZINE

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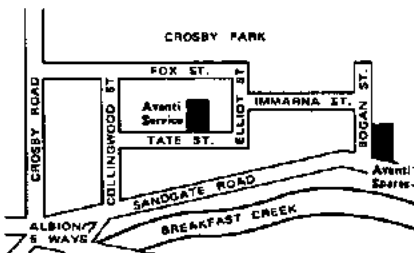
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# TEOTFY!



"The editor's gone mad!", you're probably all saying. "What the hell does TEOTFY mean??"

For a start, you're all wrong - the editor's been mad for quite some time, and TEOTFY, as any chartered accountant would know, means 'the end of the financial year'!

I don't care what you're all mumbling under your breath. I wanted to start the magazine with that horrible thought so I did it.

For some this will mean that tax refunds will be coming in the not too distant future - if, of course, you've been to a good tax agent. For people like Subaru Rally Team Australia this means they will be able to write off a few more grand worth of spare parts as they try to win the you-beaut YOKOHAMA RALLY QUEENSLAND.

As I write this column, the event is just days away and a slightly disappointing entry of just 48 has been confirmed. At some 20 fewer than last year, the purse will be tied a little tighter but the event will not suffer in terms of quality.

The team that puts this event on, led by Errol Bailey and consisting of Iain Stewart, Craig ('the barking Chihuahua') Porter, Brian Everitt, Peter Whalley, Esme Gibson, Pat Hetherman, Brian Swinton, Peter Marshall, Ross McCulloch to name but a

fraction has a reputation for excellence that they will not let go of!

Although I'm yet to see an entry list, I believe that Marky-Mark and I have drawn lucky 13 in the super-fast Galant VR4, and we will be out to have a conservative run to learn all about the new beasty.

By the way, budding 4-wheel drive turbo owners, the great little Shell Mazda is for sale at a very attractive price.

The event will be memorable, that's for sure, and I, along with a whole bunch of Queenslanders are looking forward to a great battle.

The strangest thing has happened to me in the last few days. I have been given articles for the magazine so complete that I hardly have to add anything to the June issue.

Thanks once again to Tony Best for his continuing articles on rallying in the years gone by. This month he tells us all about what was the Biggenden Bush Rally - an event I actually serviced on when I was about 16 in 1978.

Also I received an article from Jim 'The Professional Voice' Pilgrim relating to his experiences on the recent GP CARS Rally Clinic. A very well put together article from someone who can write as articulately as he speaks. And he still confesses to owning, and driving a Torana V8.



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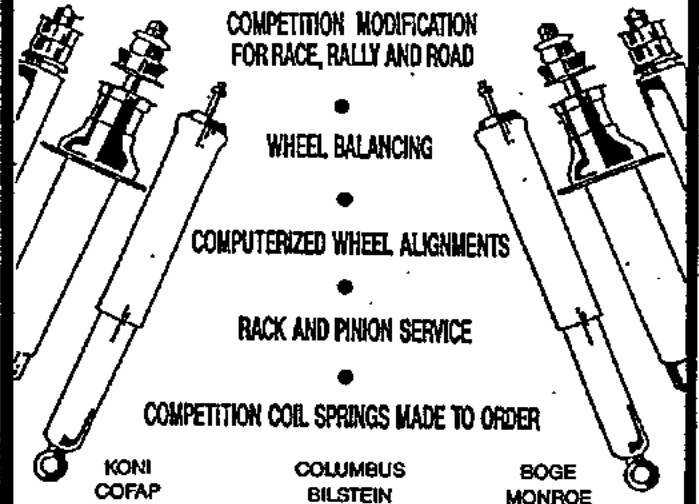
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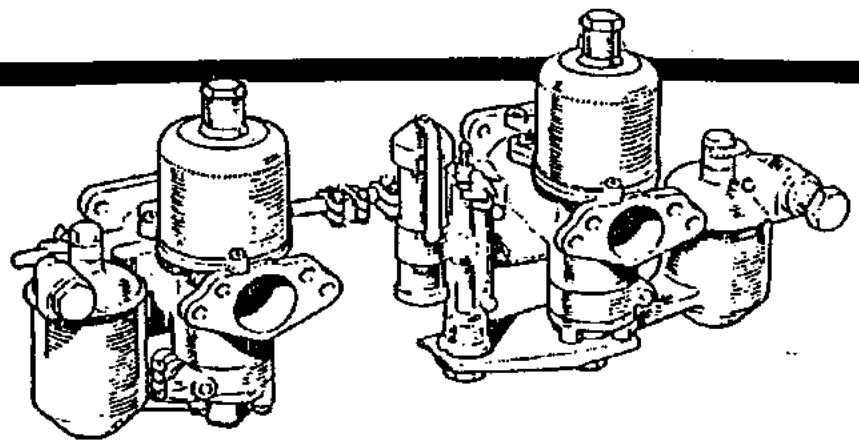
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What a guy!!

More details keep coming from Berenice Linton, our new social co-ordinator - who drives a mean motorkhana Honda, by the way - so keep your options open for those events which are up-and-coming.

Speaking of motorkhana's - I ventured out to Boondall on Sunday the 20 th of June to 'have a look' at this month's motorkhana.

No sooner had I parked the Gem-Gem-Gemini at about 11.00 and wandered over than Ray Evans said, "How'd you like to direct for half an hour while Tim and Trishy bolt off to find a half-shaft for the mighty Brick?"

It would appear that young Lee had been tweaking the 1/4" SU carburettor and reaming out the 3/8" exhaust and found another 45 horsepower!

When dad Ray unleashed the awesome power on his first-up effort, the CV joint spat out its needle rollers. There's not a lot funnier than the Evans family males walking around a carpark emu-bobbing for needle rollers. They found all but two!!

Anyway I soon realised that I'd have to have a bang and took out the Gemini with my extremely effective fly-off handbrake. What did Schwarzenegger say? "I'll be back!!"

It's great to see that Ken Philp and Tony Galletly are getting the newest Classic Mapping Rally up and running and I hope that some of you youngies out there take up the challenge and try a

mapping rally. You'll either love it or hate it.

I've done a few in my time and there was one of these events organised by NDSCC some years back (maybe Dave or Tony Hill?) and I was navigating for Rex Faldt.

Being somewhat adventurous, when I received my plotting points on my instructions I set my route and then, with my trusty Rally Romer went about writing 'route-chart' type instructions for the whole stage!

Needless to say we didn't win but we did get to the finish in about tenth spot.

I have just found yet another piece of literary effort from our own Hugh Reardon-Smith (co-driver for Warren Carrigan) who was so impressed with Barrie Burr's spiel, he wrote some thoughts down as well.

It seems we are developing quite a home for ex-pat pommies with rallying backgrounds, and a great bunch of guys there are.

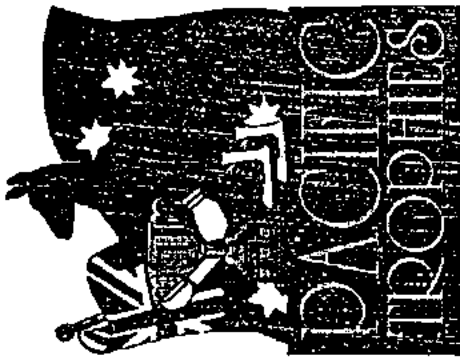
Did anyone see the second test, by the way?

Other news in the news this month is a confirmation of sponsorship for John Goasdoue and Neal Wesche from TRUE VALUE HARDWARE.

Rob Reddix put in the hours and got some results for his efforts. At least we should see the team in Rally Qld and Coff's Harbour.

Well, my two pages has come to a rapid close and I'll sign off here to get ready for the big weekend. See you out there!!!!

*Tom Smith*



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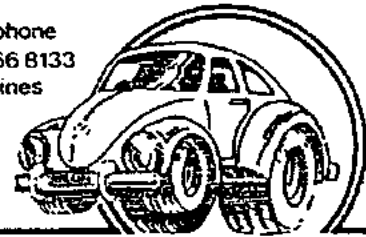
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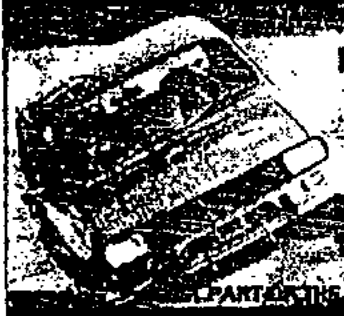


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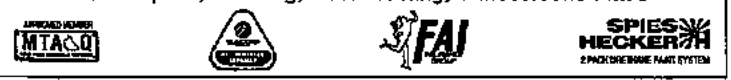
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## UK UNIVERSITY NAVIGATIONAL RALLIES

by Hugh Reardon-Smith

Barrie Burr's recollections in the last issue of *Brisport* stirred me to put fingertips to the keyboard and to recall the fun we had at college in Kent with navigational rallies.

When I started at college, I soon became involved with the car club and was introduced to the 12 car navigational rallies. Someone said that as long as we only had 12 cars in these rallies we didn't have to tell the police, so we ran course opening cars, marshall cars, and course closing cars to be able to have about 20 cars in a 12 car event!

We set the rallies around the narrow country roads of Kent. Our favourite roads were those bitumen roads with grass down the centre, hedgerows that blocked out the outside headlamps and roads around Romney Marsh where a mistake meant a swim.

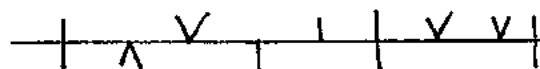
We added impossible turns on road junctions, which occasionally trapped the unwary. One girl was lucky enough back in 1978 to have an Opel Manta, and she ended up with all the wheels off the ground as she rocked on its belly, the result of an over-ambitious handbrake turn.

The vehicles that entered these rallies varied widely. Minis were always popular, especially Mini Vans, and Ford Escorts were good. There was the odd Fiat and even Landrovers, which usually used more oil than

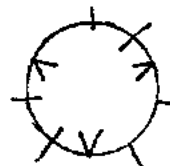
petrol. Then there were mixed sex crews which never seemed to make to the first control, but always found their way to the finish at the pub!

Crews were only given the clues for a section at the start of that section, so they had to work out the route first before they could set off properly. This was designed because we had to keep the average speed down to 30 mph, so if the crews took a while to get going, they then had to average about 60 mph, which made it interesting for the drivers.

We all worked off the local 1 inch to the mile maps, which showed every farm and track and were excellent. The clues ranged from easy to cryptic. We used tulips and instructions like SOTRRLSOSOTRRL etc, but the interesting clues were the herringbones. There was the straight herringbone, such as



showing where the junctions were, but the best was the circular herringbone which did not tell you where it started.



You had to work backwards from the first crossroads, and if there were more than one, you had to work back from even earlier. We did give the map references of

*Withfully  
reproduced from  
Hugh's own  
drawings - Ed.*

# Road and Race Spare Parts/Revolution Racegear Rallyprint Series -- Points after Rd. 2

OUTRIGHT DRIVER	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
DEAN TIGHE	25	15				40
CRAIG LUCEY	15	20				35
CRAIG LEE	20	13				33
STEWART REID		25				25
GARRY MARSHALL	13	11				24
BRUCE DUMMETT	8	10				18
MARK TAYLOR	9	6				17
BARRY COOK	10	6				16
BILL WILSON	6	9				15
ROBERT BEKKER	7	5				12
HARVEY POTTS	11					11
MICHAEL PAGE		7				7
PETER SALISBURY	5					5
SPENCER YARROW	3	1				4
ROD BROWNING		4				4
BRUCE DAWSON	4					4
M SUTHERLAND		3				3
RON VAN OPSTAL	2					2
JOHN GOASDODE		2				2
JEFF KILBRIDE	1					1

1601-2000 DRIVER	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
MARK TAYLOR	10	8				18
BRUCE DUMMETT	8	10				18
BEN WATKINS	6	4				10
ROD BROWNING		6				6
TERRY BOARDMAN	4					4
STEPHEN HETHERMAN		2				2
BRETT WRIGHT	2					2

1601 - 2000 NAVIGATOR	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
JOE FERRIER	8	10				18
ANDREW CRAWFORD	10	8				18
KERRIANNE BEARDMORE	6					6
JOHN HAYDEN		6				6
LEE KILLER		4				4
BRIAN BOARDMAN	4					4
RUSSELL MCKENNA		2				2
GARY McLANE	2					2

OUTRIGHT NAVIGATOR	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
ALAN BATES	25	15				40
DEL GARBETT	15	20				35
BRADLEY WINKS	20	13				33
IAN HAMMOOD		25				25
JOE FERRIER	8	10				18
ANDREW CRAWFORD	9	8				17
DAVE AMBROSE	10	6				16
LUKE HARE	6	9				15
ALAN STEAN	4	11				15
CHERYL MCKINNON	13					13
MARIA MOUATT	11					11
JOHN PINDER	7					7
IAN SYME		7				7
TIM WILSON		5				5
MARK NEWBERRY	5					5
JOHN HAYDEN		4				4
DEREK YARROW	3	1				4
S SUTHERLAND		3				3
KERRIE HOLLINGTON		2				2
BEN HAYDEN		2				2
WAYNE DANIELS	1					1

2001 + DRIVER	RD 1	RD 2	RD 3	RD 4	RD 5	TOT
GARRY MARSHALL	10	10				20
BARRY COOK	8	8				16
BRUCE DAWSON	6	4				10
SPENCER YARROW	4	6				10
SHAUN GILL	2					2
SHANE MILBURN		2				2

2001 + NAVIGATOR	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
DAVE AMBROSE	8	8				16
ALAN STEAN	6	10				16
CHERYL MCKINNON	10	4				14
DEREK YARROW	4	6				10
ROBYN BARTER		2				2
DAVID OVENDEN	2					2

2001 + DRIVER	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
BILL WILSON	8	10				18
HARVEY POTTS	10					10
MICHAEL PAGE		8				8
M SUTHERLAND		6				6
JEFF KILBRIDE	6					6
GLEN ZAGAMI	2	4				6
JOHN GIBSON	4					4
GRANT YARROW		2				2

MODIFIED NAVIGATOR	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
LUKE HARE	8	10				18
MARIA MOUATT	10					10
IAN SYME		8				8
WAYNE DANIALS	6					6
S SUTHERLAND		6				6
JOHN COLEMAN		4				4
DANIEL GIBSON	4					4
SHANE ZOCH	2					2
BRAD McCULLOCH		2				2

## CLASSES

G-1600 DRIVER	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
ROR BEKKER	10	10				20
PETER SALISBURY	8	6				14
JOHN GOASDODE		6				6
JOHN EDDY	4	4				8
SHANE CRISP	6					6
BRETT WRIGHT		6				6
TIM COLLINGWOOD	2					2
NORM SINGLETON		2				2

G-1600 NAVIGATOR	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
TIM WILSON		10				10
JOHN PINDER	10					10
MARK NEWBERRY	8					8
KERRIE HOLLINGTON		8				8
GARY MITCHELL	4	4				8
GARY McLANE		6				6
DEREK SORENSEN	6					6
RICHARD COLLINGWOOD	2					2
NICHOLAS SINGLETON		2				2

4WD DRIVER	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
DEAN TIGHE	10	6				16
CRAIG LEE	8	4				12
CRAIG LUCEY	6	8				14
RON VAN OPSTAL	4					4
STEWART REID		10				10
TONY KABEL		2				2

4WD NAVIGATOR	RD 1	RD 2	RD 3	RD 4	RD 5	TOTAL
ALAN BATES	10	6				16
DEL GARBETT	6	8				14
BRADLEY WINKS	8	4				12
IAN HAMMOOD		10				10
BEN HAYDEN	4					4
GREG TEBBLE		2				2



the next control for those who got lost, but if you didn't follow the route you missed out on the signboards and thus lost points.

The trick was to work out the first 4 or 5 road junctions then set off with the navigator having to work out the clues on the go, as well as read the map and tell the driver which way to go! Once you got used to it, it wasn't too bad.

We always ran the rallies at night, in the hope that there weren't too many cars coming the other way and we

were lucky in that there were very few prangs. Most of them were going through farmers fences, or visiting the hedgerows. Mind you., one of my mates attacked a bank head on at 50 mph in a Landrover, and he shortened the chassis by 3 inches!

The rallies were always a great success, with heaps of people turning up at the pub for the finish. Luckily we never ran foul of the law, for there was no insurance or any protection for the organisers! AND, we certainly had a lot of fun.

\*\*\*\*\*

## A BERNARD BABY!

The BSCC wishes to express it's best wishes to Greg Bernard and family (I'm sorry, I don't know everyone's names-Ed.) on the recent arrival of a bouncing baby girl!

I guess you off-road guys bounce everywhere anyway, so it makes perfect sense!

Born at a healthy 10lbs 5 oz. at 6.00pm on a Tuesday (that's all it says!) at the QEII Hospital.

Congratulations, Greg!!!!

\*\*\*\*\*

### THE INAUGURAL BSCC SOCIAL GOLF DAY

You wanted it, so you got it!!!!

One of the suggestions to Berenice for a social event was a 'Golf Day' and it's on, whether you like it or not! Sunday 11 July at Indooroopilly Golf Club, Meiers Road. Tee-off at 9.45 am and the price is \$30.00 per head.

There is a maximum starting line-up of 24 so don't be disappointed. Ring Esme at the Clubroom on 391 8881 to book your place.

Prizes will be awarded for a number of categories and these have been donated by some very generous club members.

There is even a chance of a surprise guest appearance by Greg Norman, the 'great white shuck'. (If you believe that you'll believe anything-Ed.)

\*\*\*\*\*

## JIM PILGRIM'S BIT

Unfortunately a few weeks have now passed into a couple of months since the running of the GP CARS Rally Clinic. However I hope it is not too late to offer a few words of thanks to those involved in the organisation and staging of the weekend.

The BSCC Clubrooms at Woolloongabba were the venue for the theory session which was held on the Saturday. Rod Browning of GP CARS acted as host and mediator, whilst each of the four instructors Murray Coote, Peter Phillips, John Goasdoue and Peter Glennie discussed specific aspects of the course. Stewie Reid, I understand was also to have been one of our tutors, but sadly was committed elsewhere that weekend.

Topics covered in the classroom included such things as physics, as it relates to car control, the effects of inertia and acceleration, the importance of the centre of gravity. The discussions also covered such ground as driver comfort and seating position and it's effect on performance, tips on 'reading the road', the role of the navigator. All very interesting and worthwhile stuff; but of course everybody was just itching to put some of these thoughts into action in the forest.

Well Sunday dawned soon enough and in fact by the time the sun did poke it's head up, we were well and truly on the road headed north. Some twenty odd rally

cars and drivers assembled in the forest near Imbil for an early start to the practical side of the 'Clinic'.

Captain Rod had gathered a worthycrowd of lieutenants to assist with controls and road blocks and the briefing brought us all to order around 8.00 am. Three 'stages' had been selected and all 'students' were advised of the various "do's" and "don'ts". The atmosphere was pretty relaxed and as there was to be no actual competition, no numbers or running order were required.

One stipulation was that an instructor was required to be in the co-pilot's seat of every car for the first run over stage one. After that drivers were at liberty to either wait for instructors or, if they so desired, to continue running the stages solo to practise their new skills in relative privacy.

I probably completed less 'competitive' kilometres than most on the day, simply because I tended to hang back awaiting the availability of instructors. Although over 13 years of rallying I have spent a couple of years in the silly seat, I have never really come to grips with the idea of being strapped into the left seat with no steering wheel or brake at my disposal. I was thus a little uneasy when Peter Phillips suggested I go for a run with fellow student John Martin of Gladstone in his 5 litre Torana.

This of course would give me the opportunity of watching John manhandle his beast around what was really a very tight and testing loop through the scenery. Having tightened the harness at least three times, I braced my feet against the firewall and endeavoured to maintain an air of composure as John chauffeured me through the stage, up and over the blind crest where the track ducked wickedly off to the left, leaving a chasmic drop on the right to catch the unwary.

Then down the hill, seeds of 'The Man From Snowy River' here, up a gear, and onto the gas again. A short sprint brought the right hander up quickly, and on the approach I get my left knee braced against the door trim and keep one eye on the driver's feet as he heel and toes back a cog. The nose of the Torana points in effortlessly and quite early and the car powers through the apex and exits with just a shade more oversteer than perhaps either of us would have preferred.

Suffice to say my nerves had settled pretty smartly from the start, and when the timing marker came up, I would have been happy for the short stage to have been somewhat longer. It had been interesting to watch John strutting his stuff in a car which is basically similar to mine.

The pleasure was not all mine however, and barely 5 minutes later, I had John strapped into the co-driver's chair of my car. We set forth again, over the same tight and twisty stage, and at the bottom of the

hill where the track goes right, we again proved that Torana drivers tend to do it sideways. Perhaps my main lesson for the day was that a little less enthusiasm can make for quicker lines. Well, if nothing else it gives me something to work on.

Over the course of the day, I had a couple of guests come along for the ride, including young Fabio of the potent Pug, and a certain 1600 pedaller who assures me he has no desire to swap his Datsun for a good old Aussie V8, thank you very much!

Most of my Sunday however was devoted to piloting the four official instructors, who made various comments about my particular skills (or lack of them) and about the car as well. In a nutshell, all four were agreed that my car handling ability wasn't real bad, but my throttle control wasn't real good. Stomping on the gas at every opportunity obviously throws a lot of dust, but isn't the best way to make the trees go by quicker. It all relates back to Goasdoué's First Law of Physics - "More haste, less speed!"

The general opinion on the car was that it is something of a monster, and it certainly has the potential to bite the hand that feeds it. This having been said it is surprisingly nimble and flickable for such a mass of iron, and does most things right, most of the time. There will be visit to Fulcrum coming up to sort out the axle tramp and consequent lack of traction, and there were many other assorted tips which might

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help our overall performance.

The whole exercise was not about 'speed' so much as 'style' - not so much about how quickly you go, but rather how you go quickly!

One of the most interesting of the many things I learned was to "use the length of the road, rather than the width". I had great fun practising this little gem. After getting it right several times, I had John Goasdoue buckle himself in and off we went, with me determined to show him how much I had learned. All went well until midway through the section, when my newly acquired technique of "using the length rather than the width" resulted in out cutting across the grass, about two car lengths before the corner! Oh well, back to the drawing board - it just takes practice!!

All instructors did an outstanding job, and showed immeasurable patience under fairly trying circumstances. It was difficult for them to be in all places at the same time; but given the demands on their time, they did an enviable job of making themselves available to everyone with as little delay as possible.

I know I speak for all the participants when I say a very sincere "thank you" to the two Peters, to Murray and John for the wealth of guidance and information you passed on. I am not aware of any other sport where those at the upper echelons of current competition will so wholeheartedly assist others to improve their performances.

To all those other people who worked hard to make the "GP CARS Rally Clinic" a success, including Barry Neuendorff, Chris Lane and many others, our sincere thanks and likewise to Rod Browning for his efforts in masterminding and overseeing the weekend.

Incidentally, we blew yet another differential out of the Torana on the Sunday afternoon (2 events, 2 diffs) and blew (and destroyed) and almost new tyre on our Ford Raider at the close of the day.

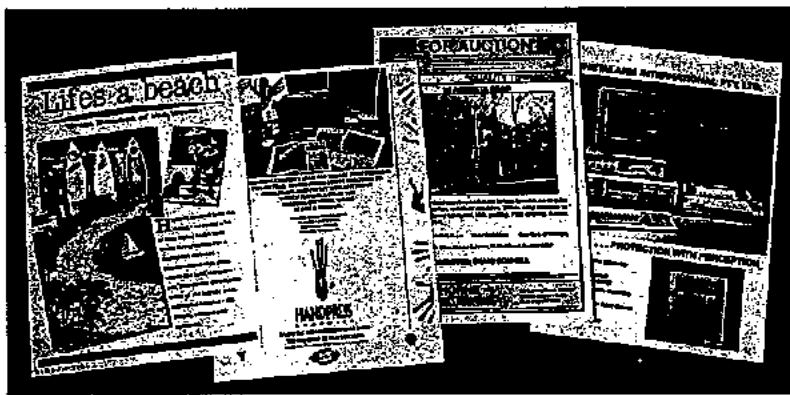
In closing, for all those who do not know what is meant by "using the length of the road, rather than the width", I guess you'll have to wait for the next course to find out.

Don't miss out!!!



**THE END!**

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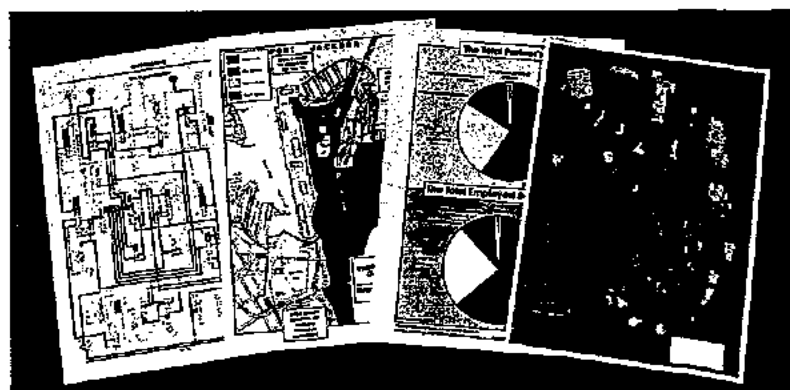
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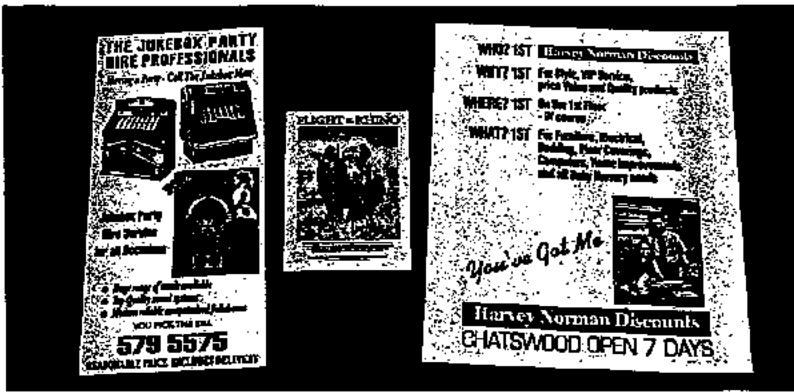
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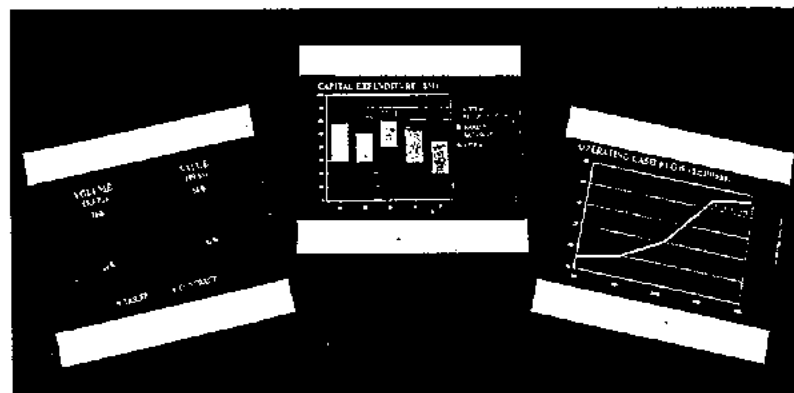
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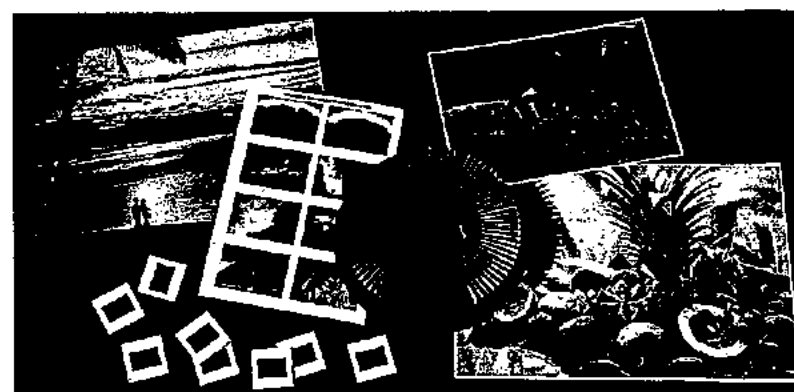
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# THE RISE AND FALL OF THE BIGGENDEN BUSH RALLY

by Tony Best

I had the misfortune to live in Bundaberg during 1972 and 1973. Why I considered this to be a misfortune was because of the almost complete lack of interest in motor sport in the town and the absence of a car club. This is surprising in a town of this size!

However one good thing about my stay in Bundaberg was that it brought about my involvement with the Biggenden Bush Rally.

Biggenden is a small town approximately 80 km west of Maryborough and some time during 1972 a group of local businessmen and residents were discussing ways to promote the town.

Somebody suggested a car rally. This was quite a sensible suggestion as the Southern Cross Rally was certainly helping to put Port

Macquarie on the map in the early 1970's.

Don Saunders, the local baker went to Brisbane to find out how to go about organising a car rally. He was eventually put in touch with Ian Wells who was then the president of the Brisbane Sporting Car Club. As I was the closest club member to Biggenden Ian asked me to talk to a few people in Biggenden to see if the idea was feasible.

It was not long before a few decisions were made. A rally would be run in early 1973. The Brisbane Sporting Car Club would run the event and most of the road work would be done by myself and the Biggenden people.

Gary Blower, then a BSCC committee member, would be on the organising committee to handle liaison with the BSCC and CAMS. The Biggenden

business houses agreed to donate the prizemoney and trophies. The name selected for the event was the Biggenden Bush Rally!

The CAMS Rally Panel had enough confidence in the event to agree to it becoming the first round of the 1973 Queensland Rally Championship.

Finding suitable roads was no problem. The Brooweena and Childers forests were within easy reach of the town and there were also many good gravel Shire roads just begging to be rallied on.

Local interest was very high. The rally made front page news in the Biggenden Weekly for about two months and there were also stories in the Maryborough Chronicle. There was no shortage of local volunteers wanting to do controls.



A total of twenty-eight entries were received. This was a bit less than for most events in 1972, possibly because of the distance from Brisbane and the event not being very well known but this was considered an adequate number of entries, and made things easier for the organisers.

The start was in the main street of Biggenden which had been closed off and the route led staright onto a rough dirt track at the edge of the town so it was immediately competitive, a bit different from the long transport sections at the start of most other events. The rally consisted of two loops, one to the south and one to the north, with the halfway break at the Biggenden Showgrounds.

Most competitors considered the rally to be a success both in its organisation and the good standard of the roads. It was immediately decided to run a similar event in

1974. I left Bundaberg at the end of 1973 but by then the local Biggenden people had learned a lot about setting rallies and could call on the expertise in the BSCC when needed. Gary Blower continued to maintain his same role on the organising committee.

For 1974 the rally was made a bit longer but retained essentially the same format. It was again the first round of the Queensland Rally Championship and a lot more entries were recieved. On one section the organisers showed considerable ingenuity by using a local dozer to actually build a short length of road to link two good competitive sections that they wanted to use.

Initially the organising committee for the event was a sub-committee of the Brisbane Sporting Car Club, but during 1974 they decided to formalise themselves into a CAMS affiliated

club which they called the Biggenden Bush Rally Club. They started to run small local events and fund raising functions to help cover the running costs of the Bush Rally.

It was in about 1975 that another forest to the west known as Goodnight Scrub was added to the event. This gave more variety, but this forest was not used every year after that. At about that time most Queensland rallies began to use more forestry and less shire roads, and the Biggenden Bush Rally followed that trend.

Also in 1975, possibly due to the arrival of a less sympathetic police sargeant the start location was moved from the main street to the cricket ground on the outskirts of town (but still only two blocks from the main street). The rally still started with a competitive section, and this enabled the start time to be brought forward to mid afternoon where a s

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previously it used to start after dark.

Fields of around fifty cars were common between 1975 and 1978. There was a small amount of interest from Bundaberg and Maryborough (Viv Gees for instance) and the Biggenden based club felt that they should expand into a larger organisation. Another reason for this was that they hoped that the businesses in the larger towns would help with sponsorship for the event.

In 1978 the format of the event was changed to include publicity stops in the middle of Maryborough, Childers and Bundaberg to help promote interest in motorsport in these towns. Shortly after this the name of the local club was changed to the Wide Bay Burnett Sporting Car Club.

As I mentioned earlier the Club also ran a few smaller local events. Most of them attracted local competitors only but their

annual New Year's Day closed rally got a reputation as an event worth going on, and attracted entries from as far away as Brisbane and Rockhampton. I competed in it in 1977 and 1978 and thoroughly enjoyed both times.

Everything looked really good in early 1978 but something went wrong!!

Trying to run a club with members spread over four towns an average of 50 kilometres apart, each with their own ideas and not willing to travel to another town for a club meeting was a lot harder than the Biggenden committee had originally thought. Some people felt the club had lost it's local identity. Some of the local business people who had supported the event for six years wondered if it was still worth doing. There had always been a bit of antagonism between owners of businesses in Biggenden and some of the Maryborough businesses who

were able to undercut them on prices.

By far the greatest blow to the event was when Don Saunders the local baker left Biggenden. Don was the person who had got the event started and was well known in the town. He had the knack of keeping everybody thinking in the same direction, of knowing everybody's strengths and allocating the right person to the right job.

Without him they were virtually leaderless. Some of the others on the original organising committee had also left town. Others were workers rather than leaders and for some the novelty of the event had worn off and they had other interests and hobbies. The drive for membership in the other towns did not produce large numbers considering the effort that was initially put into it. I could have told them that they would not get much interest in Bundaberg!

Plans were made to run another rally in 1979 to be run along similar lines to the one in 1978 and visit all the towns. A reasonable amount of work was done but the event was abandoned a couple of months before it was due to be run. This was due to a lack of co-ordination between the people in the different areas, delays being made on decisions and lack of sponsorship.

This decision antagonised the people who had put a lot of work into the event, and some of them lost interest in running it at a later date when the problems were sorted out.

This was the beginning of the end. I don't think the club ran another event. The club was still listed in the 1980 CAMS Manual, but by 1981 it had ceased to exist.

In retrospect Biggenden was probably too small a town to maintain interest in running a rally of QRC status for much longer than six

years. People move or their interests change. You have only got to look at the membership turnover in the B S C C to appreciate this. I accept the fact that people such as me who have been interested in motosport for thirty years are the exception rather than the rule (but I still wish there were more of us).

The Biggenden Bush Rally certainly attracted the top competitors. Winners of the six events run were Brian Michelmore, Mike Chapman, Fred Thompson, Peter Wickham, Ian Reidel and Ian McCubben. Apart from 1973 when I directed the event, I competed the other five times it was run, navigating for Lisle Neumann every time. Our best result was second outright in 1975. Lisle also competed in 1973, making him one of the few drivers who did all six events.

Whenever I drive on the Bruce Highway between Childers and Gin Gin I look at the

forests and think about the Biggenden Bush Rallies. The roads in these forests were really good and it is a pity that they are no longer used, although I suspect that they may now be suffering from lack of maintenance in recent years, like many forestry roads closer to Brisbane. I just hope that one day we may see another rally run there, possibly as part of the Queensland round of the ARC.

How about it, Errol?





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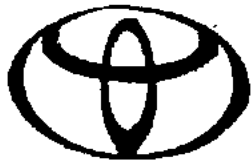
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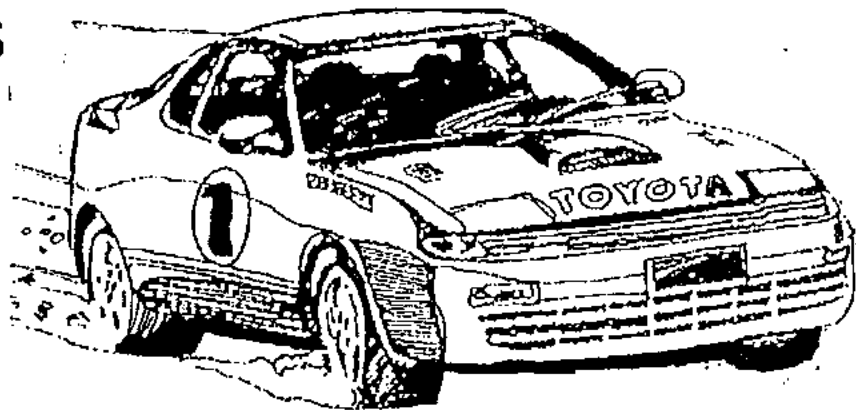


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## OFF ROAD GOSSIP

Now where was I? Oh yes I had just finishing telling you about the Saturday of the Perseverance Off-Road Challenge. In my last report I told you about all the dramas of the Saturday, they pail into insignificance to the Dramas on Sunday.

Before I go any further I would have to say that I was ashamed in the way some Competitors behaved on the weekend. The way they carried on about nothing, and think it is there God given right to abuse Officials, who are volunteers. As you will notice this is one of my pet hates, but hey it is hard enough to get people to work anyway.

Sunday morning and Doug kindly woke everyone up with tea and toast, then we headed for the Track. We followed Laurence out to the track as he had spent the previous night pulling the motor out to change a Seal. By the time 8:00 am came around we where able to watch Terry take off, then Doug, I made my way back to my Car, and when I got back to the Pits Laurence was already to go and I must say he didn't look very confident and the day was not going to be a good one (shouldn't of eaten that Steak).

Finally it was our turn to go, when we arrived at the start line I looked behind to see who was behind us and it was the Nicoll Boys, (Ha, to easy). We where off and the game plan was to put the first lap in at a steady pace and later on in the day step it up (Well that was the Plan) the first lap and lots of dust, about half way through the Nicolls where still behind us I decided to let them go past as I was not in their class, this was a very good move as ahead an arrow had been knocked down and Alan knew the way to go, thus saving us from going the wrong way. (good one Big Al) We repasted them when they had a flat tyre.

I was also very saddened to see Steve Hilton broken down on this lap, I am just grateful for my full-face Helmet so I could hide my tears. When we finished the lap with no Drama's, Terry was still leading the race, and Doug was also running. Also finishing the lap was none other than Desley Collins (get down), they had brought the car out of retirement again, to give it another run, and circulating quite nicely thank you very much.

I don't remember much about the second lap only that I must of finished it. Laurence wasn't as lucky, he finally got the car running right and blew the Diff, Alan and Greg where also out with an intermittent Electrical fault (rewire). Lap Three and the wheels started falling off. I was hauling down this straight when suddenly the fire went out. (Shit) We jumped out to find the earth wire on the distributor broke off, so it was out with the wire strippers and we where going again. 5 k's from the finish of lap 3 we where going up this hill when this Shitbox Class 5 Car was broken down in the middle of the Track, when we tried to get around it we also got bogged, I will not go into detail the words that where exchanged as this Class 5 driver was carrying on about the Track and how it was to rough for his car. (he should take up Rallying). Eventually we got going after Mal dug the car out and gave me a push (now I know why I take him) and finished the Lap.

When we where in the Pits it seemed as if we where the only BSCC car still going, we even had a visit from our faithful President, Master Bates. I was Shooting my mouth to all these Rally Wankers how good my car was, and how I was going to finish another Event. Even Laurence was coping it, I pulled my big Rig out to the Start Line when who should be behind me but Don and Russell Macarthur, now, ever since I have started Racing my buggy I have enjoyed many long hours of racing with Don and I was looking forward to another one. It's only ashame that Don who is a good Bloke has to race with such a handicap (Russell) Ah, how sweet it is.

Where was I, so I am on the line, I get the count-down and I am not moving, I first thought that I had blown first gear so I go for second, still nothing, how about Third, DEAD. David Jones tells me I have done an Axle. I was pulled back into the Pits and I thought my day

was over (Flock it). So near and yet so far, when alas my prayers had been answered, Pat Collins lent me the spare from Desley's Car (Thank-you, Thank-you, Thank-you) Jack Svenson and Graham Hill fitted it up and we were away. We finished the lap and the race Yah-who, and didn't we have a great time. As for everyone else, Terry & Maureen finished 2nd outright which is a top effort for a learner, Doug was 4th and first in his Class, not bad for the first time out, but let's not forget he has a real motor, I can't seem to find his navigator's name lets just say that Doug couldn't stop shaking his hand. Bryan & Michelle Basham finished a very creditable 9th outright, they are doing very well since they got that 'Grant' to put a 1600 motor in the Car. Stichey Willett was next after a run of DNF's finally jammed a finish. Michael Collins was also driving to finish and was 15th O/R. I still have fond memories of this car back in the old days and it is good to see that the old girl has still got it in it. I have also been able to give Mick some tips on Driving which is certainly helping him.

Ron Vanderhaar finished 18th but he should of won, just ask him. Ken Smith got his Tow Car out again and came home 22nd, I would be interested to see him in a real race car I think he would look good in a Buggy, don't you? (good looking Jeep Ken) you know I can't believe how funny I am. Even with his handicap Don Macarthur was 27th (this time Don, this time). Steve Hilton must of cheated to be 30th, but when you have an 1800 motor you can make up heaps of time anyway that's my story I'll stick to it. (god I love taking the piss out of him). Sabine Brand not you too, I thought women are suppose to be in the Pits washing Helmets and getting the food and here you are you Bag flogging me, and I thought we were mates, Oh well that's the way it is. But seriously I think it was a monumental finish for Sab and bloody good on you!! As you may guess I was 32nd but at least we Finished and we did manage to beat George whom I still cannot understand how he got that car around the Track.

Sunday night and we went to this Fash place for Presentation, with good food and Rum, Terry may of been second outright but he missed out because he didn't one of the Beers that Doug Shouted (7's of course) and I did. Well that was Toowoomba, a top race at a top venue with a top team running it, Thank-you again Steve. ( Roll on 94)

My next Event was suppose to be the Toowoomba Short Course, but due to personal and Financial commitments I was unable to attend. I heard it was again a very high standard Event with Ron Vanderhaar winning. (should have kept the old Buggy Laurie, you were fast in it)

A week after that Event it was time to head to Griffith, Round 2 of the AORC. I had kindly been offered a lift with the McMillans from Moree to Griffith. My weekend actually started the previous Sunday night when there was this loud banging noise on my back door, I opened it to find Doug McMillan standing there. He was in trouble, 5 days before an AORC and he had a 3.2 lt porky motor in the back of his car with shot Big Ends (that's the Bearings that go on the Con-Rods for you Rally Wankers).

The next morning he was off to see Laurence for a re-build (did I mention that German Autos sponsor my car) Anyway to cut a long story short, Doug left Tuesday night with a fully re-built motor. I left Thursday morning of Moree, arriving around lunch time. The Afternoon was spent waiting for Terry to get his act together, finally at 4:00 O'clock we left for Dubbo. The trip was uneventful and we arrived about 9:30 pm. Terry turned up about 1/2 an Hour later and Bryan about 2 hrs after him.

When we set off the next morning, we were all able to stay in touch by Radio, and it wasn't long before I realised that I was the only Queenslander on the Trip and we had just lost the State of Origin.

This is when you find out who your Friends are, all the jokes came out about Cane-Toads and King Wally. I have always been amazed how they still carry on about Wally. But I suppose Laurie Daly is not even fit enough to wipe Wally's boots.



After arriving at Griffith we made sure that Terry was set up in his Motel Room and then we made our way to the Slaves Quarters. The afternoon was spent walking the Prologue Track and then on to Scrutineering. There where heaps of CAMS people (I use that term Loosely) strutting around as if they own the Joint. I think it's the case of trying to prove their value to Competitors, after all it is the Competitors who pay for their trip and accommodation for them to be there, so they can be talked down to by them. You may think I have sour Grapes, it just that the Sport is now out of the reach of the Wage Earner and you consider that 1/3 of Toowoomba's Entry fee went to CAMS, for what!!!! (Squat)

The next day at the Track I was able to get a look at the Track, I feel it was too fast and did not prove a Challenge to an off-road car. 90% of the Track was Flat out across wheat paddocks (alright if you have a Class 1 or 9) But that was the track they had set in the Conditions they where given. Prologue and it was the Goodyear entry of Brett Osbourne that pulled off the Fastest, with Terry 6th and Doug 10th. Michael Collins was in the top 20 as well as Stiche Willett. Bryan Basham made the top 30.

Race day and it was all go. Everyone got away on time, Doug was still getting used to the big Rig but still leading his Class. Michael Collins was moving up the Field very rapidly, after the first lap he was 6th outright and getting quicker. Stiche was having problems with flat Tyres, this would not turn out to be a good day for him. It so happened he was just driving down this Straight when the Front End fell off, I think it was next to that Pig Airport, (get it). Oh well better luck next time. Mick Collins unfortunately had Rear Trailing Arm problems, which put his and Greg's day to an end.

Doug was our best finisher with a second outright, he had to do the last lap with no Power Steering, so he looked like Popeye when he finished. Terry was next in 6th after a flat Tyre, but still a good result. Bryan the Sheep Farmer was next jamming another finish (becoming a habit Bryan) Half way through the Race I watched Ken Smith go past with this bad gearbox noise coming out of his car, but he finished and won his Class (buy a casket ticket)

Sunday night and another Presentation (boring), next morning we headed for home. I had a good trip because I was allowed to play all my Tapes and Doug didn't mine one bit because I have such good taste in music.

My next event was the Lada Autosport Enduro, this should of been a great Event for me, this was not the case. I can't blame the Track it was one of the best I have seen for a long time, the event was well organised, everything was right. So why you ask was the matter, I won't go into detail, lets just say I personally did not get to see much of the Race due to a little knocking noise in my Motor turning into a very big knocking noise (hang a big end) and I can't blame anyone. I was so looking forward to revenge with Steve Hilton, but I will be back next year and things are going to be different. I would like to thank everyone for SEQORRA for there effort and keep up the good work.

Well that's about it for me for this month, I am sorry I didn't make last months Mag. I am now off to Warialda for the Warialda 200, by the time you get this the race would of been run and won (hopefully by me) I have a stand in Navigator for the weekend, as Doug is too lousy to have a 2 seater, I will have his Navigator none other than Sharon McMillan in the chair. At lease she will have a good chance of finishing.

Don't forget, off roading is the best.

DERRICK

PS. I couldn't finish without welcoming a new member to the club, he is Ian Ferguson. He only joined last year and already he is on the Board, He drives a SAAB and he also thinks that Off-Roader are the best bunch of people he has ever met. Welcome Ian



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PROPOSED CALENDAR

4 JULY CLASSIC MAPPING TOURING ASSEMBLY - HISTORIC  
25 JULY RALLYSPRINT 4 - FURTHER REGS OUT IN NEXT DAY  
OR TWO  
N.B. THIS WILL BE ON SUNDAY 25 JULY IN THE  
GOLD COAST AREA  
15 AUG SHORT COURSE OFF ROAD - REGS OUT EARLY JULY  
5 SEPTEMBER RALLYSPRINT 5  
16/17 OCTOBER BAILEY POWERLINES CLUB RALLY  
13 NOVEMBER RANGE RALLY CLASSIC - HISTORIC  
21 NOVEMBER FINAL ROUND RALLYSPRINT  
27/28 NOVEMBER Tentatively Ladies LONG COURSE O/R  
4/5 DECEMBER KEEMA CLASSIC QRC

NIGHT RUN 7 JULY 1993 - Don't forget your Third Party  
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SOCIAL : GOLF DAY SUNDAY 11 JULY 1993  
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CLASSIC MAPPING TOURING ASSEMBLY

SUNDAY 4 JULY 1993

GRIFFITH ROAD

IPSWICH

START 8.30 a.m

MAP IPSWICH 1:250,000 SG56-14

# 1993 RALLY Queensland

## Official Outright Results

27 Jun, 93

POA	Car	Attributed	Owner	Driver	Co-Driver	ARC Class	Run Time	Penalty Time	Total Time
1	2		Subaru Australia Pty Ltd	Possum Bourne	Rodger Freeth	PR3	2:10:36	0:40	2:11:16
2	6		Wayne Hoy	Wayne Hoy	Murray Coote	PR3	2:11:40		2:11:40
3	1		Neal Bates	Neal Bates	Coral Taylor	PR3	2:11:59	0:30	2:12:29
4	3		Les Walkden Rallying	Ed Ordynski	Mark Stacey	N5	2:13:47	0:05	2:13:52
5	4		Subaru Australia Pty Ltd	Robert Hemidge	Rod Horsley	N5	2:14:18	0:10	2:14:28
6	10		Craig Lee	Craig Lee	Kerrie Hollington	PR3	2:17:58	0:15	2:18:13
7	13		Mark Griffith	Mark Griffith	Tom Smith	N5	2:18:51		2:18:51
8	11		Dean Tighe	Dean Tighe	Alan Bates	N5	2:20:26		2:20:26
9	12		Warren Carrigan	Warren Carrigan	Hugh Reardon-Smith	PR3	2:22:24		2:22:24
10	8	Daihatsu Dealer Team	Robert Nicoli	Robert Nicoli	Dale Hynes	N3	2:22:39		2:22:39
11	24	Albury Wodonga Dist. Car Club	David West	David West	Tony Best	N1	2:22:51		2:22:51
12	18		Parsons Tabo	Steve Winwood	Harald Drews	PR2	2:27:22		2:27:22
13	27	Brisbane Sporting Car Club Ltd	John Goasdoue	John Goasdoue	Neal Wesche	N1	2:30:41		2:30:41
14	30		Mark Taylor	Mark Taylor	Andrew Crawford	PR2	2:32:33		2:32:33
15	44		Darran Hyland	Darran Hyland	Warren Parker	N1	2:32:34	0:05	2:32:39
16	26	Daihatsu Dealer Team	Brett Middleton	Brett Middleton	Ross Middleton	A1	2:32:35	0:40	2:33:15
17	31		Vivian Gees	Vivian Gees	Noel Gees	PR2	2:33:48		2:33:48
18	39		Tim Collingwood	Tim Collingwood	Richard Collingwood	PR1	2:33:54		2:33:54
19	20		Rod Browning	Rod Browning	Barrie Burr	PR2	2:25:34	9:15	2:34:49
20	35	Brisbane Sporting Car Club Ltd	David Nash	David Nash	Dennis Nolan	PR2	2:35:07	0:40	2:35:47
21	41		Andrew Johnstone	Andrew Johnstone	Mike Neely	PR1	2:36:51		2:36:51
22	32		Keema Suzuki Springwood	Tony Kabel	Gregory Tebble	PR3	2:37:13		2:37:13
23	23		Ged Beckton	Martyn Beckton	Phil Crothers	N5	2:37:23		2:37:23
24	43		Bruce Fullerton	Bruce Fullerton	Tim Cayless	N1	2:38:46		2:38:46
25	45		Keith Morris	Keith Morris	Steve Ross	N1	2:39:58		2:39:58
26	42		Rodney Cross	Rodney Cross	Tony McDade	N1	2:41:33		2:41:33
27	38		Geoff Meacham	Geoff Meacham	Anthony McLachlan	PR2	2:43:07		2:43:07
28	46		Peter Lockhart	Peter Lockhart	Michael Bruce	PR2	2:46:36	0:05	2:46:41
29	37		Michael Binrose	Michael Binrose	Murray Wass	PR1	2:46:50	0:15	2:47:05
30	47		Fabio Francini	Fabio Francini	Stephen Pocock	PR2	2:49:26	0:25	2:49:51
31	48		Neil Michel	Neil Michel	Chris Michel	PR1	2:50:02		2:50:02
	25	North Shore Sporting Car Club	Mark Taylor	Mark Taylor	Keith Newby	PR2			
	15		Frank Neale	Frank Neale	W John Duffy	PR3		0:10	
	22		Ian Bailey	Ian Bailey	Ron Peters	PR2			
	34		Ross Mackenzie	Ross Mackenzie	Joan Percival	N1			
	5		Graham Alexander	Graham Alexander	David Stewart	PR3			
	29		Rob Bekker	Rob Bekker	John Pinder	PR1			
	33		Warren Tuckett	Warren Tuckett	Alan Cook	A1			
	14		Bruce Dummett	Bruce Dummett	Joe Ferrier	PR3			
	36	Brisbane Sporting Car Club Ltd	Glen Weston	Glen Weston	Rob Reddix	PR1			
	28		Brian Crisp	Brian Crisp	Christopher Lane	PR3			
	40		John Stilling	John Stilling	Anthony Brandon	N1			
	7		Hyundai Australia	Wayne Bell	David Boddy	PR2			
	19		Michael Guest	Michael Guest	David Green	N5			
	9		Peter Glennie	Peter Glennie	Anthony Garvey	PR3			
	21		Andrew Murdoch	Andrew Murdoch	Allison Reeves	PR2			
	16		Premier Pools P/L	John Long	Damien Long	PR3			
	49		John Rogers	John Rogers	Meryl Rogers	PR1			

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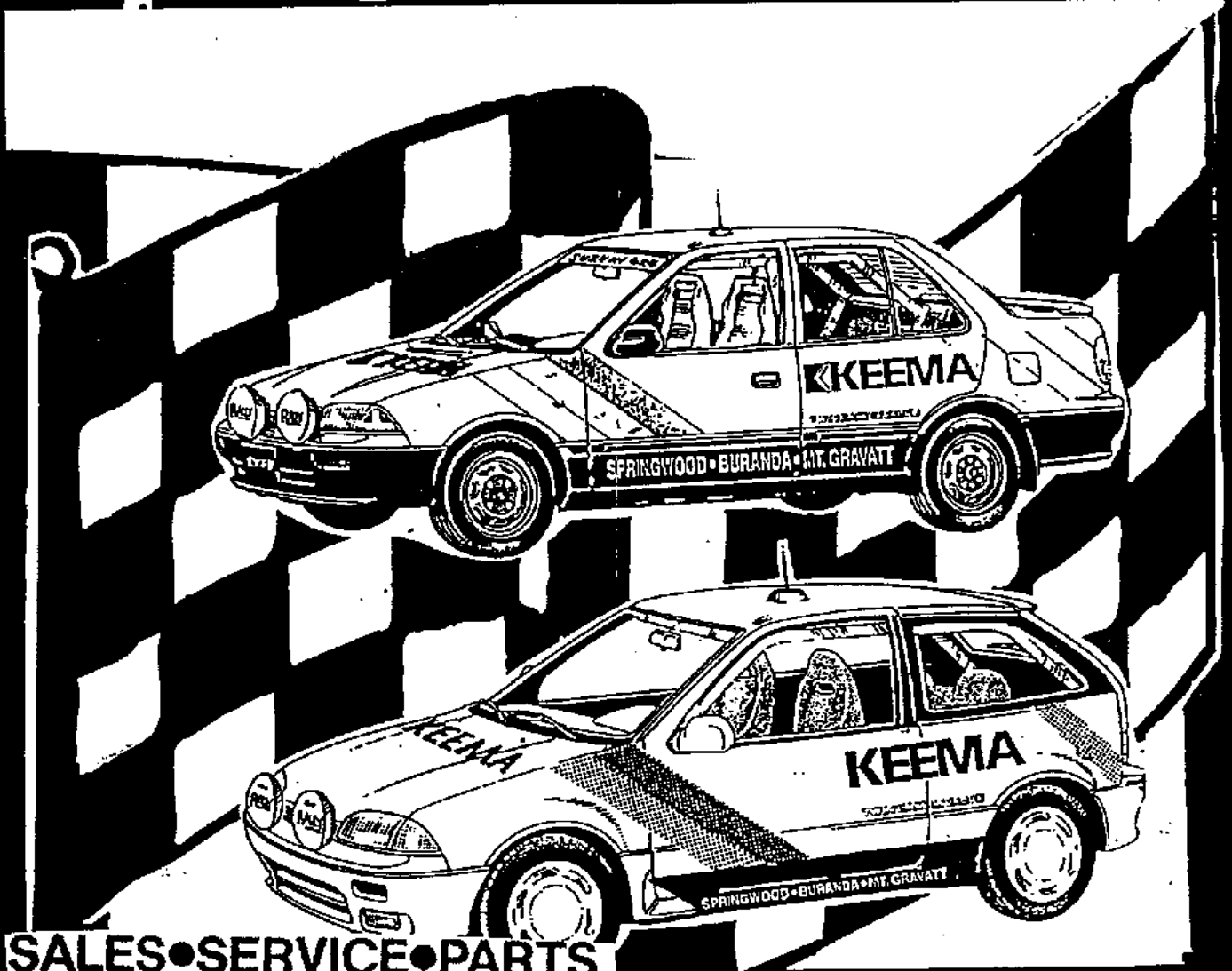
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