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-- SEP 1993

BRISPORT

B·S·C·C

BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY

RALLY

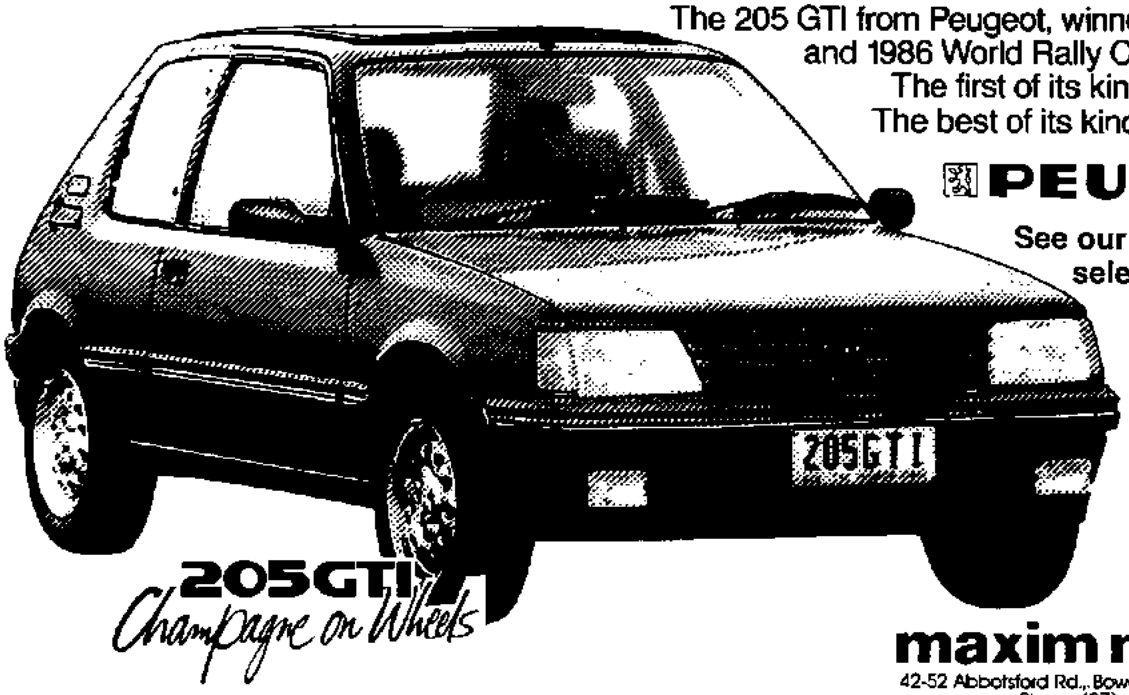
OFF ROAD

OFF ROAD

MOTORKHANA

MOTORKHANA

Taste the Performance



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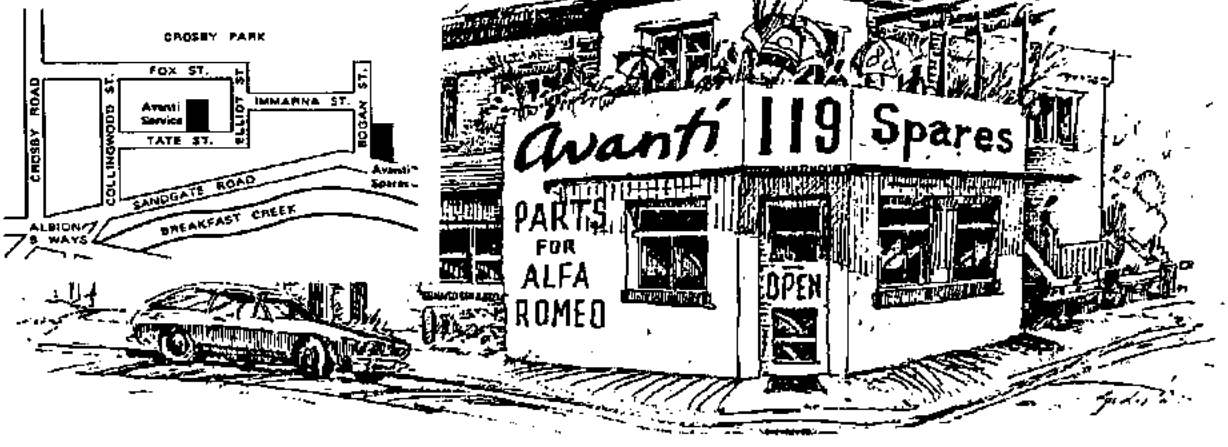

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ANOTHER DAY, ANOTHER DOLLAR!!!

Well, I must first apologise for the lack of personalised content for this month's magazine as this has been a busy September for me.

I was fortunate enough to compete in the 1993 Telecom Rally Australia in Perth and this kept me away for the month, and subsequently away from the old Word Processor.

Although the event was very exciting and a true test of man and machine, the unfortunate tragedy that surrounded the death of Rodger Freeth (co-driver to Possum Bourne) certainly cast a dark cloud over the proceedings.

I doubt that any of his immediate family would ever see a copy of 'Brisport' but I would like to express the club's deepest condolences on this terrible loss to the sport.

As happens so many times in accidents of this nature Possum walked away from the crash with minor bruises and a shaking.

The rest of the Prodrive Subaru team continued bravely on and dedicated their efforts to the memory of their lost team mate.

For the Queenslanders the event was a 'danged hoot' with the Shell Kallangur Racing Mitsubishi VR4 of Mark Griffith/Me finishing in a great 13th outright, and the Pulsar of Dean Tighe/Alan Bates coming in 22nd. Tony Best co-drove David West to (I think) 25th outright in a great performance from the little Suzuki and I am sure their were other finishers in the field from the Sunshine state. (Unfortunately, as I write this I don't have my results with me).

The rally is certainly draining over four days of competition and the early starts and late finishes make the weekend very long indeed. At this point in time thanks must go to our incredible service crew who were where they had to be each and every time to drop in some juice and repair some breakages.

Thanks to Steve Draheim, Amanda Milton, Mark Hull (and his dad Graham) (from Shell West Perth), Murray Coote and last but not least Geoff Krause.

Geoffrey spent much time on the car prior to it leaving Brissy and made sure that the thing wasn't going to fall apart, which it didn't (mostly).

I am unsure whether there have been any great events happening in Brisbane since I've been gone apart from the Bronco's making and subsequently winning the Finals, and Sydney getting the nod for the year 2000 Olympics.

There were a number of familiar faces over in Perth as Dean and Alan took along some of the boys (and girl) to service - Brendon, Nashy, John, Tim and Lyndall of course.

It's amazing but by the time you all are reading this Bathurst will be with us once more.

I had the opportunity to go to the race with Peter Marcovich's merchandising operation but unfortunately had to pull out at the last minute due to some work committments. I guess I'll just have to watch it on TV like I do every year.

Onto other topics of interest and the front cover of the magazine comes to mind. What we are waiting for are photos of the respective club Champions from the various areas and the overall Club Champion who will grace the centre part of the cover.

We have used up all of the leftovers from last year which is why the old faces remain but the new Champions will get a fair showing.

The magazine quality continues to amaze me and we must once again thank Lyndall Parr and the Canon facilities for their support of the club.

I am very much looking forward to the club's celebratory events in the next month or so and encourage everyone to attend in support of a fantastic forty years in motorsport.

The year is not yet over in respect of events to be run and for the rallyists the up-and-coming 'Bailey Powerlines Rally' is an event not to be missed.

The name at the top of the page is once again Brian Everitt, but I am reliably told that Barrie Burr is a budding Clerk-of-the-Course and is doing all of the hard work.

Following the October event is the 'Keema Classic' on it's traditional December date and Director Craig Porter promises an event to remember then as well. This rally will determine the Queensland Rally Champions for the year and the final race is between Dean Tighe/Alan Bates and Craig Lee/Kerrie Hollington.

The Shell car will be there to make it's presence known!!

Please read on and enjoy this month's issue of Brisport and I promise the October issue will be bigger and better.

Tom Smith

B.S.C.C. "BRITANNIA INN ANNUAL TOURING ASSEMBLY"

SUNDAY 10 OCTOBER 1993

An invitation is extended to all B.S.C.C. members to compete in our social fun day run. For those of you not aware of what a day/night run is, it is a leisurely drive around Brisbane following directions such as "1st Left","2nd Right", "Turn Left 3rd Set of Traffic Lights" whilst answering questions about the surroundings.

The run will take competitors to a morning tea break supplied by the Club, then competitors will be sent on their way to complete the remainder of the run, finishing at the BRITANNIA INN, Level 3 Wintergarden, Queen Street Mall, where prizes will be awarded and lunch and refreshments and live entertainment will be available.

9 a.m. Start - BSCC Clubrooms, Cnr Reid and Hawthorne Streets Woolloongabba

Entry Fee: $10 per car.

Club membership, Basic Licence, Third Party Extension Certificate and street directory required.

For further information phone Esme - 391 8881

BRISBANE SPORTING CAR CLUB'S

CHRISTMAS PARTY

SATURDAY 11 DECEMBER 1993 - 6.30 p.m.

QUEENS ARMS RESTAURANT

QUEENS ARMS HOTEL

Cnr James & Arthur Streets
TENERIFFE

$20 per person Hot and cold buffet dinner

R.S.V.P. by 26 November 1993 on form provided in this magazine.

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Berenice Linton

COMPUTERS, RADIO AND RALLYING

Brian J Mennis

The Queensland round of the Australian Rally Championships took place over the weekend of 26th. and 27th. June, mainly in the Gympie/Imbil area, but with sections at Toombul and Beerburrum. There were 17 competitive stages in total over two days, and 49 cars started in Brisbane. This event was notable for the successful use of computers, connected by amateur radio, to take scores from the control point at a flying finish and then to automatically update the scoring data base, which was located in the Mayfair Crest Hotel in Brisbane.

A rally car comes into the checkpoint in the background as Jonathon Sands sends a score from a previous car to Brisbane

So successful was the operation that the scoring data base was being updated for some stages within one minute of a car arriving at a flying finish control "in the bush", with an average overall of less than three minutes.

The whole operation in the field was carried out by members of the Wireless Institute Civil Emergency Network, WICEN, a group of Amateur Radio Operators whose purpose in life is to assist with communications in disaster situations. As these are thankfully few and far between, WICEN assists in communications for various sporting events, such as Car Rallys, to maintain readiness.

Data by packet radio

The system used to transmit the scores was an Amateur Radio Packet Radio Network. Packet Radio is very similiar to a telephone network using telephone modems, but because the tones that can be transmitted are different to those used on the telephone lines, different modems are used. However, as the maximum baud rate that can be used by standard radio equipment is 1200, it is somewhat slower than normal telephone networks. The "Packet" in the description comes from the method of assembling each packet, which can be a maximum of 255 characters long. In effect, the system is the same as the commercial X25 standard, with the addition of radio callsign identification information to make the transmitted packet comply with the laws that regulate radio communication. It is then known as AX25, or the Amateur X25 protocol.

As all the control points were in the field with no mains power available, all of the equipment, radios, modems, computers etc. was dependent on batteries to keep the station in operation. All control point operators used laptops of various ages and vintages, and all operated successfully in the dusty environment.

Because the frequencies being used in this operation, 144.7mhz and 433.8mhz, are essentially line of sight, (not quite correct, but near enough for this article), it was necessary to set up two digital repeaters, or digipeaters, at Maleny, at the residence of Guy Minter, an excellent high site midway between the WICEN field base at Mt. Borumba and Brisbane.

Having given some of the amateur radio background, I now must give some of rally background. and explain these terms that I am using, "competitive stage", "flying finish", etc. The course for a car rally is broken up into a number of "legs", which do not concern us. Each leg is broken up into "stages" and within each stage, there are competitive and liaison stages. The part that generates the most interest is the

competitive stage, where the car that records the fastest times in total over all competitive stages is the winner. That is a little simplistic, but for the readers of SIGNIFICANT BITS, it is close enough. Each car is started at a pre-set time that is recorded on the drivers road card. At the flying finish, the finish time is recorded and transferred to the driver's card and the elapsed time is calculated. The score is the elapsed time for the stage. It was the function of WICEN to get that score from the flying finish back to base as quickly as possible.

In actual fact, to ensure data integrity, the start and finish times were transmitted as well as the elapsed time, along with some message identifying information.

In the past, WICEN has used voice, and written messages were handed to the scorers at base to produce the various scores and reports. Actual scoring was carried out on a variety of spread sheet and data base programs, with, at one time, a specially written program in QuickBasic.

The switch to packet radio

With more and more amateurs using packet, this seemed to be an ideal method of sending scores to base. In the 1987 and 1989 Rallys, the Queensland Digital Group assisted in transferring scores from sub-bases to the scoring base by packet, as very few members of WICEN had packet capability at that time. In the 1988 event, plans were made for a major packet effort by the Queensland Digital Group, but these fell through along with the rest of the event when it was cancelled in the week before it was scheduled to start. In all of these events, there was no thought of trying to update the scoring data base using the packet digital data, rather the printed scores were manually re-entered into the data base by the scoring team.

Packet operations then remained dormant until 1991. In that year's event, with more WICEN members having packet equipment, Brisbane WICEN tried using this mode, with a transfer to the scorers by disk. This was a complete disaster, which was caused mainly by unsuitable software, both from WICEN and the scorers. This was not helped a poor link on the single packet frequency we were using. At an "after the event" post mortem, it was concluded that we would do far better if scores were sent one at a time, instead of 10 at a time as we had tried, and to arrange for more and better data links.

Developing the software

As a result of this meeting, and because no suitable "off the shelf" software was available, I wrote two programs, RFORM and RSCORE. The former is designed to be used at a check point in the field, and the latter to be used in base. Each is fully self-contained, and has its own packet terminal interface. These were started off in QuickC, but later I changed over to Borland C++ version 3 and later to version 3.1. The change was made mainly because of the easy availability of source code for the terminal functions necessary to interface to the packet modems.

" One of the frustrations we've had over the years is the changing of scoring methods ..."

Last year, the Brisbane Sporting Car Club did not advise us of their requirements until rather late in the year, and packet did not play a large role, although it was used to a certain extent. Where it was used, it was obvious that scores could be transferred to base very efficiently, even though, at that Rally, we were merely handing printed scores to the scorers to manually enter as in earlier years.

RFORM and RSCORE had not been completed at the time of the 1992 Rally, and did not get used. First operational use of these programs came early this year when they were used by Victorian WICEN in the Healsville Stages, which is the Victorian Round of the Australian Rally Championships. All that happened here was that the radio operators handed a disk of received scores to the car club scorers, who imported the data into their scoring program.

One of the frustrations that we had over the years was the continual changing of the Car Club's scoring method, and, following last year's event, it was suggested to the Car Club that they set up a committee to come up with a standard method of scoring, and we would help them with the interface to WICEN and packet. This did not eventuate until March, when they "found" Mike Geldens, a

Jonathon Sands sends score to the Mayfair Crest, using a laptop connected to the radio which is immediately behind the computer. The other radios to the right were used for voice liaison purposes

professional WINDOWS programmer, who also had extensive experience on databases. When we had our first meeting, he stated that it would be ideal if we could enter the data in the field, and then use the entered data to automatically update the data base. He was surprised to learn that such a system was possible, provided he could set up the links necessary from the packet system into the scoring data base. This he proceeded to do, although not without some problems. After some consideration, Mike decided that he would score on Microsoft Access, using Microsoft SQL Server running on a Lan Manager network.

Connecting to the network

The base packet software was originally intended to be RSCORE Version 2, but problems arose when we tried to connect it to the network and SQL Server. To make a direct connection, it was necessary to link several SQL Server functions into RSCORE. As mentioned earlir, RSCORE was originally compiled using Borland C++ Version 3.1, and as SQL Server is a Microsoft product, compatibility problems were found, and in the end, Borland advised that this was not possible. The solution was found in an unrelated suggestion made earlier by an active member of WICEN, Bill McDermott.

Two-channel "Windows"

As we wanted to have two radio channels into base, on 144.7mhz and 433.8mhz, Bill suggested running RSCORE (a DOS program) in two windows on Microsoft WINDOWS. This was found to work quite successfully in tests. When RSCORE was sidelined as the base program, we found the source code for a very basic WINDOWS terminal program and this was modified by Mike Geldens, with some assistance on the packet functions from myself. (Again my Borland compiler would not compile in the necessary SQL Server functions). The program that was produced was very basic, but would receive a score message, and send it down the network into SQL Server to be processed by Microsoft Access, automatically updating the data base.

The software used in the field was RFORM Version 2, and reports from the field indicated that it worked successfully. However, there were several suggestions for modifications, and these will be worked on before the next event.

As noted earlier, the main scoring base was on the 3rd. floor at the Mayfair Crest Hotel in Brisbane. Because of the length of cable that would have been necessary to go from the antennas on the roof to the 3rd floor, resulting in too much loss of signal,

"After some consideration, Mike decided to score on Microsoft Access"

it was not possible to locate the radio base in the same suite. Instead, a room was made available on the 15th floor, directly over the scoring suite. A length of RG58 coaxial cable (thin coax) was run from the 3rd floor to the 15th floor outside the building to connect the computer used for packet reception with the scoring network.

To further assist in getting scores to base, another active WICEN member, and also a communications engineer, Graham Long, suggested that we should not have stations in the Gympie area connected to base through two digipeaters as this could give rise to many collision situations. His solution was to take scores into his computer on 144.7mhz and retransmit them on 433.8mhz. His software, RRELAY, which worked perfectly during the Rally, was based on an amateur radio variant of the TCP/IP protocols. Graham set up his system at Mt. Borumba, where the main WICEN field base was established, and at one stage had 5 packet stations sending scores to him on 144.7mhz, and very successfully re-routing these to Brisbane on 433.8mhz, with only the one intermediate digipeater at Maleny.

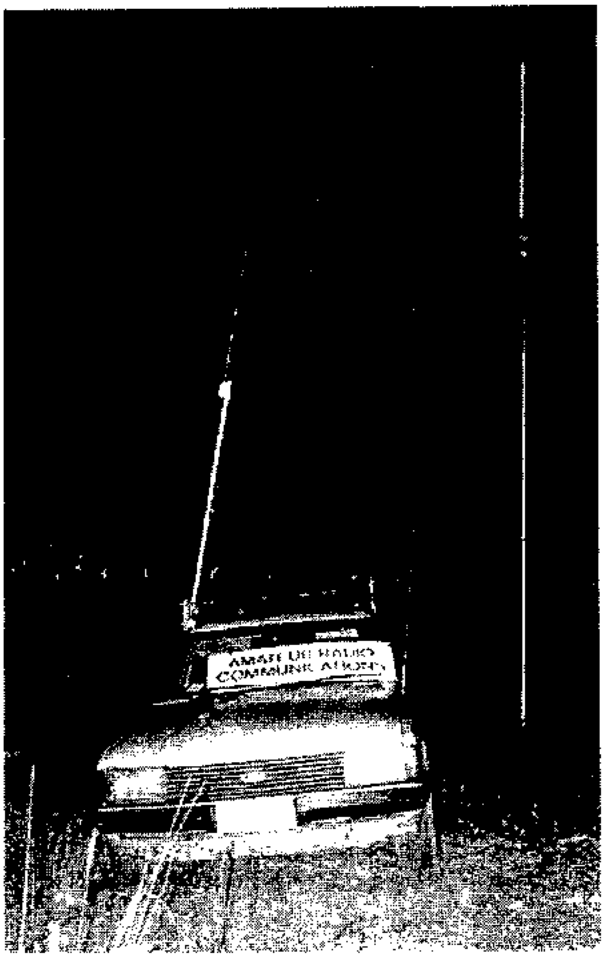
So "bullet proof" was this system, that, when base lost power in the Crest and was off the air for about 10 minutes on Saturday night, no scores were lost, with Graham holding scores received during this period, and transmitting them when base was operational again.

The wash-up

All in all, this event showed that WICEN could put a portable packet network into the field, and operate efficiently, and the experience gained will be of immense benefit if ever WICEN is called upon to operate such a network in an emergency situation.

The Author

Brian has been an amateur radio operator for 29 years, his major interest being emergency communications. His experience includes PNG and Civil Defence operations.



Mobile radio station set up at a checkpoint in the forest near Gympie

WAYNE	APPLEYARD	0.2302	GEORGE	KAHLER	0.9997
GARY	ATKINSON	0.9361	WAYNE	HOY	0.9973
GARRY	BAILEY	0.8564	STUART	REID	0.9972
IAN	BAILEY	0.9622	DEAN	TIGHE	0.9911
DAVID	BATES	0.9316	CRAIG	LEE	0.9905
DARREN	BAUMANN	0.7887	MAL	CLARKE	0.9799
ROB	BEKKER	0.9364	BRUCE	DUMMETT	0.9791
GLEN	BELL	0.9244	PETER	GLENNIE	0.9789
DANNY	BENSON	0.8668	MARK	GRIFFITH	0.9789
ROBIN	BERARDO	0.8596	ALLEN	JONES	0.9721
GORDON	BISHOP	0.8481	PETER	PHILLIPS	0.9675
TERRY	BOARDMAN	0.8690	CRAIG	LUCEY	0.9665
DEAN	BOGNUDA	0.9240	WARREN	CARRIGAN	0.9647
ERROL	BOGNUDA	0.9141	MURRAY	COOTE	0.9644
TREVOR	BOWDEN	0.7955	ROD	BROWNING	0.9587
PAUL	BRELSFORD	0.8971	CRAIG	MOLE	0.9586
DAVID	BRENNAN	0.7752	DAVID	JOHNSTON	0.9554
MICHAEL	BRIMROSE	0.8568	IAN	BAILEY	0.9522
ROD	BROWNING	0.9587	MICHAEL	THOMPSON	0.9503
TREVOR	BURGESS	0.9270	PAUL	LEE	0.9483
MARTIN	BURROWS	0.6760	PHIL	COLEMAN	0.9478
ALEX	CAMPBELL	0.8639	GEOFF	KRAUSE	0.9460
SIMON	CAMPBELL	0.8521	DAVID	CHARLTON	0.9451
JOHN	CARELESS	0.8864	JOHN	GOASDOUE	0.9426
WARREN	CARRIGAN	0.9647	JIM	ROSE	0.9411
PETER	CARRUTHERS	0.9141	MARK	TAYLOR	0.9401
TIM	CHARALAMBOUS	0.8431	M	PAGE	0.9391
DAVID	CHARLTON	0.9451	ROB	BEKKER	0.9364
MAL	CLARKE	0.9799	JEFF	KILBRIDE	0.9374
SIMON	CLARKE	0.9085	GLEN	DUTHIE	0.9367
ALAN	CLUNES	0.8870	GARY	ATKINSON	0.9361
PHIL	COLEMAN	0.9478	DAVID	BATES	0.9316
TIM	COLLINGWOOD	0.8799	WAYNE	APPLEYARD	0.9302
MURRAY	COOTE	0.9644	TREVOR	BURGESS	0.9270
CHRIS	CORBEE	0.8351	DAVID	FERON	0.9265
ROBERT	CRAIG	0.8241	LIAM	MAHONEY	0.9246
TREVOR	CRAIG	0.9230	GLEN	BELL	0.9244
SHANE	CRISP	0.8337	DEAN	BOGNUDA	0.9240
ROD	CROSS	0.8693	TREVOR	CRAIG	0.9230
DAVID	CUMMINS	0.8532	PERRY	WHITE	0.9187
BRUCE	DAWSON	0.9003	VIVIAN	GEES	0.9180
ROD	DAWSON	0.7882	MALCOLM	LAWLESS	0.9179
SHANE	DAY	0.8947	BARRY	NEUENDORFF	0.9178
CHAD	de BRUEYS	0.8430	JOHN	SPENCER	0.9168
ANN	DRAHEIM	0.7548	GARRY	MARSHALL	0.9160
BRUCE	DUMMETT	0.9791	LES	MARSHALL	0.9159
GLEN	DUTHIE	0.9367	PETER	CARRUTHERS	0.9141
JOHN	EDDY	0.9090	ERROL	BOGNUDA	0.9141
HORST	EFFENBERGER	0.8841	BEN	WATKINS	0.9136
S	EMSON	0.8543	STEVE	ROSS	0.9124
KEITH	FACKRELL	0.8878	DAVID	NASH	0.9122
DAVID	FERON	0.9265	PAUL	GOODWIN	0.9100
VAUGHAN	FLETCHER	0.8308	JOHN	EDDY	0.9090
REX	FORD	0.8717	SIMON	CLARKE	0.9085
FABIO	FRANCINI	0.8053	TONY	KABEL	0.9078
BRUCE	FULLERTON	0.8851	PETER	MAPSTONE	0.9073
DEAN	FUTCHER	0.8298	ANDREW	HAMILTON	0.9060
MICHELLE	GATTON	0.7348	HARVEY	POTTS	0.9040

JOHN	GIBSON	0.8774	BRUCE	DAWSON	0.9003
PETER	GLENNIE	0.9789	GLEN	WESTON	0.9002
JOHN	GOASDOUE	0.8426	SHANE	DAY	0.8947
IAN	GOLDSWORTHY	0.7603	SPENCER	YARROW	0.8913
PAUL	GOODWIN	0.9100	LARRY	LITTLEWOOD	0.8897
AARRON	GRANT	0.7536	BILL	WILSON	0.8895
G	GREVELL	0.8852	NORM	SINGLETON	0.8894
MARK	GRIFFITH	0.9789	ALAN	CLUNES	0.8870
JIM	GUEST	0.8494	JOHN	CARELESS	0.8864
ANDREW	HAMILTON	0.9060	ALEX	CAMPBELL	0.8839
TONY	HOWARD	0.8827	WARREN	TEGG	0.8831
WAYNE	HOY	0.9973	PETER	MARSHALL	0.8817
J	HUTCHINGS	0.8240	TIM	COLLINGWOOD	0.8799
DARRAN	HYLAND	0.8859	ANDREW	JOHNSTONE	0.8788
GRAHAM	JACKSON	0.7823	JOHN	GIBSON	0.8774
ANDREW	JOHNSON	0.8180	MARTIN	BURROWS	0.8760
DAVID	JOHNSON	0.9554	REX	FORD	0.8717
ANDREW	JOHNSTONE	0.8788	GEOFF	MEACHAM	0.8706
ALLEN	JONES	0.9721	ROD	CROSS	0.8693
TONY	KABEL	0.9078	JIM	PILGRIM	0.8692
GEORGE	KAHLER	0.9997	TERRY	BOARDMAN	0.8690
PETER	KARLER	0.9012	TROY	LINDLEY	0.8690
STEPHEN	KENNEDY	0.8656	DANNY	BENSON	0.8668
JEFF	KILBRIDE	0.9374	KEITH	FACKRELL	0.8878
LEE	KILLEN	0.8178	BRUCE	FULLERTON	0.8851
TREVOR	KING	0.8208	DARRAN	HYLAND	0.8859
GEOFF	KRAUSE	0.9460	PETER	STEWART	0.8858
MALCOLM	LAWLESS	0.9179	HORST	EFFENBERGER	0.8841
C	LAWRENCE	0.8940	COLIN	O'BRIEN	0.8827
CRAIG	LEE	0.9905	TONY	HOWARD	0.8827
PAUL	LEE	0.9483	PETER	LOCKHART	0.8821
PETER	LETTICE SNR	0.8202	BRETT	MILTON	0.8804
TROY	LINDLEY	0.8690	GRAHAM	OFFER	0.8804
LARRY	LITTLEWOOD	0.8897	KEN	McWHA	0.8579
PETER	LOCKHART	0.8821	LEE	WILLIAMS	0.8578
CRAIG	LUCEY	0.8665	MICHAEL	BRIMROSE	0.8568
LIAM	MAHONEY	0.9246	ROBIN	BERARDO	0.8596
PETER	MAPSTONE	0.9073	GARRY	BAILEY	0.8564
GARRY	MARSHALL	0.9160	S	EMSON	0.8543
LES	MARSHALL	0.9159	DAVID	CUMMINS	0.8532
PETER	MARSHALL	0.8817	SIMON	CAMPBELL	0.8521
JOHN	MARTIN	0.8291	GLEN	MURIDGE	0.8519
ADRIAN	McKAY	0.8403	BRETT	WRIGHT	0.8508
KEN	McWHA	0.8579	JIM	GUEST	0.8494
GEOFF	MEACHAM	0.8706	GORDON	BISHOP	0.8481
NEIL	MICHEL	0.7858	JOHN	PROVAN	0.8447
BRETT	MILTON	0.8804	TIM	CHARALAMBOUS	0.8431
IAN	MOAD	0.8287	CHAD	de BRUEYS	0.8430
BRENDON	MOLE	0.8239	ADRIAN	McKAY	0.8403
CRAIG	MOLE	0.9586	PAUL	BRELSFORD	0.8971
GLEN	MURIDGE	0.8519	CHRIS	CORBEE	0.8351
DAVID	NASH	0.9122	RICHARD	TAYLOR	0.8348
MARK	NEARY	0.7665	SHANE	CRISP	0.8337
CAMERON	NEILSON	0.7874	RON	VAN OPSTAL	0.8324
BARRY	NEUENDORFF	0.9178	T	SCOTT	0.8312
COLIN	O'BRIEN	0.8827	VAUGHAN	FLETCHER	0.8308
GRAHAM	OFFER	0.8804	DEAN	FUTCHER	0.8298
M	PAGE	0.9391	JOANNE	SKELLY	0.8295
PETER	PHILLIPS	0.9675	JOHN	MARTIN	0.8291

QUEENSLAND RALLY SEEDING LIST 22.9.93

JOHN	PROVAN	0.8447	ROBERT	CRAIG	0.8241
STUART	REID	0.9972	J	HUTCHINGS	0.8240
SIMON	RICHMOND	0.8253	BRENDON	MOLE	0.8239
D	ROBERTSON	0.8232	D	ROBERTSON	0.8232
JOHN	ROGERS	0.7120	TREVOR	KING	0.8208
JIM	ROSE	0.9411	PETER	LETTICE SNR	0.8202
S	ROSE	0.8872	DARRYL	SMITH	0.8198
STEVE	ROSS	0.9124	BRADLEY	WINKS	0.8197
T	SCOTT	0.8312	ANDREW	JOHNSON	0.8180
NORM	SINGLETON	0.8894	LEE	KILLEN	0.8178
JOANNE	SKELLY	0.8295	GREG	WATERS	0.8058
COLLEEN	SMITH	0.7521	FABIO	FRANCINI	0.8053
DARRYL	SMITH	0.8198	GEOFF	STANAWAY	0.7984
JOHN	SPENCER	0.9168	ROD	DAWSON	0.7882
GEOFF	STANAWAY	0.7984	TREVOR	BOWDEN	0.7955
R	STEVENSON	0.7882	MARK	NEARY	0.7665
PETER	STEWART	0.8858	R	STEVENSON	0.7642
MARK	TAYLOR	0.9401	CAMERON	NEILSON	0.7874
RICHARD	TAYLOR	0.8348	DARREN	BAUMANN	0.7887
WARREN	TEGG	0.8831	NEIL	MICHEL	0.7858
MICHAEL	THOMPSON	0.9503	AARRON	GRANT	0.7536
DEAN	TIGHE	0.9911	IAN	GOLDSWORTHY	0.7603
RON	VAN OPSTAL	0.8324	DAVID	BRENNAN	0.7752
GREG	WALTER	0.7246	GRAHAM	JACKSON	0.7823
GREG	WATERS	0.8058	DAVID	WILLIS	0.7560
BEN	WATKINS	0.9136	ANN	DRAHEIM	0.7548
GLEN	WESTON	0.9002	COLLEEN	SMITH	0.7521
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DAVID	WILLIS	0.7560	JOHN	ROGERS	0.7120
BILL	WILSON	0.8895	C	LAWRENCE	0.8940
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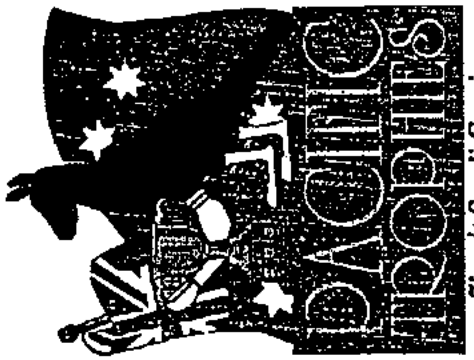

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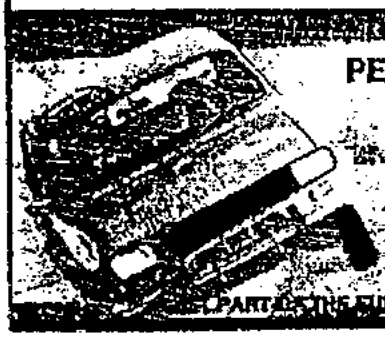

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HISTORIC RALLY GROUP

The TARGA TASMANIA was the event the historic group heard all about at the September gathering, when Andrew Chapman came to have a chat. Andrew was responsible for the preparation of Guy Beddington's Targa Lotus Elan S3, which competed in the 1992 and 93 events. Andrew brought along the recently released video of the '93 event just to show us how it was run. The event wasn't restricted to the Honda and Porsche exotics, but included modern VR4s and Holden Calibra 4WD rally models as well. From an historic point of view, there seems to be lots of classes to suit our machinery. One of the highlights was certainly the jumps executed through some of the smaller villages !

*Andrew runs **Chapman and Chapman Automotive** at Coorparoo, and has certainly made Guy's Elan a competitive car for this event. Next year the Beddington crew plan on taking their new Mazda RX7 Twin Turbo, with an outright place on the cards. The Elan will be entered for '94 Repco Mountain Rally, which has changed its format to now run from Melbourne to Sydney. Several BSCC crews are planning to compete and it is sure to be fully subscribed.*

*Richard Anderson kindly sent his **Avanti Spares LSM Alfa** along on the night as well, just to show us what real historic cars look like. As always, preparation is certainly the key and for events such as the Marathon this must be ultimate !*

*The **"armchair" rally** was also run and won on the night. Alan Stean had set a corker of a test covering areas of the Brisbane Valley. Both "events" were won by Jacob Stecker and friend Roger who outsmarted six other crews and came away with all the prizes !*

Other rally news.....

*The **Snowy Mountains 1000** is being held one week after the BP Range Rally. Classic and Ken and Margaret Philp (Lancia Fulvia Rallye) will be representing BSCC. The event also coincides with the Esanda, held near Canberra.*

NEXT MONTH - Wednesday, October 20 (7.30pm)

RALLY NIGHT at ... ' The Rally Connection ' , 50 Burrows Street, Mayne
(Please refer to details in the magazine.)

UPDATE

1993 B P Range Rally Classic

*More support has come in over the last month including the **KEY LODGE MOTEL** in Grafton. The motel is offering discount rates for competitors and is conveniently situated opposite the scruitineering location and 50m from the start location. For more details please phone Esme or Tony Galletly (848 5130).*

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Other support in the last month was received from.....

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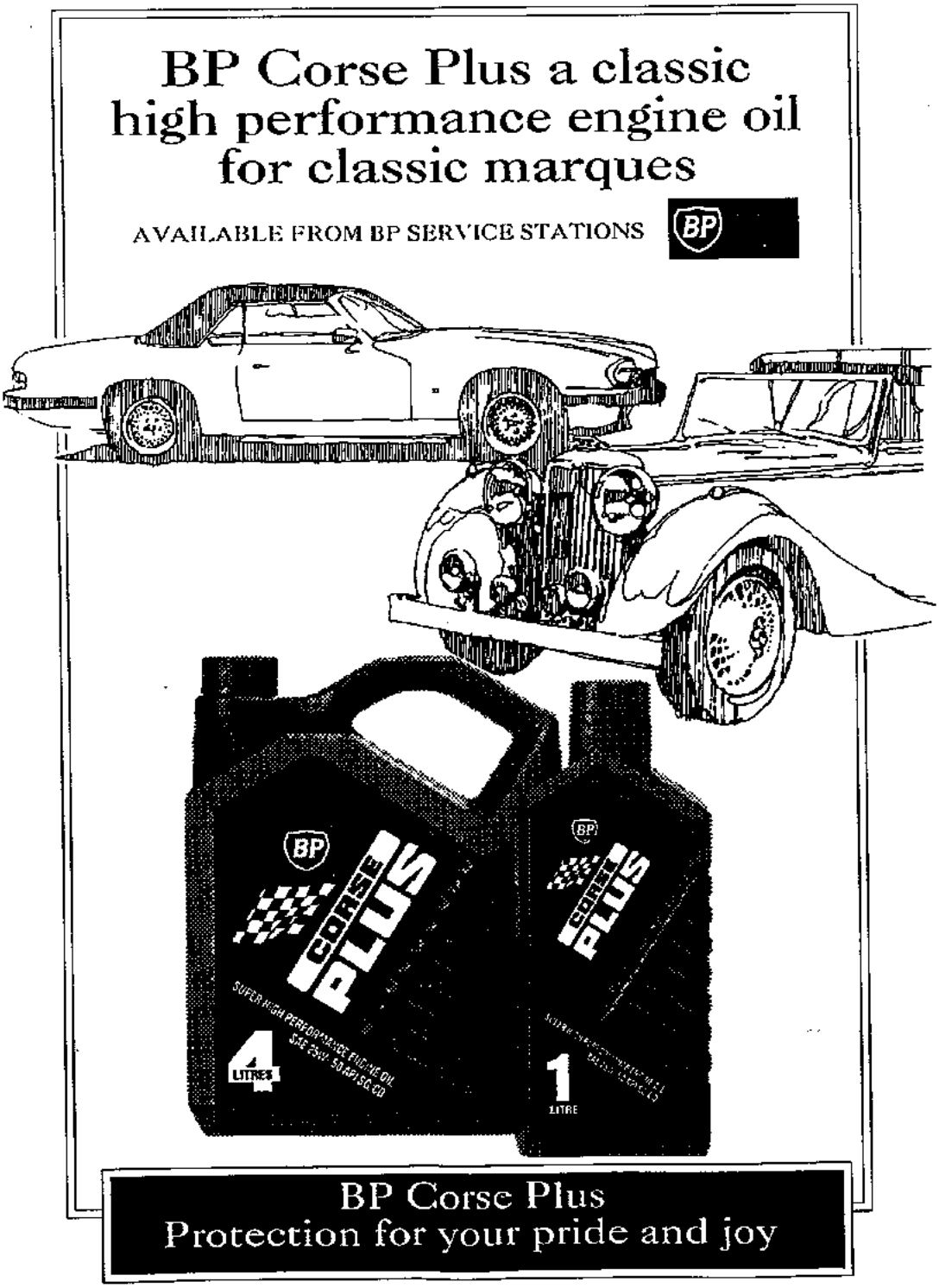
Thanks again to our supporters !!

Nissan Z Car Workshop (Underwood), The Rally Connection (Mayne) , Sleeping Beauties (Yeronga), Refrigeration Parts Qld.(Salisbury), Chapman and Chapman Automotive (Coorparoo), Lionel Otto Instruments (Salisbury) , Parts and Services Co. (Wooloongabba), Sports Car Services (Hawthorne), Key Lodge Motel (Grafton).



RALLY NIGHT

at

' The Rally Connection '

50 Burrows Street, Mayne

October 20 - 7.30pm

Norm Singleton has arranged for **George Shepheard** to be the guest speaker on the night. As most will know, George has won the Australian Rally Championship (as a co-driver) and now operates ROADSAFE Suspension at Daisy Hill and I'm sure has some interesting stories to tell.

There will be ..... Rally Car displays (PRC and Historic) , a display from Tyre Tech Aust., as well as hints on preparation.

This night will co-ordinate with the **Historic Rally Group** as well as the monthly round of the **Night Run Championship.** (normally held on 1st Wed). Entrants who wish to run in the Night Run should remember to bring their 3rd Party Extension. Entry fee for the night run is only $5.

B·S·C·C

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RALLYING ! ! !

Do you have any input? Have you got questions? What changes, if any would you like to see? What can the Club do for you ? What can you do for your Club?

The first of monthly meetings on RALLYING will be held in the Clubrooms on

WEDNESDAY 20 October 1993 8.30 pm sharp

The meeting will be chaired by Board members Alan Clunes and Errol Bailey.

Alan Clunes

P.S. If your submission is lengthy please put in writing and hand in at the meeting (saves time).

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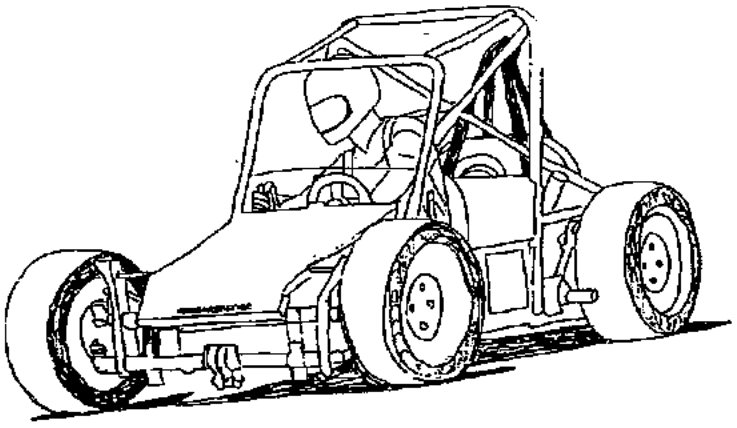
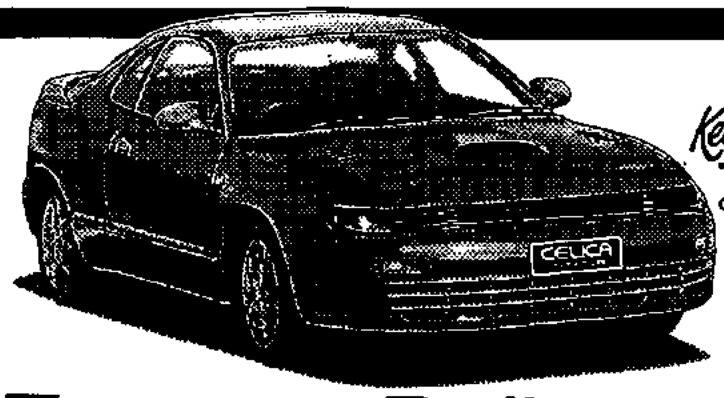


Invites your Club to compete in the 1993 Interclub Motorkhana on 31/10/93 at the Old Brisbane Airport .

The event shall be run on class handicaps with teams of six and unlimited numbers of teams for each club.
The surface shall be bitumen and the event shall be run to the National Motorkhana Code and Qld. addendum.
Team Entries will be $60 with entries closing at 8.30 a.m. on the day of the event .
Food and drinks will be available at the venue .

For futher information ring 366 2000 or 356 2047
Supplementary Regulations will be forwarded to clubs at a latter date .



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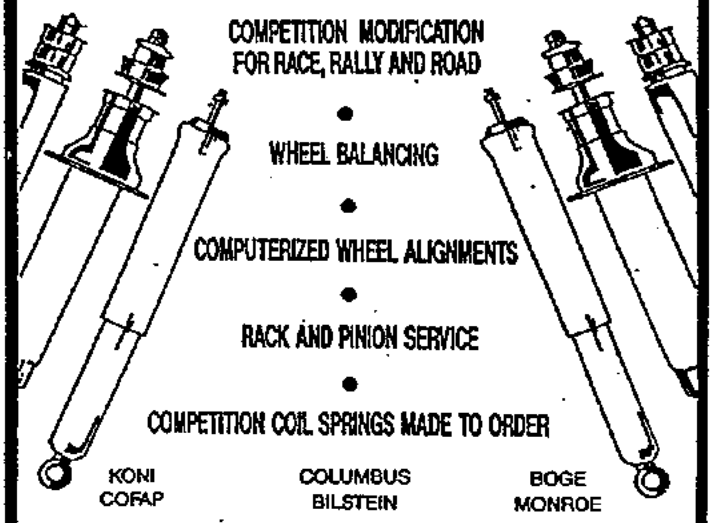

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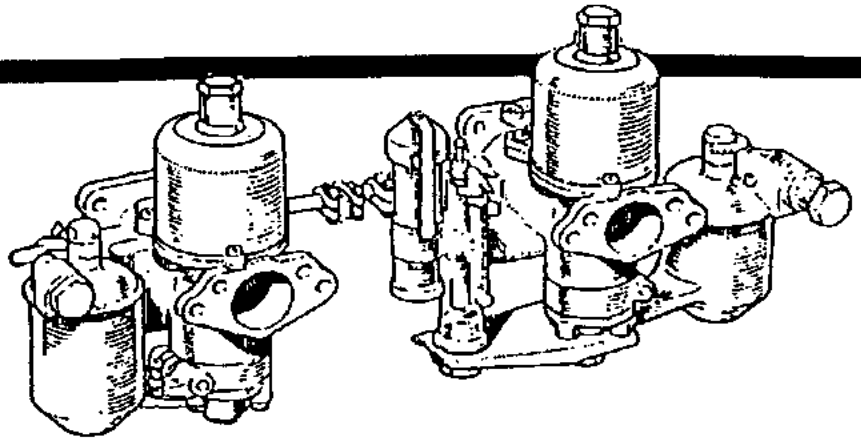

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Confederation of Australian Motor Sport

AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER 05/93

INTRODUCTION

I must start by apologizing for the fact that I anticipate this Newsletter, and the results from Mt Gambier, might be a little later than normal. With my secretary struck down by the virus currently touring Melbourne, my typing is a little bit behind, and although first priority will be given to this Newsletter and the updated AORC pointscore, it is still going to be a little bit late. And as Denise has acceded to my request to hold the results until the Newsletter is ready, the nasty things you were thinking about Denise for being late with them were really misdirected. Just regard it as another typical CAMS stuff-up!

Mentioning Denise, she and her team did a tremendous job with the inaugural Yokohama Blue Lake City 400. As any director would know, putting on a new event, in a new location and with a new concept is more than a handful, no matter how experienced and competent you might be. There was certainly the odd wrinkle, and as a matter of course the organising team will look to iron those out for future events; but Denise should be proud of what she and her people achieved.

Yokohama must also be thanked for their generous sponsorship, and for having the confidence in off roading in general and Denise in particular to support the event in the way they did. Suddenly a rival for Kempsey is a distinct possibility.

RULES

The point was made to me at Mt Gambier (in fact it could be said that somebody had a bit of a bitch!) that it is becoming too much an accepted practice to fudge a little bit with the rules.

Examples cited were jumping the start, short cutting, and external refuelling, all of which are ways of gaining an unfair advantage. Or, to put it slightly less tactfully - cheating!

It was put to me that many competitors feel that they are being forced to do this against their will in order to remain competitive with those who have no such hesitation in bending the rules. Due to the basic honesty of most competitors, these practices are probably not too widespread, but nevertheless the current trend needs to be arrested. Both the organisers and the stewards for Puckapunyal will be alerted to the problem, and whilst it is highly unlikely that all transgressors will get caught, those who do, and the percentage is likely to be significant, will be dealt with harshly.

One of the best features of off roading is the camaraderie which exists amongst its participants. However, cheating is a very sure way of destroying this, and the honest majority of off roaders do not want to see the sport destroyed by a very small handful with no respect for the rules.

Think about it.

1994 AUSTRALIAN OFF ROAD CHAMPIONSHIP

The National Off Road Committee's intentions with regard to both prize money and AORC points were circulated some time ago for feedback. So far, only one person has expressed, and that verbally, any views at all. This person was opposed to the proposed prize money system, but one objection hardly constitutes the basis for discarding a proposal.

Put another way, the way things are going you can expect the new proposals to be implemented for next year. If this is not what you want, then you had better make your views known soon to either the NORC delegate from your state or to me, preferably in writing. Next year will be too late!

CLASS 5 CHASSIS

Again we have a similar situation with regard to the National Off Road Committee's intentions. Whilst the input was to be co-ordinated by Bob Stansfield, who may already have received considerable feedback, time is running out on this issue too.

Again, if you have a point of view which you want to put, do so through your state off road panel as a matter of some urgency.

CLASS 7

Letters have been sent out to Class 7 and 8 competitors, and also to state off road panels with regard to a proposal received by the NORC on the future of Class 7. In this case I cannot claim no feedback has been received. Letters have been received from, among others, Nissan Australia and Isuzu-General Motors Australia.

It is of some concern that the letter that was sent out has been taken to mean that the NORC has definite plans to give effect to the proposal either in 1994, or at some time in the future. THIS IS NOT, I REPEAT NOT, TRUE!!!

Quite simply, a member of the NORC put forward a proposal, which he or any other off roader is quite entitled to do. The NORC saw some merit in it, and decided that it was worth investigating further to see what the sport at large thought about it. And that really is all that has happened.

The crux of the issue is that a class which should lend itself to participation by the manufacturers, is only being supported by two, and the NORC would like to see more. If you don't like the proposal currently being circulated, and have a better one, the NORC would be delighted to hear from you.

If, as it appears is going to be the case, it emerges that the proposal is rejected by the majority of affected competitors, it will be discarded. It will not be forced on competitors if this is not what the majority wants.

FINALLY

Until Puckapunyal.....

Andy.

Andy Clark
Executive Officer - Off Road

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1993 AUSTRALIAN OFF ROAD CHAMPIONSHIP

PROGRESSIVE POINTSCORE

After Round 4

OUTRIGHT DRIVERS

		ROUND 1	2	3	4	TOTAL
1	Mark Burrows	12	20	8	20	60
2	Darren Wells	20	-	12	15	47
3	Doug McMillan	10	15	20	-	45
4	Terry Rose	15	6	15	-	36
5	Russell Robinson	-	12	-	12	24
6	Keith Owers	-	10	-	3	13
7	Hayden Bentley	8	-	-	4	12
8	Richard Bennett	-	1	-	10	11
9	Charlie Albins	3	-	-	8	11
10	Jamie Robinson	-	-	10	-	10
11	Chris Owen	-	8	-	2	10
12	Mark Warren	-	4	3	-	7
13	Barry Johnson	6	-	-	-	6
14	Brett Osborne	-	-	6	-	6
15	Trevor Crisp	-	-	-	6	6
16	Bob Graham	4	-	-	-	4
17	Kevin Lee	-	-	4	-	4
18	Neill Morrison	-	3	-	-	3
19	Mark Bush	1	2	-	-	3
20	Bryan Basham	2	-	-	-	2
21	Stewart Latter	-	-	2	-	2
22	Les Siviour	-	-	1	-	1
23	Michael Boaden	-	-	-	1	1

NAVIGATORS

		ROUND 1	2	3	4	TOTAL
1	Maureen Rose	15	8	20	-	43
2	Ross Waller	12	-	10	20	42
3	Ian McPhee	20	-	-	15	35
4	Jamie Robinson	-	15	-	12	27
5	Mick Shannon	-	20	-	-	20
6	Peter Standerwick	-	-	15	-	15
7	Roger Barr	-	12	-	3	15
8	Owen Lloyd-Wright	10	-	-	4	14
9	Mick Cowie	-	3	-	10	13
10	Russell Robinson	-	-	12	-	12
11	Matthew Owen	-	10	-	2	12
12	Craig Hore	4	-	-	8	12
13	Daryl Warren	-	6	4	-	10
14	Phillip Horn	8	-	-	-	8
15	Mary-Jane Osborne	-	-	8	-	8
16	Jason Graham	6	-	-	-	6
17	Scott McNeil	-	-	6	-	6
18	Anthony Crisp	-	-	-	6	6
19	Geoff Heather	-	4	-	-	4
20	Michelle Basham	3	-	-	-	3
21	David Worboys	-	-	3	-	3
22	Aaron Spinks	2	-	-	-	2
23	Margaret Simmonds	-	2	-	-	2
24	Peter Isseppi	-	-	2	-	2
25	Les Boaden	-	-	1	1	2
26	Barry Willett	1	-	-	-	1
27	William Basham	-	1	-	-	-

CLASS 1

		ROUND 1	2	3	4	TOTAL
1	Mark Burrows	15	20	12	20	67
2	Daren Wells	20	-	20	15	55
3	Russell Robinson	-	15	-	12	27
4	Hayden Bentley	12	-	-	6	18
5	Charlie Albins	8	-	-	10	18
6	Keith Owers	-	12	-	4	16
7	Jamie Robinson	-	-	15	-	15
8	Neill Morrison	4	10	-	-	14
9	Michael Boaden	-	6	8	-	14
10	Barry Johnson	10	-	-	1	11
11	Brett Osborne	-	-	10	-	10
12	Robert Simmonds	-	8	-	-	8
13	Trevor Crisp	-	-	-	8	8
14	Steve Willett	6	-	-	-	6
15	Glenn Owen	-	-	6	-	6
16	John Spicer	-	4	-	-	4
17	Michael Collins	3	-	-	-	3
18	George Bush	-	3	-	-	3
19	Michael Boaden	-	-	-	3	3
20	Warwick Mendham	2	-	-	-	2
21	Neville Boyes	-	-	-	2	2

CLASS 2

		ROUND 1	2	3	4	TOTAL
1	Terry Rose	20	15	20	8	63
2	Chris Owen	10	20	-	15	45
3	Bryan Basham	12	10	-	12	34
4	Richard Bennett	-	12	-	20	32
5	Andrew Ziems	6	-	15	10	31
6	Bob Graham	15	6	-	-	21
7	Derrick Kennedy	-	-	12	-	12
8	Phillip Evans	-	-	10	-	10
9	Ron Vanderhaar	8	-	-	-	8
10	John Borthwick	-	8	-	-	8
11	Peter Prendergast	4	-	-	-	4
12	Paul Allport	-	4	-	-	4
13	Geoff Phelps	3	-	-	-	3
14	Ray Herrman	-	3	-	-	3
15	Donald Macarthur	2	-	-	-	2
16	Stephen Hilton	1	-	-	-	1

CLASS 3

		ROUND 1	2	4	4	TOTAL
1	Mark Warren	15	20	15	-	50
2	Kevin Lee	-	-	20	15	35
3	Stewart Latter	10	6	12	-	28
4	Geoff Beckett	20	-	-	-	20
5	Trevor Oakley	-	-	-	20	20
6	Mark Whisker	-	15	-	-	15
7	Andrew Cheers	12	1	-	-	13
8	Dean Williams	-	12	-	-	12
9	Murray England	-	-	-	12	12
10	Robert Moore	-	8	-	4	12
11	Russell Hartnett	-	10	-	-	10
12	Glenn Hancey	-	-	10	-	10
13	Geoff Dow	-	-	-	10	10
14	Ted Potter	-	-	8	-	8
15	Graham Tickner	-	-	-	8	8
16	Darren Perrin	-	-	6	-	6
17	Ben Erceo	-	-	-	6	6
18	Dale Chadburn	-	4	-	-	4
19	Derek McPhee	-	3	-	-	3
20	Darrell Johnson	-	2	-	-	2

CLASS 4

		ROUND 1	2	3	4	TOTAL
1	Steve McDougall	-	12	20	15	47
2	Neville Taylor	-	10	15	12	37
3	Warren Irons	-	15	-	20	35
4	Ken Rowston	-	20	-	10	30

CLASS 5

		ROUND 1	2	3	4	TOTAL
1	Graham Smith	-	20	20	-	40
2	Alan Dobbs	-	-	-	20	20
3	Norman Vesty	-	15	-	-	15
4	Peter Briggs	-	-	15	-	15
5	Peter Gazzard	-	-	-	15	15

CLASS 6

		ROUND 1	2	3	4	TOTAL
1	Ken Houston	-	15	-	20	35
2	Ian Whisker	-	12	-	10	22
3	George Croucher	20	-	-	-	20
4	Peter Trotter	-	20	-	-	20
5	Lyndon Wilson	-	-	-	15	15
5	Brian Rogers	-	-	-	12	12

CLASS 7

		ROUND 1	2	3	4	TOTAL
1	Les Siviour	20	20	20	20	80
2	Mark Manns	-	15	15	15	45
3	Chris Langham	-	-	12	10	22
4	Bruce Chapman	15	-	-	-	15
5	Eric Whitbread	-	12	-	-	12
6	Doug Coleman	-	-	-	12	12
7	Tim O'Sullivan	-	10	-	-	10
8	Royce Wells	-	8	-	-	8

CLASS 8

		ROUND 1	2	3	4	TOTAL
1	Ken Smith	15	20	20	15	70
2	Peter Hadlow	20	12	-	20	52
3	Fabio Zarfati	12	15	-	-	27
4	Grahame Baxter	-	10	15	-	25
5	George Kirkham	-	-	12	-	12
6	Geoff Pickering	-	-	-	12	12
7	Reg Owen	-	-	-	10	10

CLASS 9

		ROUND 1	2	3	4	TOTAL
1	Doug McMillan	20	20	20	-	60
2	Mark Bush	15	15	15	-	45
3	Anthony Hopkins	-	-	-	20	20
4	Howard Ford	12	-	-	-	12
5	David MacDonald	-	12	-	-	12
6	Sabine Brand	10	-	-	-	10
7	Mick Myers	8	-	-	-	8

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RALLYSPRINT SERIES

OUTRIGHT AFTER 4 ROUNDS	RD1	RD 2	RD 3	RD4	RD5	TOTAL
DRIVER						
DEAN TIGHE	25	15	25			65
BRUCE DUMMETT	8	10	15	25		58
GARY MARSHALL	13	11	13	13		50
HARVEY POTTS	11		10	20		41
CRAIG LUCEY	15	20				35
CRAIG LEE	20	13				33
BARRY COOK	10	6	11			27
STEWART REID		25				25
MARK TAYLOR	9	8		6		23
BILL WILSON	6	9	7			22
ROB BEKKER	7	5		10		22
BRUCE DAWSON	4		6	11		21
ALLEN JONES			20			20
PHIL COLEMAN				15		15
BEN WATKINS			5	9		14
PETER SALISBURY	5		8			13
PERRY WHITE			9			9
SHAUN GILL				8		8
ROBERT SIMPSON				7		7
MICHAEL PAGE		7				7
JIM GUEST				5		5
RICHARD TAYLOR				4		4
SPENCER YARROW	3	1				4
ROD BROWNING		4				4
PAUL GOODWIN			4			4
TERRY BOARDMAN				3		3
M SUTHERLAND		3				3
STEVE EMSON			3			3
REX FORD				2		2
JOHN GOASDOUE		2				2
RON VAN OPSTAL	2					2
ROBERT BELL			2			2
JEFF KILBRIDE	1					1
KEVIN TAYLOR				1		1
CRAIG MOLE			1			1

DRIVER 0-1600cc	RD1	RD2	RD3	RD4	RD5	TOTAL
ROB BEKKER	10	10		10		30
JOHN EDDY	6	6	8			20
SHANE CRISP	8		10			18
NORM SINGLETON		4	6			10
JOHN GOASDOUE		8				8
SHANE DAY	2		4			6
MARTIN BORROWS		2	2			4
TIM COLLINGWOOD	4					4

RACEGEAR
SPARE PARTS
COMPETITION EQUIPMENT SPECIALIST

RALLYSPRINT SERIES

DRIVER 1601-2000cc	RD1	RD2	RD3	RD4	RD5	TOTAL
BRUCE DUMMETT	8	10	10	10		38
MARK TAYLOR	10	8		6		24
BEN WATKINS	6	2	8	8		24
ROD BROWNING		6				6
STEVE EMSON			6			6
BRETT WRIGHT	2	4				6
TERRY BOARDMAN	4			2		6
ROBERT BELL			4			4
STEPHEN HETHERMAN			2			2

DRIVER 2000+ cc	RD1	RD2	RD3	RD4	RD5	TOTAL
GARY MARSHALL	10	10	10	10		40
BARRY COOK	8	8	8			24
BRUCE DAWSON	6	4	6	8		24
SPENCER YARROW	4	6				10
JIM GUEST			2	6		8
JIM PILGRIM			4			4
SHAUN GILL	2					2
SHANE MILBURN		2				2

DRIVER 4 WD	RD1	RD2	RD3	RD4	RD5	TOTAL
DEAN TIGHE	10	6	10			26
CRAIG LUCEY	6	8				14
CRAIG LEE	8	4				12
STEWART REID		10				10
ALLEN JONES			8			8
TONY KABEL		2				2

DRIVER -MODIFIED	RD1	RD2	RD3	RD4	RD5	
HARVEY POTTS	10		10	10		30
BILL WILSON	8	10	4			22
PETER SALISBURY	6		6			12
PERRY WHITE			8			8
MICHAEL PAGE		8				8
PHIL COLEMAN				8		8
M SUTHERLAND		6				6
SHAUN GILL				6		6
GLEN ZAGAMI		4				4
RON VAN OPSTAL	4					4
ROBERT SIMPSON				4		4
GRANT YARROW		2				2
PAUL GOODWIN			2			2
JEFF KILBRIDE	2					2
KEVIN TAYLOR				2		2

REVOLUTION RACEGEAR
ROAD & RACE SPARE PARTS
COMPETITION EQUIPMENT SPECIALIST

RALLYSPRINT SERIES

OUTRIGHT AFTER 4 ROUNDS

NAVIGATOR	RD1	RD2	RD3	RD4	RD5	TOTAL
ALAN BATES	25	15	25			65
JOE FERRIER	8	10	15	25		58
DEL GARBETT	15	20		15		50
MARIA MOUATT	11		10	20		41
ALAN STEAN	4	11	13	13		41
BRADLEY WINKS	20	13				33
DAVE AMBORSE	10	6	11			27
IAN HAMWOOD		25				25
CHERYL McKINNON	13			11		24
ANDREW CRAWFORD	9	8		6		23
LUKE HARE	6	9	7			22
JOHN SLATTERY			20			20
LEE KILLER			5	9		14
MARK NEWBRY	5		8			13
ANN BEKKER					10	10
PETER BILLINGHAM			9			9
DAVID OVENDEN					8	8
IAN SYME		7				7
DONNA HEITMANN					7	7
JOHN PINDER	7					7
GRANT EGAN			6			6
TIM WILSON		5				5
BRADLEY FOWLER					5	5
CRAIG LEE					4	4
DEREK YARROW	3	1				4
JOHN HAYDEN		4				4
KERRIE BEARDMORE			4			4
BRIAN BOARDMAN					3	3
S SUTHERLAND		3				3
SCOTT EMSON			3			3
DAVID WALSH					2	2
BEN HAYDEN		2				2
JAN BELL			2			2
KERRIE HOLLINGTON		2				2
TONY TAYLOR					1	1
WAYNE DANIELS	1					1
GRANT MARTIN			1			1

NAVIGATOR 0-1600cc	RD1	RD2	RD3	RD4	RD5	TOTAL
GARY MITCHELL	6	6	8			20
BRIAN CRISP			10			10
JOHN PINDER	10					10
ANN BEKKER				10		10
NICK SINGLETON		4	6			10
T WILSON		10				10
KERRIE HOLLINGTON		8				8
DAVID WALSH				8		8
MICK HANSEN				6		6
DEREK SORENSEN	8					8
LEIGH SKINNER		2	2			4
RICHARD COLLINGWOOD	4					4
JUSTIN OVERALL				4		4
KEITH STOKES	2		4			6
MERYL ROGERS				2		2

REVOLUTION RACEGEAR
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RALLYSPRINT SERIES

NAVIGATOR 1601-2000cc	RD1	RD2	RD3	RD4	RD5	TOTAL
JOE FERRIER	6	10	10	10		36
ANDREW CRAWFORD	10	6		6		24
LEE KILLER		2	8	8		18
JOHN HAYDEN		6				6
SCOTT EMSON			6			6
KERRIE BEARDMORE	6					6
GARY McLANE	2	4				6
BRIAN BORADMAN	4			2		6
JAN BELL			4			4
CRAIG LEE				4		4
BARTON TEW			2			2

NAVIGATOR 2000 + cc	RD1	RD2	RD3	RD4	RD5	TOTAL
ALAN STEAN	6	10	10	10		36
DAVE AMBROSE	8	8	8			24
CHERYL McKINNON	10	4		8		22
DEREK YARROW	4	6				10
GRANT EGAN			2	6		8
SHANE PILGRIM			6			6
BRAD FOWLER			4			4
DAVID OVENDEN		2				2
ROBYN BARTER	2					2

NAVIGATOR 4WD	RD1	RD2	RD3	RD4	RD5	TOTAL
ALAN BATES	10	6	10			26
DEL GARBETT	6	8				14
BRADLEY WINKS	8	4				12
IAN HAMWOOD		10				10
JOHN SLATTERY			8			8
GREG TEBBLE		2				2

NAVIGATOR -MODIFIED	RD1	RD2	RD3	RD4	RD5	TOTAL
MARIA MOUATT	10		10	10		30
LUKE HARE	8	10	4			22
MARK NEWBRY	6		6			12
PETER BELLINGHAM			8			8
IAN SYME		8				8
DEL GARBETT				8		8
S SUTHERLAND		6				6
DAVID OVENDEN				6		6
JOHN COLEMAN		4				4
BEN HAYDEN	4					4
DONNA HEITMANN				4		4
BRAD McCULLOCH		2				2
KERRIE BEARDMORE			2			2
WAYNE DANIELS	2					2
TONY TAYLOR				2		2

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PROPOSED B.S.C.C 1993 CALENDAR

OCTOBER 5	Board Meeting 7.30 p.m. Clubrooms
OCTOBER 6	CLUB NIGHT - Night run cancelled
OCTOBER 8	EVENING OF CELEBRATION -
OCTOBER 10	BRITANNIA INN DAY RUN remember your Third Party Extension
OCTOBER 16	BAILEY POWERLINES RALLY - IMBIL
OCTOBER 17	MOTORKHANA - 9.30 am Boondall Car Park Q
OCTOBER 20	NIGHT RUN - starts 50 BURROWS ST. MAYNE see announcement elsewhere in mag
NOVEMBER 3	NIGHT RUN - Ian Gorski BSCC Clubrooms 8 pm
NOVEMBER 13	BP RANGE CLASSIC RALLY - HISTORIC CARS
NOVEMBER 20	FINAL ROUND REVOLUTION RACE GEAR RALLYSPRINT JIMNA AREA - AFTERNOON/EVENING with camp-over facilities.
NOVEMBER 21	MOTORKHANA -T SMITH 9.30 am Boondall Car Park Q
NOVEMBER 27/28	ETTAMOGAH PUB SERIES SHORT COURSE - at Ettamogah Pub - Desley Collins Director.
DECEMBER 4/5	KEEMA CLASSIC RALLY
DECEMBER 5	KEEMA CLUB RALLY

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PROPERTY OFFICER	IAN BREMNER	343 8351	262 1222
SPORTING SUB COMMITTEES:			
OFF ROAD	ROD SAMS	345 9075	224 3851
RALLY	BARRIE BURR		
MOTORKHANA) NIGHT RUN)	RAY EVANS	209 1432	209 1432
SOCIAL SUB-COMMITTE CHAIRPERSON	BERENICE LINTON	207 3782	

PROMOTIONS & MARKETING

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P.O. Box 347,
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A/hrs Henk Kabel Ph. 300 2617