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Richard Anderson

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<u>ELECTION</u> TIME!!

When you turn around it's that time of the year again - the Annual General Meeting.

As I write this it's the day before the AGM and I have received my list of nominees for the positions of governmennt within the mighty BSCC.

I note with pleasure that Mr Alan Bates has again submitted his name for the top job, despite some talk of not nominating this year.

And fair enough I might add, for Alan has done an enviable job over the past two seasons and has even managed to squeeze in some work, some rallying and a bit of a personal life.

Remember though members that three years is the limit so someone else will have to take the reigns in 1995.

Unfortunately there is no name for the VP's job or a couple of others, but by the time you read this all should be revealed.

Onto other things of importance and the first round of the QRC has ben run and won by Stewie Reid and lain Stewart in the Bridgestone/Shell Kippa Ring Celica GT4.

The event was another success and there is a stage analysis inside along with a few words of thanks to the last minute sponsor, my mate Mark Griffith.

With the Shell VR4 an unlikely starter, Mark put up some cash to help the raily and the club.

Brian Everitt has also said to me that maybe it's time to base the event somewhere else and I reminded him of a Jim Reddiex ARC that saw everyone at the old Surfair Resort.

Now I know it's not five star luxury anymore, but it's comfy and has adequate carparking for a field of rally cars. We shall see...

In the QRC, I was fortunate enough to grab a ride with Ray Bansemer after it became

obvious the Galant was a non-starter.

Ray is fairly knew to the sport and this was his first QRC, after tackling a couple of club rallies in '93.

The solid 6 cylinder Commodore is not such a bad thing but we suffered two punctures in stages, lost 1 rear brake and bent a strut.

Nonetheless we finished, albeit in 28th place. Hey, a finish is a finish and my personal opinion is that Ray can only improve with more outings.

In just a few weeks is the AORC at Inglewood. I'm still not sure why we haven't returned to Toowoomba, especially when there is a number of improvements (that the club paid for) sitting in the middle of some farmer's paddock.

I'm sure that the event will retain it's reputation under the careful eye of Pat Hetherman and his team and that a large number of the country's best off-roaders will be up to tackle the Queensland countryside.

Let's also hope that the town doesn't put up the prices for everything from petrol to water as they usually do on this weekend each year.

The 1994 Rallysprint Series is on again and in this magazine are some details penned by Tony Best, the new Series Co-Ordinator.

If last year is anything to go by the Series will be another raging success. I seem to have been plonked into a Director's job for one of the rounds but have not yet decided on a venue.

You will be kept informed!

I hope there is something in this issue for you all, and as there appears to be no nominations for magazine editor, it looks like I might have the job to myself again.

As usual, any contributions will be gratefully accepted!!

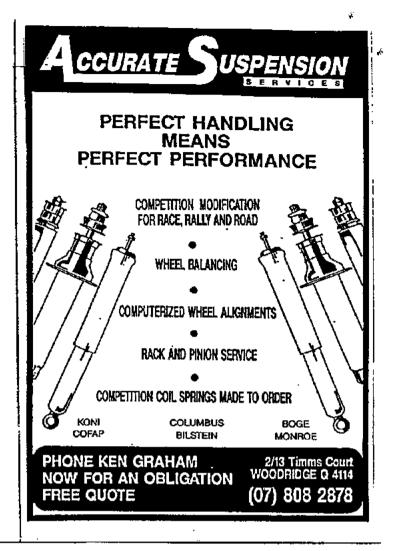


TECHNICAL SERVICE CENTRE

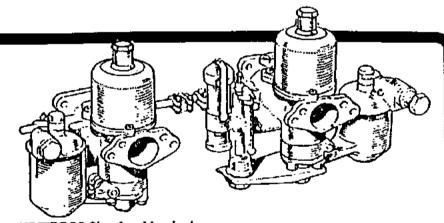
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Historic Rally Group

March Historic Group

The March group meeting was well attended. Thanks to Ken Philp for passing some general tips on the Classic Mapping Rally in Alan Stean's absence. Alan did however arrange for a short UBD mapping event as a lead into his upcoming rally. I think a few navigators felt a little rusty?

Repco Mountain Rally

BSCC has several crews running in this year's event in May. I'm sure the six day rally will be as gruelling as previous years from its start in Melbourne to the finish in Sydney. Ian Ferguson and Alan Stean are taking the very well presented SAAB 99 sporting new minilites and twin Haldas! Dick Groves will be leaving his Toyota behind to do the navigating in a Daimler V8 sedan, while the Repco veteran Ken Philp takes on the navigator duties for Geoff Bott. Geoff set the first three Repco rallies and will drive a J&S Hunter sports car in the event. But if we talking experience the Smiths, Pete and Trish of course, will be hard to beat. All those long miles in Europe in the '60s and '70s is sure to hurl the mighty Valiant onto the leader board.

Best of luck to all BSCC crews.

Historic Rally Series

The first round of the series is the Nissan Z Car Workshop Historic Night Rally. It will have been run and won by the time you read this, so a full report for next month. Alan Stean is the Director, so will bring some welcome variety to the rallies. Round 2 of the series will be the Classic Mapping Rally on April 24. Supp Regs are available from Esme on 391 8881. The rally will start from SHELL Calamvale.

Historic Rally Group - May

Just a reminder that the May meeting will join with the Night Run Series (1st Wednesday in May). With some crews being away at the Repco, it will give us some more navigation practice.

Events of interest.

June 12 - Richard Anderson of Alfa fame is organising a Grass Autocross event on June 12 for the Marque Car Club and others. It sound like a great event in the making so give Avanti a call for more details (no restriction on age of vehicle).

July 17-22 - VACC Classic Rally ... (QLD) Details - Jeannette Egerton ph. 844 755.

Sept 4 - Classic Driving Trials (QLD) - Hist Series Rd.3

Sept 10/11 - MG Classic Spring Rally (NSW)

Oct 29 - Range Rally Classic (QLD) - Hist Series R. 4

Lastly, the Classic Rally Club has been formed in Sydney, Geoff Bott is the President.

...... Tony Galletly

<u>NEXT MEETING</u>

WEDNESDAY April 20th, 1994 (8.00pm)

Nissan Z Car Workshop Historic Night Rally (Historic Rally Series Rd 1) - Presentation of Trophies

The next meeting will also have table mapping on the agenda. Ken Philp's Classic Mapping Rally will be held a few days
after the night, so he will be running through some of the essentials of his mapping rally. Ken tells us to bring the
IPSWICH 1:250000 map along.

The long awaited Jon Voller talk on last years Marathon Rally in France, has been further delayed till the June meeting. Fingers crossed!

Historic Rallying ison the move!



ROUND 1 AUSTRALIAN OFFROAD CHAMPIONSHIP **ROUND 1 QUEENSLAND OFFROAD CHAMPIONSHIP**





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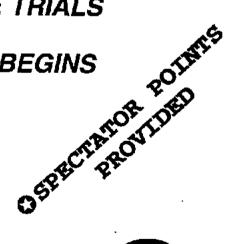
* 2.00pm SATURDAY - TIME TRIALS

* 8.00am SUNDAY - RACING BEGINS

FOLLOW THE SIGNS TO INGLEWOOD

Proudly presented by Brisbane Sporting Car Club





THE SHELL KALLANGUR SHELL BRIBIE ROAD COOLOOLA RALLY

After a lack of interest on the part of Gympie businesses, it looked as though the first round of the 1993 QRC was going to be sponsorless.

Clerk of Course Brian Everitt was more than a little disappointed and has even talked about basing the event somewhere else next year!

Then the Supplementary Regulations are posted out and a good samaritan comes to the rescue.

Mark Griffith offered a sum of cold hard cash for sponsorship rights with the proviso that the rally had scrutineering at Shell Kallangur and the start at Shell Bribie Road.

"Too easy!" was the reply and the event was underway with the distinct likelihood of making a small profit for the club.

A field of 37 crews entered the event but a couple were lost in the runup to the rally with 34 starters leaving Shell Bribie Road.

Only one 'interstate' crew made the effort and that was Pete Glennie who is an unofficial local anyway! He had Tony Garvey alongside.

At car one was the immaculate Celica GT4 of Stewie Reid who had the inimitable Iain Stewart in the silly seat. I say silly

seat because that's what the 'garden gnome' called it. It's been a while since he'd done a 'blind' rally (ie-no pace notes).

This event was also a round of the under-25 Junior Challenge and Craig Lee, Craig Mole and Allen Jones were in the running along with a few others.

The start at Shell Bribie Road was a busy affair with long-legged girls giving free samples, the 4MMM trailer playing loud music and a fashion parade showing...more long-legged girls. Good effort, Marky!

The field travelled up to Kandanga for the first of eleven stages, and the general consensus was that the event was very good.

As would be expected there were a few minor hiccups but no dust and no great delays. The (accidental?) provision of three minute gaps early in the day was great, but the after event party at Roadcraft was a little tame this year.

By 1.00am the place was deserted!

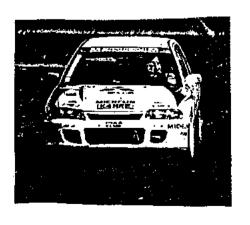
Thanks must go to the efforts of Brian Everitt whose tolerant and generous wife Lynne lets him direct rallies, and to the team who made the event happen.

It was a successful start to the 1993 season.

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Pres. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. =13. =13. 15. 16. SSS - WIDGES Pres. 1. 2. 3. 4. 5. 6.	Defense Gannies Demonste Carrigus Reid C.Lec Berowning Deshib Goes Markin Watkins Collingwood Mole Spanner Cook Kaled B 1° (28.65 km)_6 Delowr Reid Gennis Carrigus	70m. 13.39 13.59 14.13 14.17 14.28 14.32 14.45 14.50 15.02 15.19 15.20 15.23 15.23 15.29 15.29 15.29 15.29 15.29 15.29 15.20 15.20 15.20 15.21 15.22 15.23	17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 12, 13, 24, 25, 26, 27, 28, 29, 30, 31, 12, 12, 13, 14, 19, 19, 19, 19, 19, 19, 19, 19, 19, 19	Guston A.Jones Brennar Irving Scott Crisp Fullertot Barvick Lockhart Cross Campbell Scharf Williamson Cavery Rogers P.Xabler Banaconer Irving Guston A. Jones Lockhart Crisp	· 15.46 16.00 16.01 16.00 16.10 16.21 16.23 16.33 16.35 17.39 18.34 19.39 21.46 17.31 17.39 18.34 19.30 21.46 17.31 17.31 17.32
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. =13. =13. 15. 16. EXS - WIDGE: 1. 2. 3. 4. 5. 6. 7.	Delvar Gutale Daminon Carrigon Raid C.Lie Browning Dahib Goose Goose Martin Collingwood Mole Spanour Cook Kabul L' (th 45 km) 4 Delvar Roid Carrigon Browning C. 1-60 Dahib Goosele	71	17. 18. 19. 20. 21. 22. 23. 30. 31. 12. 33. 19. 20. 21. 22. 24. 25. 26. 27. 28. 29. 30. 31. 12. 23. 29. 20. 21. 22. 23. 29. 20. 20. 20. 20. 20. 20. 20. 20. 20. 20	Guston A.Jones Brenser Bring Scott Crisp Fullertot Barvick Lockhart Cross Campbell Scharf Williamson Carney Rogers P.Xishler Banacana; Irving Guston A. Jones Lockhart Crisp Scott Fullerton	15.60 16.01 16.00 16.00 16.10 16.23 16.23 16.23 17.29 19.39 19.39 19.39 19.39 19.30 17.38 19.30 17.38 19.30 17.31 17.30 17.31 17.30 17.31 17.30 17.31 17.30 17.31 17.30 17.31 17.30 17.31 17.30 17.31 17.30 17.31 17.30 17.31
Para 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 16. 255 - WIDGE 1. 2. 3. 4. 5. 6. 7. 8. 6	Delvar Genele Dominen Carrigus Reid C.Let Parvaring Dashle Goodwe Good Marrin Watches Collingwood Mole Spenour Cook Kabul L** (th.65 km)_f Delvar Reid Gomnin Carrigus Reynon Reid Gomnin Carrigus Reynon Reid Gomnin Carrigus Reynon Reid Gomnin Carrigus Reynon Rey	71m. 11.39 13.59 14.13 14.17 14.32 14.45 14.50 15.12 15.12 15.23 15.23 15.23 15.23 15.29 15.29 15.39 71m. 15.02 15.10 15.02 15.02 15.03 15.04 15.05 15.05 15.06 15.06 15.07 15.0	17, 18, 19, 20, 21, 22, 23, 31, 12, 33, 19, 20, 11, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 28, 29, 31, 12, 13, 12, 13, 14, 19, 20, 21, 22, 23, 24, 24, 24, 24, 24, 24, 24, 24, 24, 24	Guston A.Jones Brenner Bring Scott Crisp Fullertot Burvick Lockhart Cross Cumpfell Scharf Williamston Curvey Rogers P.Kabler Bannener Bering Guston A. Jones Lockhart Crisp Scott Fullertin Cumpfell	15.46 16.00 16.01 16.00 16.10 16.22 16.23 16.25 17.26 17.39 18.34 19.30 21.46 17.36 17.38 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00
Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 16. SSS - WIDGE! Franc. 1. 2. 3. 4. 5. 6. 7. 8. 9.	Delvar Genele Demisen Carrigue Reid C.Lee Browning Dehilo Gene Marsin Watkins Cook Spanow Cook Kales E 1° (28.55 km)_f Delvar Reid Genele Browning C. Lee Debtar Browning C. Lee Dehilo Genele Williamsun Gees Genele Gene	71	17. 18. 19. 20. 21. 22. 23. 24. 25. 28. 30. 31. 12. 33. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 20. 21. 22. 23. 24. 25.	Guston A. Scoon Resumer Inving Scott Crisp Puberton Barwick Lockhart Cross Compbell Schorf Williamon Curuey Rogers P. Kahler Banaconier Inving Guston A. Jones Lockhart Crisp Scott Fullertim Cumpbell Bremaer	15.46 16.00 16.00 16.00 16.10 16.22 16.23 16.25 17.39 18.54 18.54 18.55 17.30 17.38 18.50 17.38 18.50 17.38 18.50 17.38 18.50 17.38 18.50 17.38 18.50 17.38 18.50 17.38 18.50 17.38 18.50 17.38 18.50 18.37 18.50 18.37
Pres. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. =13. =13. 16. SSS - WIDGE: 4. 5. 6. 7. 8. 9. 10. 11.	Defense Garacia Demonstr Carrigue Reid C.Let Berowning Deshite Goodwe Good Mole Nation Colingwood Mole Symmetr Cook Kaled Delour Reid Gennis Carrigue Honoring C. Let Deshite Goodwe Good Williamon Good Symmetr Colingwood Mole Symmetr Reid Gannis Carrigue Honoring C. Let Deshite Goodwe Williamon Good Symmetr Marija	71m. 11.39 13.59 14.13 14.17 14.28 14.32 14.45 14.50 15.08 15.12 15.20 15.23 15.23 15.29 15.20 1	17, 18, 19, 20, 21, 22, 23, 30, 31, 12, 23, 20, 11, 12, 20, 21, 22, 23, 25, 26, 27, 28, 20, 21, 22, 23, 25, 26, 27, 28, 27, 28, 28, 29, 20, 21, 22, 23, 24, 25, 26, 27, 27, 28, 27, 28, 28, 28, 29, 20, 21, 22, 23, 24, 25, 26, 27, 28, 27, 28, 27, 28, 27, 28, 27, 28, 28, 27, 28, 28, 27, 28, 28, 27, 28, 28, 27, 28, 28, 27, 28, 28, 27, 28, 28, 27, 28, 28, 28, 28, 28, 28, 28, 28, 28, 28	Guston A.Jones Bremanr Irving Scott Crisp Pullerton Burvick Lockhart Cross Compicel Scharf Williamson Curvey Rogers P.Kabler Bannomer Irving Guston Lockhart Crisp Scott Pullerton Compied Scott Pullerton Compied Bremanr Crows Bannomer Crows Bannomer Crows Bannomer	15.46 16.00 16.00 16.00 16.10 16.22 16.23 16.25 17.26 17.26 17.29 18.34 17.39 18.34 17.30 17.34 17.30 17.34 17.30 17.31 17.30 18.30 18.31 18.30 18.31 18.30 18.30 18.30 18.30 18.30 18.30 18.30 18.30 18.30 18.30 18.30 18.30
Para. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 1. 1. 2. 1. 4. 5. 6. 7. 8. 9. 10. 11. 12.	Delvar Garacia Daminon Carrigon Raid C.Lie Browning Dahib Goose Martin Calingwood Mole Spanour Cook Kabul L' (th 45 km) 4 Delvar Roid Carrigon Browning C. Lon Dahib Contigue Williamon Goos Spanour Colon Roid Carrigon Browning C. Lon Dahib Goose Spanour Marie Spanour Marie Milliamon Goose Spanour Marie Milliamon Goose Spanour Marie Milliamon Goose Spanour Marie	11.39 11.39 14.13 14.17 14.28 14.30 15.90 15.19 15.20 16.20 16	17. 18. 19. 20. 21. 22. 23. 25. 26. 27. 28. 28. 27. 28. 28. 28. 28. 28. 28. 28. 28. 28. 28	Guston A. Jones Bremser Bring Scott Burvick Lockhart Cross Compbell Scharf Williamson Curuey Rogers P. Joshier Banaconer Irving Guston A. Jones Lockhart Crisp Scott Palienten Compbell Bremser Cross Barsewer	15.46 16.00 16.01 16.00 16.10 16.25 16.25 17.25 17.35 17.39 18.30 21.46 17.16 17.20 17.31 17.39 18.40 18.40 18.40 18.40 18.40 18.40 18.40 18.40 18.40
P	Delvar Genele Deminen Carrigus Reid C.Lee Rende C.Lee Reyening Deable Goodwe Goodwe Goodwe Goodwe Marrin Collingwood Mole Spenour Cook Kabul L** (thisS tem) d Delvar Reid Genenin Carrigus Reyening C.Lee Deable Goonslove Williamsun Goos Spenour Marrin Marrin Marrin Marrin Marrin Marrin	71	17. ik. ip. 20. 21. 22. 23. 25. 25. 25. 25. 27. 28. 29. 21. 22. 23. 25. 26. 27. 28. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28. 27. 28	Guston A.Jones Bressare Irving Scott Crisp Fullertot Burvick Lockhart Cross Complete Scharf Williamston Carney Rogers P.Kabler Bannoner Irving Guston Lockhart Cripp Scott Fullerton Complete Bresser Bresser Bresser Bannoner Cromp Scott Fullerton Complete Bresser Bresser Bresser Bresser Bresser Bresser	15.46 16.00 16.00 16.00 16.10 16.22 16.23 16.25 17.26 17.29 18.39 18.39 18.39 18.30 17.36 17.38 18.30
Pres. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 15. 15. 16. 17. 18. 18. 18. 18. 18. 18. 18. 18. 18. 18	Deliver Genele Demonster Cerrigue Reid C.Let Personning Desirit Goodwe Goos Marsin Collingwood Mole Spencer Cook Kabel L* (M.43 km).d Deliver Reid Genele Goodwe Goos C. Lot Deliver Goodwe Williamon Good Williamon Mole Kabul Cook Watkin	71	17. 18. 19. 20. 21. 22. 23. 25. 26. 27. 28. 28. 27. 28. 28. 28. 28. 28. 28. 28. 28. 28. 28	Guston A. Jones Bremser Bring Scott Burvick Lockhart Cross Compbell Scharf Williamson Curuey Rogers P. Joshier Banaconer Irving Guston A. Jones Lockhart Crisp Scott Palienten Compbell Bremser Cross Barsewer	15.46 16.00 16.01 16.00 16.10 16.25 16.25 17.25 17.35 17.39 18.30 21.46 17.16 17.20 17.31 17.39 18.40 18.40 18.40 18.40 18.40 18.40 18.40 18.40 18.40
Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 16. SSS - WIDGE! Franc. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 5. 14. 5. 14. 15. 16.	Deliver Genele Demission Carrigue Reid C.Lee Browning Dehilo Gene Marsin Watkins Cook Kabul E 1* (28.55 km)_f Deliver Reid Geneloue Williamsun Geneloue Williamsun Geneloue Williamsun Genel Spanner Carrigue Browning C. Lee Dehilo Geneloue Williamsun Geneloue Cook Cook Cook Cook	71	17. 18. 19. 20. 21. 22. 23. 30. 31. 12. 33. 19. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 12. 22. 23. 24. 25. 24. 25. 24. 25. 26. 27. 28. 29. 30. 31. 31. 32. 34. 35. 34. 35. 34. 35. 36. 36. 37. 38. 39. 30. 31. 31. 32. 34. 35. 34. 35. 36. 37. 38. 39. 39. 39. 39. 39. 39. 39. 39. 39. 39	Guston A. Jones Bressare Inving Scott Bravick Lockhart Cross Compbell Schorf Williamon Curvey Rogers P. Kabler Banaconer Inving Guston Curvey Scott Fullertin Crope Scott Fullertin Crope Banacone Crope Banacone Crope Banacone Crope Banacone Crope Banacone Crope Cr	15.46 16.00 16.00 16.00 16.10 16.22 16.23 16.25 17.39 18.54 17.39 18.54 17.39 18.54 17.30 17.31 18.00 18.37 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 38.30 18.37 38.30 38.37 38.30 38.37 38.30 38.37 38.30 38.37 38.30 38.37 38.37 38.30 38.37
Para. 2. 2. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 18. 18. 18. 18. 18. 18. 18. 18. 18	Deliver Genele Demissis Carrigus Reid Carles Browning Desire Gene Martin Collingwood Mole Spanour Cook Kabul Li* (th 45 km) d Deliver Reid Carrigus Browning Carrigus Browning Carrigus Browning Carrigus Spanour Desire Wilkinston Gene Spanour Melie Kabul Cook Wakkins Cook Wakkins Cook Cook Wakkins Cook Cook Cook Cook Cook Cook Cook Coo	71	17. ik. ip. 20. 21. 22. 23. 25. 27. 28. 29. 30. 31. 23. 27. 28	Guston A.Jones Bensanr Bring Scott Crisp Fullertot Burvick Lockhart Cross Cumpbell Scharf Williamon Curney Roger P. Molliamon Curney Roger P. Molliamon Lockhart Crisp Scott Pullerton Cumpbell Bensanser Lockhart Crisp Scott Pullerton Cumpbell Bensanser Barvick Scharf Cross Barvick Scharf Cerney Rogers	15.46 16.00 16.00 16.00 16.10 16.22 16.23 16.25 17.39 18.54 17.39 18.54 17.39 18.54 17.30 17.31 18.00 18.37 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 38.30 18.37 38.30 38.37 38.30 38.37 38.30 38.37 38.30 38.37 38.30 38.37 38.37 38.30 38.37
Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. =13. 15. 16. SSS - WIDGE! Pam. 1. 2. 3. 4. 5. 6. 7. 4. 9. 10. 11. 12. 13. 15. 16. 886 - GRIZZO	Delvar Gentele Demission Carrigue Reid C.Liet Browning Dehilo Gente Marsin Watkins Colingwood Mole Spencer Cook Kabul E 1° (28.55 km)_f Beld Gentele Browning C. Let Delvar Reid Gentele Browning C. Let Dehilo Gentele Williamsun Gentele Spencer Marsin Melie Kabul Cook Watkins Colingwood Marsin Melie Kabul Cook Watkins Colingwood ALE 2° (19.65te	71	17. 18. 19. 20. 21. 22. 23. 30. 31. 12. 33. 19. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 12. 22. 23. 24. 25. 24. 25. 24. 25. 26. 27. 28. 29. 30. 31. 31. 32. 34. 35. 34. 35. 34. 35. 36. 36. 37. 38. 39. 30. 31. 31. 32. 34. 35. 34. 35. 36. 37. 38. 39. 39. 39. 39. 39. 39. 39. 39. 39. 39	Guston A.Jones Bensanr Bring Scott Crisp Fullertot Burvick Lockhart Cross Cumpbell Scharf Williamon Curney Roger P. Molliamon Curney Roger P. Molliamon Lockhart Crisp Scott Pullerton Cumpbell Bensanser Lockhart Crisp Scott Pullerton Cumpbell Bensanser Barvick Scharf Cross Barvick Scharf Cerney Rogers	15.46 16.00 16.00 16.00 16.10 16.22 16.23 16.25 17.39 18.54 17.39 18.54 17.39 18.54 17.30 17.31 18.00 18.37 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 18.30 18.37 38.30 18.37 38.30 38.37 38.30 38.37 38.30 38.37 38.30 38.37 38.30 38.37 38.37 38.30 38.37
Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 18. 18. 18. 18. 18. 18. 18. 18. 18	Deliver Genele Demonster Carrigue Reid C-Lace Berowning Dealth Goodwe Goos Marsin Collingwood Mole Spanour Cook Kabal L' (10.45 km) -6 Deliver Reid Genele Goodwe Goos Deliver Reid Goodwe Goos Spanour Cook Kabal Carrigue Berowning C-Loo	71	17. 18. 19. 20. 21. 22. 23. 30. 31. 19. 20. 21. 22. 24. 25. 26. 30. 31. 19. 20. 21. 22. 24. 25. 26. 27. 28. 29. 29. 29. 29. 29. 29. 29. 29. 29. 29	Guston A.Jones Bennare Irving Scott Crisp Fullertot Burvick Lockhart Cross Campbell Scharf Williamson Cavery Rogers P.Xabler Banaconer Irving Guston A.Jones Lockhart Crisp Scott Fullerton Compless Breamer Crosp Banaconer Barecick Scharf Crisp Rogers	15.46 16.00 16.00 16.00 16.10 16.25 16.25 17.25 17.29 18.39 21.46 17.16 17.20 18.30 17.11 18.30
Press. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. =13. =13. 16. SSS - WIDGE! Free. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Defear Genele Demonster Carrigue Reid C.Let Personning Desire Genel Marrin Watches Collingwood Mole Spenour Cook Kabul L** (th.65 km)_f Delear Reid Genele G	71ma. 11.39 13.59 14.13 14.17 14.28 14.32 14.45 14.50 15.08 15.19 15.23 15.23 15.23 15.23 15.23 15.23 15.25 15.25 15.25 15.25 15.25 15.26 15.27 15.57 15.57 15.57 15.57 15.57 15.57 15.57 15.57 15.57 15.57 15.57 15.57 15.59 16.55 16.55 16.55 17.10 17.12 17.12 17.12 17.12 17.12 17.12	17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 20, 31, 12, 23, 20, 21, 22, 23, 20, 31, 12, 23, 24, 25, 26, 27, 28, 30, 31, 22, 23, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 30, 31, 24, 25, 26, 27, 28, 20, 20, 20, 20, 20, 20, 20, 20, 20, 20	Guston A.Jones Bresser Bresser Bresser Bresser Code Pubertot Bressel Lockhart Cross Complett Scharf Williamston Covey Rogers P.Kabler Bannener Bressel Genten A. Jones Lockhart Cripp Scott Puberton Complett Bresser Bressel Bressel Complett Rogers	15.46 16.00 16.00 16.00 16.10 16.22 16.23 16.25 17.29 18.59 21.46 17.29 18.59
Press. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 18. 18. 18. 18. 18. 18. 18. 18. 18	Defear Guestie Damaien Carrigue Reid C.Let Paraming Dashle Goodwe Good Marcin Collingwood Mole Spenour Cook Kabel L* (28.65 km).d Deleur Reid Gmanin Carrigue Beoming C.Let Dashle Good Williamum Collingwood Marin Collingwood Dathe 2* (19.67to Dartner Beid Gloonle Carrigue	71	17. 18. 19. 20. 21. 22. 23. 30. 31. 19. 20. 21. 22. 24. 25. 26. 30. 31. 19. 20. 21. 22. 24. 25. 26. 27. 28. 29. 29. 29. 29. 29. 29. 29. 29. 29. 29	Guston A.Jones Bennare Irving Scott Crisp Fullertot Burvick Lockhart Cross Campbell Scharf Williamson Cavery Rogers P.Xabler Banaconer Irving Guston A.Jones Lockhart Crisp Scott Fullerton Compless Breamer Crosp Banaconer Barecick Scharf Crisp Rogers	15.46 16.00 16.00 16.00 16.10 16.25 16.25 17.25 17.29 18.39 21.46 17.16 17.20 18.30 17.11 18.30
Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 16. \$SSS-WIDGEN 1. 2. 3. 4. 5. 6. 7. 8. 9. 16. 11. 12. 13. 14. 15. 15. 16. 2856-GREEN 1. 1. 2. 3. 4. 5. 6. 7. 8. 9. 16. 17. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8.	Defener Gentele Demissen Carrigue Reid C.Liet Browning Dehilo Gens Marsin Gens Marsin Collingwood Mole Spanew Cook Kabul E 1° (2th.45 km)_d Debur Reid Gens Debur Reid Gens Debur Reid Gens Debur Reid Gens Spanew Carrigue Browning C. 1-64 Dehilo Browning C. 1-64 Dehilo Gens Spanew Gens Gens Spanew Gens Spanew Gens Gens Gens Gens Gens Gens Gens Gens	71m. 11.39 13.39 14.13 14.17 14.28 14.30 15.08 15.19 15.19 15.23 15.23 15.23 15.23 15.29 15.29 15.29 15.39 15.39 15.39 15.39 15.52 15.39 15.30 15.31 16.55 1	17. 18. 19. 20. 21. 22. 23. 25. 26. 27. 18. 19. 20. 21. 12. 25. 26. 27. 28. 29. 30. 31. 12. 23. 24. 25. 26. 27. 28. 29. 31. 12. 12. 24. 25. 26. 27. 28. 29. 31. 12. 12. 12. 12. 12. 12. 12. 12. 12. 1	Guston A. Jones Bressaar Inving Scott Crisp Fullertot Barwick Lockhart Cross Cumpbell Schoel Williamon Curvey Rogers P. Kabler Banaconer Inving Guston A. Jones Lockhart Crisp Scott Fullerton Cross Barwick Schoel Fullerton Cross Barwick Schoel Fullerton Cross Barwick Schoel Fullerton Cross Barwick Schoel Fullerton Barwick Schoel Fullerton Barwick Schoel Fullerton Barwick Schoel Cross Barwick Schoel Fullerton Barwick Schoel Fullerton Barwick Schoel Cross Barwick Schoel Fullerton Barwick Schoel Cross Barwick Schoel Fullerton Barwick Schoel Cross Barwick Schoel Cross Barwick Schoel Fullerton Barwick Schoel Schoel Fullerton Barwick Schoel Sch	15.46 16.00 16.00 16.00 16.10 16.22 16.23 16.25 17.20
Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 16. \$SSS-WIDGEN 1. 2. 3. 4. 5. 6. 7. 8. 9. 16. 11. 12. 13. 14. 15. 15. 16. 2856-GREEN 1. 1. 2. 3. 4. 5. 6. 7. 8. 9. 16. 17. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8.	Deliver Genele Demonster Carrigue Reid C-Lace Berowsing Desirie Goodwe Goos Marsin Collingwood Mole Spanour Cook Kabul Li* (10.45 km) -6 Deliver Reid Carrigue Browning C-1-0s Browning C-1-0s Desirie Spanour Melle Kabul Cook Walkinson Goos Spanour Melle Kabul Cook Walkinson Cook Walkinson Goos Spanour Melle Kabul Cook Cook Walkinson Cook Walkinson Cook Walkinson Cook Reid Glessie Corrigue Defror Reid Glessie Carrigue Defror Reid Reidele Carrigue Defror Reid Reidele Carrigue Defror Reid Reidele Carrigue Defror Reide Reidele Carrigue Defror Reidele Carrigue	71	17. ik. ip. 20. 21. 22. 23. 25. 27. 28. 30. 31. 23. 27. 28. 29. 27. 28. 29. 29. 29. 29. 29. 29. 29. 29. 29. 29	Guston A.Jones Bernare Irving Scott Crisp Fullertot Burvick Lockhart Cross Cumpbell Scharf Williamon Curuey Rogers P.Xibler Banacaner Irving Guston A.Jones Lockhart Crisp Scott Pallerton Cumpbell Bernare Cross Barvick Scharf Cross Barvick Barvic	15.46 16.00 16.00 16.00 16.10 16.25 16.25 17.35 18.39 18.39 17.31 18.30 17.31 18.30 17.31 18.30 17.31 18.30 17.31 18.30 17.31 18.30 17.31 18.30
Para. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 13. 4. 5. 6. 7. 13. 4. 5. 6. 7. 13. 14. 15. 15. 15. 15. 15. 15. 15. 15. 15. 15	Defener Gentele Demissen Carrigue Reid C.Liet Browning Dehilo Gens Marsin Gens Marsin Collingwood Mole Spanew Cook Kabul E 1° (2th.45 km)_d Debur Reid Gens Debur Reid Gens Debur Reid Gens Debur Reid Gens Spanew Carrigue Browning C. 1-64 Dehilo Browning C. 1-64 Dehilo Gens Spanew Gens Gens Spanew Gens Spanew Gens Gens Gens Gens Gens Gens Gens Gens	Time. 11.39 13.39 14.13 14.17 14.28 14.32 14.45 14.50 15.08 15.19 15.19 15.23 15.23 15.23 15.29 15.39 15.39 15.39 15.39 15.40 15.65 15.65 16.50 16.55 16.55 16.55 16.55 16.55 16.55 16.55 16.56 17.10 17.12 17.12 17.12 17.12 17.12 17.13 14.44 14.52 15.18	17. ik. ip. 20. 21. 22. 23. 25. 27. 28. 30. 31. 22. 24. 25. 27. 28. 30. 31. 23. 27. 28. 29. 29. 29. 29. 29. 29. 29. 29. 29. 29	Guston A. Jones Bressaar Inving Scott Crisp Fullertot Barwick Lockhart Cross Cumpbell Schoel Williamon Curvey Rogers P. Kabler Banaconer Inving Guston A. Jones Lockhart Crisp Scott Fullerton Cross Barwick Schoel Fullerton Cross Barwick Schoel Fullerton Cross Barwick Schoel Fullerton Cross Barwick Schoel Fullerton Barwick Schoel Fullerton Barwick Schoel Fullerton Barwick Schoel Cross Barwick Schoel Fullerton Barwick Schoel Fullerton Barwick Schoel Cross Barwick Schoel Fullerton Barwick Schoel Cross Barwick Schoel Fullerton Barwick Schoel Cross Barwick Schoel Cross Barwick Schoel Fullerton Barwick Schoel Schoel Fullerton Barwick Schoel Sch	15.46 16.00 16.00 16.00 16.10 16.22 16.23 16.25 17.20
Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 5. 6. 7. 8. 9. 14. 15. 16. 17. 18. 18. 18. 18. 18. 18. 18. 18. 18. 18	Defear Gueste Damaen Carrigue Reid C.Lee Personning Dashle Goose Marcin Collingwood Mole Spencer Cook Kabel L* (28.65 km).d Deleur Reid Gunnin Carrigue Beomin C.Lee Deleur Reid Gunnin C.Lee Wilkinsum Goos Wilkinsum Goos Wilkinsum Goos Wilkinsum Goos Wilkinsum Goos Wilkinsum Goos Wilkinsum Collingwood Melle Kabel Cook Watkin Collingwood Datte 2* (19.6the Defear Reid Gunnin Carrigue Datte Reid Gunnin Collingwood Collingwood Collingwood Collingwood Collingwood Collingwood Collingwood Datte 2* (19.6the Defear Reid Gunnin Carrigue Datte Reserving C.Lee Spencer Mole Mole Spencer Mole Spencer Mole Mole Mole Spencer Mole Mole Mole Mole Mole Mole Mole Mole	71	17, i.i. ip. 20, 21, 22, 23, 25, 27, 28, 29, 31, 31, 22, 24, 25, 27, 28, 29, 31, 31, 32, 21, 22, 24, 25, 27, 28, 30, 31, 32, 22, 24, 25, 27, 28, 30, 31, 32, 22, 24, 25, 27, 28, 30, 31, 32, 32, 32, 32, 32, 32, 32, 32, 32, 32	Guston A.Jones Bernaner Irving Scott Crisp Fullertot Burvick Lockhart Cross Cumpbell Schaef Williamson Curvey Rogers Irving Guston A. Jones Lockhart Crisp Scott Fullerton Bernaner Bernaner Bernaner Cross Compleil Brommer Cross Compleil Brommer Br	15.46 16.00 16.00 16.00 16.10 16.22 16.35 17.26 17.39 18.39
Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 16. \$SSS-WIDGEN Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 2. 3. 4. 5. 6. 7. 8. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9.	Defener Genele Deminen Carrigue Reid C.Lee Browning Dehilo Gene Marsin Gene Marsin Watkina Cellingwood Mole Spanew Cook Kabul E 1° (28.45 km) - 2 Defene Reid Genening C. 1-84 Dehilo Browning C. 1-84 Dehilo Browning C. 1-84 Dehilo Gene Walkinston Gene Walkinston Gene Spanew Colk Walkinston Dehilo Cook Walkinston Collingwood Data Dehilo Cook Cook Cook Cook Cook Cook Cook Co	71m. 11.39 13.39 14.13 14.17 14.28 14.30 14.30 15.09 15.19 15.23 15.23 15.23 15.23 15.23 15.25 15.25 15.25 15.26 15.27 15.26 15.27 15.27 15.27 15.28 16.21 16.25 16.25 16.25 16.25 16.25 16.25 16.25 16.26 17.10 17.12 1	17. 18. 19. 20. 21. 22. 24. 25. 26. 27. 28. 29. 30. 31. 12. 23. 24. 25. 26. 27. 28. 29. 30. 31. 19. 20. 21. 22. 24. 25. 26. 27. 28. 29. 31. 19. 20. 21. 22. 24. 27. 28. 29. 20. 31. 19. 20. 21. 22. 22. 24. 27. 28. 29. 20. 21. 22. 22. 22. 22. 22. 22. 22. 22. 22	Guston A.Jones Bernaner Irving Scott Crisp Fullertot Burvick Lockhart Cross Cumpbell Schaef Williamson Curvey Rogers Irving Guston A. Jones Lockhart Crisp Scott Fullerton Bernaner Bernaner Bernaner Cross Compleil Brommer Cross Compleil Brommer Br	15.46 16.00 16.01 16.00 16.10 16.25 16.25 17.25
Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 2. 13. 16. \$\$SS-WINGEN Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 5. 6. 7. 8. 10. 11. 12. 13. 14. 5. 6. 7. 8. 10. 11. 12. 13. 14. 15. 16. 17. 18. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Defear Gueste Damaen Carrigue Reid C.Lee Personning Dashle Goose Marcin Collingwood Mole Spencer Cook Kabel L* (28.65 km).d Deleur Reid Gunnin Carrigue Beomin C.Lee Deleur Reid Gunnin C.Lee Wilkinsum Goos Wilkinsum Goos Wilkinsum Goos Wilkinsum Goos Wilkinsum Goos Wilkinsum Goos Wilkinsum Collingwood Melle Kabel Cook Watkin Collingwood Datte 2* (19.6the Defear Reid Gunnin Carrigue Datte Reid Gunnin Collingwood Collingwood Collingwood Collingwood Collingwood Collingwood Collingwood Datte 2* (19.6the Defear Reid Gunnin Carrigue Datte Reserving C.Lee Spencer Mole Mole Spencer Mole Spencer Mole Mole Mole Spencer Mole Mole Mole Mole Mole Mole Mole Mole	Time. 11.39 13.39 14.13 14.17 14.28 14.30 14.30 15.00 15.19 15.19 15.23 15.23 15.23 15.23 15.29 15.39 15.39 15.39 15.30 15.47 15.52 15.10 15.47 15.52 16.55 16.55 16.55 16.55 16.55 17.10 17.12 17.12 17.12 17.12 17.12 17.12 17.12 17.12 17.12 17.13 17.14 17.15 17.11 17.12 17.12 17.12 17.13 17.14 17.15 17.16 17.17 17.18 17.18 17.19 17.11 17.12 17.12 17.12 17.13 17.14 17.15 17.16 17.17 17.18 17.18 17.19 17.11 17.11 17.12 17.12 17.12 17.13 17.14 17.15 17.16 17.17 17.16 17.17 17.18	17. 18. 19. 20. 21. 22. 23. 25. 26. 27. 28. 29. 30. 31. 12. 23. 24. 25. 26. 27. 28. 29. 31. 12. 23. 24. 25. 26. 27. 28. 29. 31. 12. 23. 24. 25. 26. 27. 28. 29. 31. 12. 23. 24. 25. 26. 27. 28. 29. 31. 12. 23. 24. 25. 26. 27. 28. 29. 31. 12. 23. 24. 25. 26. 27. 28. 29. 31. 12. 20. 21. 22. 24. 25. 26. 27. 28. 29. 29. 29. 29. 29. 29. 29. 29. 29. 29	Guston A. Jones Bressar Irving Scor Crisp Puberton Burvick Lockhari Cross Cumpbell Schorf Williamon Curvey Rogers P. Kahler Banaconer Irving Gunca A. Jones Lockhari Crisp Scott Fullertin Cumpbell Bressar Cross Barvick Schorf Schorf Schorf Schorf Schorf Schorf Schorf Schorf Schorf Curvey Rogers Kahaf Fulleren Bresser	15.46 16.00 16.00 16.00 16.10 16.22 16.23 17.29 18.30 21.46 17.29 18.30 21.46 17.29 18.30 21.46 17.29 18.30 21.46 17.20 17.20 17.20 18.30
Para. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 15. 15. 15. 15. 15. 15. 15. 15. 15	Defener Geneile Deminion Carrigor Reid C.Lie Browning Dehib Gene Martin Colingwood Mole Spanour Cook Kabul E 1* (18.45 km) .6 Delever Reid Carrigon Browning C.Lee Spanour Contine Carrigon Mole Kabul E 1* (18.45 km) .6 Delever Reid Carrigon Browning C.Lee Spanour Mole Kabul Cook Walkinson Colingwood Dalile Kabul Cook Walkinson Colingwood Dalile E Kabul Cook Walkinson Colingwood Dalile Glessile Carrigon Glessile Cook Glessi	71	17. i.i. i.	Guston A.Jones Bremser Bring Scott Burvick Lockhart Crompbell Scharf Williamson Curuey Rogers P.J.shler Banacase Lockhart Crieg Scott Bring Guston A.Jones Lockhart Crieg Scott Brancher Crieg Brancher Crieg Brancher Crieg Brancher Crieg Brancher Crieg Williamson Brancher Crieg Cr	15.46 16.00 16.00 16.00 16.10 16.25 16.25 17.25
Pam. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 2. 11. 12. 13. 16. \$\$SS-WINGE 11. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 18. 18. 18. 18. 18. 18. 18. 18. 18	Defener Gunnien Gunnien Carrigun Reid C.L. de Personning Dashin Goose Marsin Watches Collingwood Mole Spencer Cook Kabel L* (20.65 km).d Deleur Reid Gunnien Carrigun Beoming C.Len Deshin Goose Wilkinsten Goose Wilkinsten Goose Wilkinsten Collingwood Malie Kabel Cook Watches Collingwood Datie Reid Gooselove Carrigun Datie Resonning C.Len Bertonning C.Len Wilkinsten Goose Wilkinsten Gooselove Carrigun Datie Resonning C.Len Batte Malie Malie Malie Malie Malie Malie Gooselove Spencer Mole Watches Gooselove Gooselov	Time. 11.39 13.39 14.13 14.17 14.28 14.32 14.45 14.50 15.08 15.19 15.19 15.23 15.23 15.23 15.29 15.29 15.39 15.39 15.39 15.39 15.47 15.57 15.57 15.57 15.57 15.57 15.57 15.57 15.59 14.45 14.45 14.45 14.45 14.45 14.45 14.45 14.45 14.45 14.45 14.45 15.16 15.17 15.18	17. i.i. ip. 20. 21.2.23.4, 25. 25. 27.28.4, 20. 31.12.33. 23. 24.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	Guston A.Jones Berning Scott Crisp Fullertot Barvick Lockhart Cross Campbell Scharf Williamson Cavery Rogers P.Xabler Banacaus Lockhart Cring Guston A. Jones Lockhart Cring Scott Fullerton Breamer Crow Banacaus Barvick Scharf Cring Compless Banacaus Barvick Scharf Cring Rogers Kabal Fullerton Breamer Crow Banacaus Barvick Cring Comp Comp Comp Comp Comp Comp Comp Comp	15.46 16.00 16.00 16.00 16.10 16.22 16.15 17.29 18.30 17.39 18.30 17.39 18.30 17.31 18.30
Para. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 15. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 15. 15. 15. 15. 15. 15. 15. 15. 15	Defener Geneile Deminion Carrigor Reid C.Lie Browning Dehib Gene Martin Colingwood Mole Spanour Cook Kabul E 1* (18.45 km) .6 Delever Reid Carrigon Browning C.Lee Spanour Contine Carrigon Mole Kabul E 1* (18.45 km) .6 Delever Reid Carrigon Browning C.Lee Spanour Mole Kabul Cook Walkinson Colingwood Dalile Kabul Cook Walkinson Colingwood Dalile E Kabul Cook Walkinson Colingwood Dalile Glessile Carrigon Glessile Cook Glessi	71	17. i.i. i.	Guston A.Jones Bremser Bring Scott Burvick Lockhart Crompbell Scharf Williamson Curuey Rogers P.J.shler Banacase Lockhart Crieg Scott Bring Guston A.Jones Lockhart Crieg Scott Brancher Crieg Brancher Crieg Brancher Crieg Brancher Crieg Brancher Crieg Williamson Brancher Crieg Cr	15.46 16.00 16.00 16.00 16.10 16.25 16.25 17.25

Pom.	Delras	Time.			
1. 2.	ZeM Glassia	15,21	16. =17.	living	18.05 18.06
	Giornie Carrigus	15.51 15.57	=17.	A Jones Lockhart	18.06
4. 6 1. 10	Deble	16.16	19.	Kahal	16.06
5. 6. 20	C.Les Beowaker	16.29 16.41	20. 21.	Campbell Palleron	18.13 18.14
6. 822 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Spinner	16.51	22,	Scharf	18,37
•	Williamson Mole	17.12 17.16	23. 24.	Scott	18.41
10.	Marin	17.19	25.	Cisp	18.43 18.51
11. 12.	Gene	17.24 17.26	26. 27.	Cross	19.03
13.	Gonséoue Gereco	17.31	27. 28,	Renounce Charge	19.40 19.42
14	WP 41	17.42	29.	Berrick	20.26
	Collegwood	17.51	30,	Rogers	31.17
Post.	CCE (COMPA) V		pood = 61kph		
1.	Driver Carrigan	Time. 4.43	=15.	Collingwood	5.31
2.	وأعمدان	4.49	=15.	Pallaren .	5.39
2.	Browning Reld	4.49 4.54	17. 18. ·	Lockbert Branner	5.32 5.34
i.	C.Lee	4.56	19.	Kehel	5.35
	Spenous Gonnéous	2.02	. 20.	School	5.37
:	Dubie	5.07 5.09	2). 22,	Westins irving	5.34 5.39
	Male	5.13	23,	Chan	5.40
¢. 1.	Gent Genten	5.15 5.17	24. 25.	Some Cornery	5.A1
2,	Martin,	5,22	26.	Crisp	5.44 5.50
3. 4.	A Joseph	5.23 *	27.	Berwick	6.05
	Complete AND MOATE (6.	5.29 .	28, svarge speed = :	Reserve:	, 634
·	Delter	Time,	average speed = :		
	Carrigue	4.23	=15.	Collingwood	5.02
	Relé Browning	425 427	#15	Pollerton	5.02
	Granie	427 439	17. 18.	Coopbull Lothert	5.03 5.04
	Citae	4.35	19.	Irring	511
	Gostánie Dubie	4.57 4.62	=20. =20.	Section 1	5.12
ŧ.	Spenoer	4.44	=30, 22,	Cross Scott	5,12 5.16
E. ,	Garten.	4.11	23.	Corney	5.30
	Mole Martie	4.48 · 4.52	24. 25.	Scheet	5.24
	Guar	453	25. 26.	Crieg Bassemer	5.26 5.27
	Extent	4.56	27,	Bereich	5.42
*	A Jenne	4.54	24.	Waties	4.05
Sia - Trinst	ROAD 2" (15.57)	ده استعبار (بد	mage speed = \$75	pie	
-	Delege Raid	Time.	15.	A 2	10.43
	Corigna	10,46 10,48	15. 16.	A Jones Kabal	12.43 12.44
	/N1.	11.00	≥17 ,	Wakin	12.51
	- Browning Postda	11.07 11.22	=17. 19.	Pollecton Trying	12.51 12.58
i.	CL.	11.22 11.50	20.	kving kving	13.06
L	Spencer	11.50	21,	Campbell	13.07
i. I.	Goardona Critingwood	12.04 12.04	22. 23.	Cross Carney	13.28 13.34
10.	Greek	12.10	24.	Schor?	13,41
	Marin	12.10	25.	Cross	13,42
IO.		12,15	=26. =26.	Lockers Benemer	13.52
10.	Moie Genes	17.26			11.47
10. L L	Gester. Bresser	12,26 12,24 Statust average	28,	Bernick	13.52 14,19
. 10. 2. 3. 6. 511 - "BORUM	Gutes Brumer (BA* Q3-51 km). Driver	12:24 finited average Time,	28, speed = 975ph	Bervick	14,19
10. 2. 1. 511 - "BORUM 	Gustes Bremmer (BA* (93-51 tom). Delreer Beld	12.24 finited arrange Time, \$.21	28, spani = 975ph 15,	Barwick Palantas	14,19
10. L L L H1 - 'BORUM	Gestes. Browner CEA* Q3-51 tem). Deiror Reid Browning	12.24 fishet smerge Time, 4.21 4.22	25, speed = 97kph 15, =16,	Bervick Pularten Irring	14.19 10.00 10.00
10. 511 - *BORUM 	Gutes. Browner URA* (93.51 km). Driver Reid Browning Corrigon Glannie	12.24 fathet average Time, 4.21 4.22 4.34 4.43	28, spand = 975ph 15, =16, w16, =18.	Palarten Felinten Seving Between Watkins	10.00 10.00 10.00 10.00 10.00
10. - - - - -	Guten. Browner (RA* ()3.51 km). Driver Reid Browning Currigm Glande Dwhie	12.24 fishet average Time, 8.21 8.22 1.34 8.43 9.00	28, spant = 975ph 15, =16, w16, =11,	Pallerton fering Secondar Wakina Cross	10.00 10.00 10.00 10.01 10.23
11 - , ROLON - - 10	Gutes. Browner URA* (93.51 km). Driver Reid Browning Corrigon Glannie	12.24 fathet average Time, 4.21 4.22 4.34 4.43	28, speed = 97kph 15, =16, u16, =18, =11, 20,	Palarten, feving Between Watkes Cross Molk	14,19 10,00 10,00 10,04 10,23 10,23 10,23
10. - - - - - - - - - - - - - - - - - - -	Gasten. Brimmer (BA* 03-51 km). Delver Reid Bectvoing Currigm Gennie Deshie Rymoor Gendous Mariin	12.24 Sinhat average 1.21 1.22 1.34 1.43 9.00 9.08 9.11 9.13	28, speed = 97kph 15, =16, =16, =11, =12, 20, 21, 22,	Palarten Fring Remore Watkins Cross Holt Scott Crisp	14,19 10,00 10,00 10,04 10,13 10,13 10,20 10,20 10,21
10.	Gaten Bramair (BA* Q3.51 km). Daiver Reid Browning Carrigm (Hemie Dattie Bpmoor Gestions Marin	12.24 fathet averge Time, 4.21 8.22 8.35 9.00 9.05 9.11 9.13 9.13	28, speed = 975ph 15, =16, =16, =18, =20, 21, 22, 23,	Fallerten, Fring Beronser Watche Cross Hole Scott Cinp Lackhart	14,19 10,00 10,00 10,01 10,13 10,13 10,20 10,20 10,24 10,28
10. .: II = "BORUM 	Gaten Brammer Brammer Brammer Braid Browning Carrigan Gannie Duttie Bymoor Geedons Marin Collegwood Game	12.24 Sinhat average 1.21 1.22 1.34 1.43 9.00 9.08 9.11 9.13	28, speed = 97kph 15, =16, =16, =11, =12, 20, 21, 22,	Palarten Fring Remore Watkins Cross Holt Scott Crisp	14,19 10,00 10,00 10,04 10,13 10,13 10,20 10,20 10,21
10. L L L L L L SII - "BORUM	Gaten Brammir ERA* (33.51 km). Deirser Rold Becorolog Carrigm Glomic Detale Remoor Geordons Martin Collagueod Cam	12.24 Time, 8.21 8.22 8.24 8.34 8.43 9.00 9.06 9.05 9.13 9.13 9.32	28, spand = 975ph 15, =16, sp. 16, sp. 18, sp. 18, sp. 20, 20, 22, 22, 23, 24,	Pallerton Fring Browner Watkins Cross Mode Sout Cisp Lockhart Contry	14,19 10,00 10,00 10,01 10,23 10,23 10,20 10,24 10,24 10,28 10,36



DUTRIGHT PLACINGS

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lst	1	S REID/I STEWART	1.57.37	Toyota Celica GT4	PR3
2nd	2	P GLENNIE/A GARVEY	1.59.17	Niesan Pulsar GTi-R	PR3
31d	6	R BROWNING/B BURR	2.02.41	Camira 2.0	PR2A
4th	5	W CARRIGAN/H REARDON SMITH	2.03.16	Laser TX3-4wd	PR3
5th	8	G DUTHIE/R PETERS	2.04.47	Mazda RX3	PR2B
6th	18	J SPENCER/D NASH	2.08.29	Datsun 1600	PR2A
7th	. 9	J GOASDOUE/G MCLANE	2.09.04	Daihatsu Charade	N1
8th	22	J MARTIN/P RASSMUSSEN A	2.09.40	Commodore VH-V8	PR2B
9th	14	V GEES/N GEES	2.11.12	Falcon XA Tudor	PR2B
	7	C MOLE/A GOODREID	2.11.56	Datsun Stanza	PR2A
11th.	23	T COLLINGWOOD/R COLLINGWOOD	2.12.11	Honda Civic	PRIA
12th	26	· A GASTON/J STOCK	2.14.06	Gemini .	PRIB
13th	17	T KABEL/G TEBBLE	2.14.33	Suzuki Swift 4x4	PR3
14th		B WATKINS/D HOOD	2.15.05	Gemini	PR2A
15th	10	A JONES/L JONES	2.16.52	Sigma 2.6	PR2B
16th	3	C LEE/A BATES	2.17.11	Dateur 1600	PR2A
17th	15	D IRVING/D NICHOLSON	2.17.48	Ford Escort	PR2A
18th	31	B FULLERTON/D AMBROSE	2.18.30	Hyundai Lantra	N2
19th	29	I BREMNER/B LINTÓN	2.19.17	Ford Alfscort	PRZA
20th	21	P LOCKHART/M BRUCE -	2.19.49	Commodore VP-V8	PR2B
21st	27	B CRISP/C LANE	2.20.32	Mazda 323 GTX	PR3
22nd	34	T SCOTT/M WASS	2.21.15	Datsun 1600	PR2A
23rd	20	A CAMPBELL/G HEWITT	2.21.27	Detrun 1600	PR2A
24 t h	30	R CROSS/T BEST	2.23.18	Suraki Swift GTi	N1
25th	<i>3</i> 7	K CARNEY/C THOMPSON	2.29.20	Ford Capri V6	PR2B
26th	35	B BARWICK/D CORKERON	2.29.28	Dutsun 1200 Coupe	PRIA
27th	32	D SCHARF/D GRUNDY ·	2.31.34	Toyota Corolia CS	PRIB
28th	33	R BANSEMER/T SMITH	2.34.28	Commodore VC-3.3	PR2B

As can be seen by the results, Stewie and Stewie won the event from Pete Glennie and Tony Garvey.

Rod Browning and Barrie Burr did what they had been threatening for a long while and pulled out a top three place, while the freshly rebuilt Laser TX3 of Warren Carrigan and Hugh Reardon—Smith came in a safe fourth.

28 finishers from 34 starters is an enviable result and shows just how friendly the roads were for competitors.

There was almost no 'carnage' with most retirements happening because of mechanical failure.

Brian Crisp and Chris Lane finally finished an event in the ex-Coote Mazda 323GTX but they were taking it very easy in an effort to sort the car and nail down any problems.

Winner of the Junior Challenge was the 'red rocket' of Craig Mole when the other 'rocket' of Craig Lee (Brucie Dummett's Datto) had some problems.

Craig explained very carefully just where he was going to insert the car on Sunday when he saw Bruce, but that's not really publishable. For the next round the Sprinter should be a goer again.

The rally this year used mostly very good roads in a simple format of some sections being used twice. This didn't cause any problems and the roads held up very well.

As a C5 event this means that all finishers in the points have now gained a score in the Australian Rally Championship - Congratulations!!

Thanks again to Mark Griffith and Shell.

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Eagleby Adam Wenck Sh 20, 130 Riverhill Rd Eagleby Shopping Centre Phone: 807 7544 Mitchelton Greg Braden 581-585 Samford Rd Phone: 355 2344

Mt Gravatt Reiny Bierman 1295 Logan Rd Phone: 849 6809

Slacks Creek Phillip George 214 Kingston Rd Phone: 290 3333





QUEENSLAND SEEDING LIST 1994 18-Feb-24							
RICHARD ANDERSON 0.9367	1 STUART REID	0.9986					
WAYNE APPLEYARD 0.9282 TAN BAILEY 0.9155	2 WAYNE HOY 3 PETER GLENKIE	0.9973					
ROD MARLEY 0.8489	4 CRAIG LEE	0.9906					
BRUCE BARWICK 0,7745	5 MARK GRIFFITH 6 DEAN TIGHE	0.9887					
DARREN BAUMANN 0.8413	7 PETER PHILLIPS	0.9752					
ROB BEKKER 0.9241 ROBIN BERARDO 0.7967	9 WARREN CARRIGAN 9 ROD BROWNING	0.9665					
GORDON BISHOP 0.8442	9 ROD BROWNING 10 CRAIG LUCEY	0.9643 0.9641					
TERRY BOARDHAN 0.8721	11 DAVID JOHANSON	0.9621					
TREVOR BOWDEN 0.8355	12 BRUCE - DUMMETT - 13 DAVID : CHARLTON	0.9562 0.9451					
IAN BREMNER 0.8556	14 GEOFF KRAUSE	0.9431					
MICHAEL BRIMROSE 0.8326 GLENN BRINKMAN 0.8597	15 GLEN DUTHIE 16 NIKE PAGE	0.9391					
ROD BROWNING 0.9643	17 JOHN GOASBOUE	0.9385					
RANDALL BRYSON 0.7969	18 RICHARD ANDERSON	0.9367					
MARTIN BURROWS 0.8760 VIC CAMERON 0.7584	19 ALLEN - JONES 20 WAYNE APPLEYARD	0.9340					
ALEX CAMPBELL 0.865)	21 CRAIG HOLE	0.9272					
JOHN CARELESS 0.896X KIERAN CARNEY '0.8033	22 LIAM MAHOREY 23 ROB BEKKER	0.9248					
WARREN CARRIGAN 0.9665	24 TREVOR CRASE	0.9230					
TIM CHARALAM80USD.8330	25 MARK TAYLOR 26 GARRY MARSHALL	0.9228					
DAVIO CHARLTON 0.9451 ALAN CLUMES 0.8651	27 IAN BAILEY	0.9165					
RICHARD COLLINGWOOD 0.8295	28 VIVIAN GEES	0.9145					
CHRIS CORBEE 0.8336	30 DAVID HASH	0.9127					
ROBERT CRASE D.8241	31 JOHN SPENCER	0.9118					
TREVOR CRASE Q.9230 BRIAN CRISP 0.8619	32 JOHN HARTIN 33 JOHN GIBSON	0.9090					
ROD CROSS 0.8368	34 HARVEY POTTS	0.9040					
BRUCE DAWSON 0.9003	35 JOHN EDDY 36 PAUL WILLIAMSON	0.9031					
SHANE DAY 0.8958 BRUCE DUNNETT 0.9562	37 JEFF KILBRIDE	0.9018					
GLEN DUTHIE 0.9430	38 STEVE ROSS	0.9013 (0.9003					
JOHN EDDY 0.9031 HORST EFFENBERGER 0.8641	39 BRUCE DAWSON 40 BEN WATKIKS	0.9001					
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KEITH FACKRELL 0.8467 VAUGHAN FLETCHER 0.8308	42 IAN WRIGHT 43 JOHN CARELESS	0.8967					
REX FORD 0.8782	44 SHANE DAY	-0.8958					
FABIO FRANCIKI 0.8053	45 TIM COLLINGWOOD	0.8920					
BRUCE FULLERTON 0.8579	47 NORN SINGLETON	0.8891					
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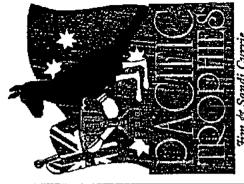
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QUEENSLAND RALLY CHAMPIONSHIP POINTS SCORE

	DRIVERS CHAMPIONSHIP					CO-DRIVERS CHAMPIONSHIP							
1	VENT	QRC 1	QRC 2	QRC3	QRC4	TOTAL	1 1 1 1	EVENT	QRC 1	QRC 2	QRC3	QRC 4	TOTAL
STEWART	REID	40					IAIN	STEWART	40	[40
ROD	BROWNING	32	<u> </u>			32	BARRIE	BURR	32				32
PETER	<u>ĢLENNIE</u>	30	- 4			30	TONY	GARVEY	30	i	_		30
GLEN	DOLHIE.	28				28	RON	PETERS	26				28
JOHN	GOASDOUE	24	ļ		<u> </u>		GARY	MCLANE	24				24
WARREN		22				22	HUGH	REARDON-SMITH	22				22
JOHN	SPENCER	21				21	DAVID	NASH	21				21
TIM	COLLINGWOOD	20				20	RICHARD	COLLINGWOOD	20				20
ANDREW	GASTON	20				20	NHOU	STOCK ·	20				20
JOHN	MARTIN	18			-	18	PETER	RASSMUSSEN	18				18
	BARWICK	15				15	DOMINIC	CORKERON	15				15
ROD.	CROSS	15				15	TONY	BEST	15				15
DAVID	SCHARF	15				15	DAVID	GRUNDY	15				15
VIV	GEES	14				14	NOEL	GEES	14				14
CRAIG	MOLE	13				13	ADRIAN_	GOODREID	13				13
BRUCE	FULLERTON	12				12	DAVID	AMBROSE	12				12
ALAN	JONES	10	!	. "		10	LANCE	JONES	10	·			10
TONY	KABEL	10				10	GREG	TE88LE	10				10
BEN	WATKINS	10				10	GIVAC	HOOD	10				10
BRIAN	CRISP	8				8	CHRIS	LANE	8				8
CRAIG	LEE	8				8	ALAN	BATES	8				8
PETER	LOCKHART	8		1		8	MICHAEL	BRUCE	8				8
KEIRAN	CARNEY	6		i i		6	CAMERON	THOMPSON	6				6
DONALD	IRVING	6				6	DAVE	NICHOLSON	6				6
RAY	BANSEMER	4 1				4	ТОМ	SMITH	4			\neg	41
IAN	BREMNER	4				4	BERENICE	LINTON	4	i			4
TERRY	SCOTT	3			i		MURRAY		3			1	3
ALEX	CAMPBELL	2				2	GLEN	HEWITT	2			Ť	2

<u>QU</u>	EEN	SLAND	F	RAL	LY	C	HAN	<u>APIONS</u>	HIP	POI	<u>NTS</u>	<u>. </u>	S <u>C</u>	ORE
	CLASS CHAMPIONSHIP													
	CLAS	SS N1	QRC1	QRC 2	QRC 3	QRC 4	TOTAL	CLAS	S N2	QRC I	QRC 2	ORC 3	ORC 4	TOTAL
JOHN		GOASDOUE	20				20	BRUCE	FULLERTON	20			1	20
ROD		CROSS	15	L	<u> </u>	<u> </u>	15	j						
		\$;		- 4			,	· · · · · · · · · · · · · · · · · · ·						
L	CLAS	SS N3	QRC L	QRC 2	QRC 3	QRC4	TOTAL	CLAS	SS N4	QRC I	QRC 2	QRC 3	QRC 4	TOTAL
												<u> </u>		
	<u>CLAS</u>	S N5	QRC 1	QRC 2	QRC 3	QRC 4	TOTAL	CLAS	SS A1	QRC I	QRC 2	QRC 3	QRC 4	TOTAL
		·····	····	<u></u>					· · · · · · · · · · · · · · · · · · ·		,			·
C	<u>Lass</u>	PRC 1A	QRC 1	QRC 2	QRC 3	QRC4			PRC 1B		QRC 2	QRC 3	QRC 4	TOTAL
TIM		COLLINGWOOD					20	ANDREW	GASTON	20	1			20
BRUCE		BARW1CK	15	<u> </u>	<u> </u>	<u> </u>	15	DAVIO	SCHARF	15	<u>i</u> _	<u> </u>	<u> </u>	15
			,					0. 400						
1	<u>LASS</u>	PRC 2A		QRC 2	QRC 3	QRC4	TOTAL		PRC 2B		QRC 2	QRC3	QRC 4	
ROD		BROWNING	20		<u> </u>	<u> </u>			DUTHIE	20	1	<u> </u>		20
JOHN		SPENCER	15		<u> </u>		15	JOHN	MARTIN	15	<u> </u>			15
CRAIG	<u> </u>	HOLE	12				12		GEES	12	<u> </u>		<u> </u>	12
BEN		WATKINS	10	1	<u> </u>			ALAN .	JONES	10		!		10
CRAIG	i	LEE	8	<u> </u>	<u> </u>			PETER	LOCKHART	1 6				8
DONAL	D .	IRVING	6	;		L	6	KEIRAN	CARNEY	6			!	6
IAN		BREMNER	4			<u></u>		RAY	BANSEHER	4				4
TERRY		SCOTT	3			1	3							
ALEX		CAMPBELL	2				2	J			•			

CLAS	SS PRC 3	QRC1	QRC 2	QRC3	QRC 4	TOTAL
STEWART	REID	20	ļ			20
PETER	GLENNIE	15	-			15
WARREN	CARRIGAN	12				12
TONY	KABEL	10				10
BRIAN	CRISP	8	i			8 .



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SPIES#



RALLYSPRINT SERIES IS ON AGAINI



The Brisbane Sporting Car Club ran a very successful Rallysprint Series in 1993 and last year's sponsor Revolution Racegear and Road and Race Spare Parts have agreed to support the series again this year.

Last year the series was to have consisted of five rounds, but the final round was not held due to the weather conditions. This year there have been five dates set on the calender, but it is likely that the series will consist of four rounds only, with the fifth date only used if one of the first 4 rounds has to be postponed.

The first event of the series will be held on Sunday 1 May, and will be run at Benarkin forest using the course selected for the final round of the 1993 series that was not run.

Paul Williamson was Series Co-Ordinator and Director of all rounds in 1993 but this year the club has decided to appoint a seperate Director for each round with the first round being handled by lan Gorski. This year the Series Co-Ordinator will be Tony Best, Assistant Co-Ordinator Tom Smith, and Sheridan Williamson retains her position as Series Administration Officer.

As was done last year, a set of Series Supplementary Regulations has been printed and contains all regulations common to all rounds of the Series. An additional set of Further Regulations will be provided for each of the rounds and this will contain further information on that round only. All regulations are available from the BSCC clubrooms or from Revolution Racegear.

It will be necessary for anybody who wishes to compete in the Series (driver and Navigator) to complete a 'Series Registration Form'.

This must be done before the close of entries for the round they wish to enter.

Competitors must have at least a CAMS Basic Licence and be a member of BSCC or one of the invited Clubs (nearly all rally-type clubs in south-east Qld. have been invited!). Registration for the Series will ensure that a competitor is on the Mailing List for all information concerning the Series.

All types of rally cars are eligible and welcome to compete and there will be a class for modified (Group G) cars.

Entries for the first round will close on Monday 25th April, while scrutiny will be held on Saturday 30 April at Revolution Racegear premises at Sumner Park.

The event will consist of at least two timed runs over two competitive sections each of approximately five kilometres in length. Competitors will have the opportunity to carry out a reconnaisance of the course before the timed runs, and the whole event will be completed in daylight.

Trophies will be presented as soon as possible after the event is completed.

The second round is to be held on Sunday 5 June and is likely to be in the Beerburrum area. The Director will be Bruce Dawson and details for the third and fourth rounds have not yet been finalised.

There were a large number of entries received for this Series last year, and there appears to be a considerable amount of interest again this year. The Club wishes to thank Reg and Jan Tomkinson of REVOLUTION RACEGEAR, ROAD AND RACE SPARE PARTS for their continued support of the Series.

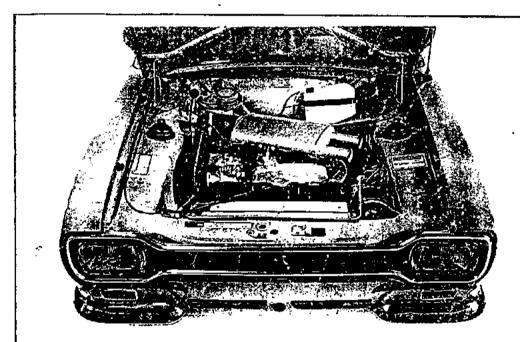
NOSTALGIA TIME!!

I found this advertisement in an old issue of 'Modern Motor' from the early seventies.

For those who may be unaware, the car is the Australian release Escort GT1600 - the 'twin cam'. It came with all the goodies listed in the specifications and was available from your local Ford dealer at a price of around \$3,000 (or so I'm told).

Note the original 'muffler-type' air cleaner which was conceived to aleviate some of the enormous induction noise from the twin weber carburettors.

WHAT A HOOT OF A CAR!! I WANT ONE!!



Now you know what the fat wheels are for...

Specifications: Lotus-designed 'hemi' engine with opposed layout.

1,560 cc. (95.2 cu, ins.). 115 8HP at 5,000 RPM. 116 lb/ft. torque
at 4,500 RPM. 95:1 comp. ratio. Twin overhead camshafts.
Twin 2-barrel Webers, 4-branch, free-flow exhaust system.
All-synchro, 4-speed, close-ratio gearbox, with floor-mounted shift in centre console. Servo-boosted front
discs, 9.5' diam. Servo-boosted rear
drums, 9' diam. Rack-and-pinion
steering — quick ratio: 16.63:1.
Collapsible steering column.
Competition-handling suspension.
Front Independent coils, stabilizer
bar. Rear: special-rate springs,
hydrautic double-action shock-absorbers.
2!railing links: 13' x 5½'
1.Jsalety-rim wheels, 165 x 13' radials.
29' turning circle. FORD ESCORT GT, 1800
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ESCORT WINS AFRICA SAFARI - 1st, 3rd, 4th and 8th.

1993 QUEENSLAND RALLY CHAMPIONSHIP - THE VIDEO!

Some readers may have noticed the advertisement in the past couple of issues of 'Brisport' for a compilation video of last year's QRC by Chris Lane.

Well, being the collector that I am I have obtained one of the aforementioned tapes for my personal collection and would encourage others to perhaps do the same.

It is not a professional production but has been edited to show most competitors in each of the four rounds of the '93 series.

You will see amazing interviews with some of the state's leading competitors and be right there on the spot when the winners of the 1993 QRC come in to the scorepoint at Gallangowan.

See me (Tom Smith) explain the steering failure which slowed down the VR4 at the Tweed Rally and then predict a top-ten finish after overcoming the fault. And guess what — we did actually finish tenth. AMAZING!!!

Chris travelled to most daylight spectator points available and shot footage of the crews at rally speed.

There are some unusual comments from some grotty looking spectators who happened to be standing in the way of the camera when Chris was doing some action

shots. These characters include David Nash, Richard Anderson and others.

As I've said the tape is not a professional production with perfect sound and light control all the time, but for my thinking it's a good souvenir of the year's rallying.

Some people might collect door stickers or Route Books, but when you can have a visual record of the season for a relatively small price, you have something you can show your grandchildren.

Chris assures me that he is perfecting his dubbing and editing along with computerised credits, which will be used in future videos of rallies etc.

As some will know Chris and Brian Crisp are planning to compete in the whole QRC this year after their finish at Gympie so he will not be presenting a series video in 1994.

If you would like to get a copy of the tape for the low price of \$30.00 please call Chris Lane on 209 9155 at work and he will be happy to provide you with a copy.

It's one thig to have some photos of the car going through a corner, but something else to be able to see yourself in action — and for about the same price. Get one today!!

THE SUBARU CONNECTION

Just when you think they've done it again, they do it again!

Subaru were really the first local Japanese distributors to get on the rally trail when they brought in a limited number of the successful RX-Turbo's which just about dominated the sport here in Australia in the mid 80's.

They improved with the times and produced the Liberty RS Turbo which in recent years has been knocking on the door of World Championship rallying and took a debut win in the New Zealand round of the WRC last year.

This year they have the Impreza WRX which again threatens to knock Toyota and Ford off the top perch and in the hands of Colin McRae and Carlos Sainz, it's only a matter of time.

While the Impreza has been available in road-going non-turbo form for about the last twelve months, the WRX version is now on sale.

To go along with the little supercar, the company is going to bring in a number of Impreza wagons in WRX specification!

There was a Liberty RS Wagon which sold quite well, and for anyone who wanted a chase/service vehicle as quick as the rally car it is ideal.

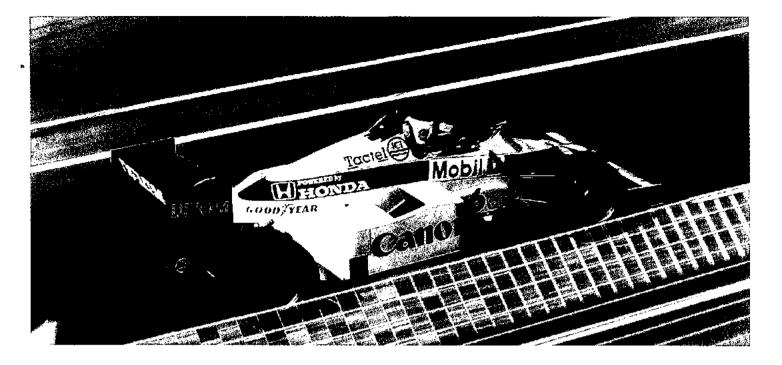
In Perth last year the Subaru team had rally prepped wagons as recce cars and they were also used as fast service/chase cars on the event.

The WRX Impreza wagon has the same 155kw motor as the sedan but is just a little heavier.

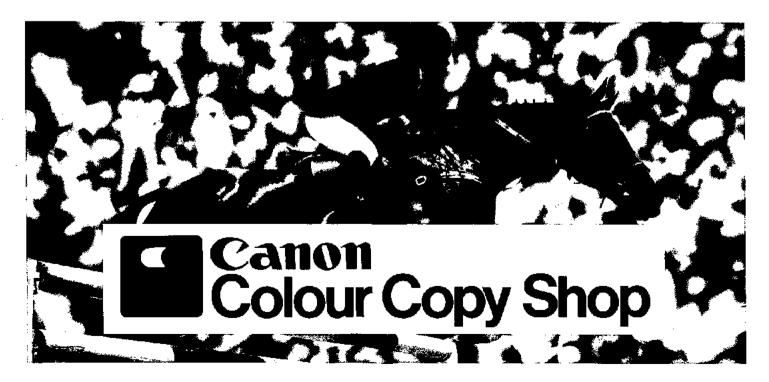
With the sedan predicted to come onto the market at around the \$40,000 mark the wagon won't be far off that price.

This is excellent value for money, and while some Australian competitors have vehicles ex-Japan, the local cars will be snapped up.











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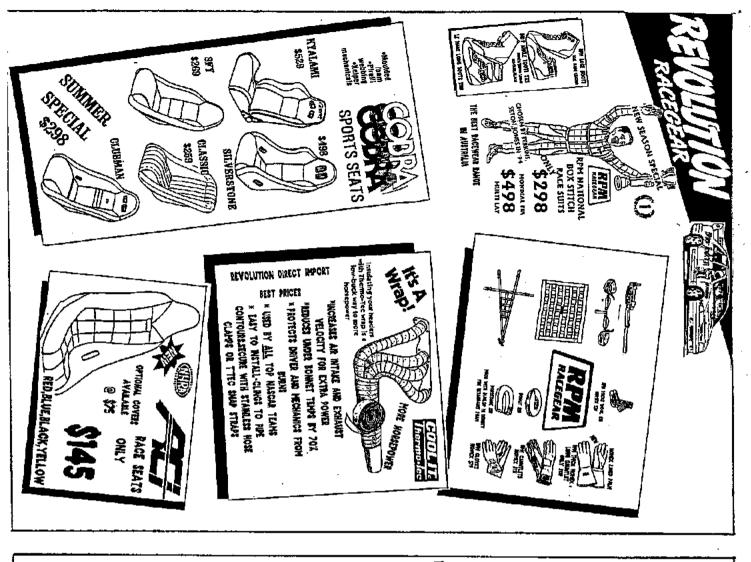
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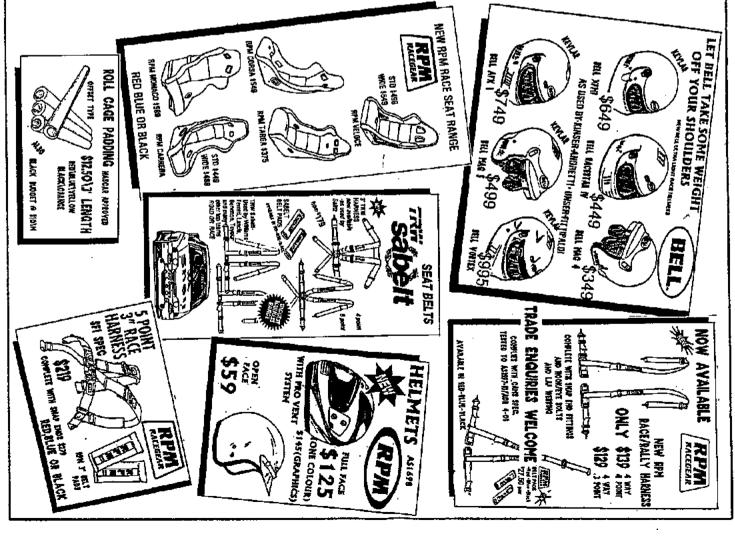
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ITEMS OF INTEREST.

Tighe-ing the Knot.

On behalf of the club I would like to offer my congratuations and best wishes to Dean Tighe and Lyndall Parr who are getting hitched on Saturday 2 April. After the wedding they are off to scratch around Tasmania on some drive-yourself tour - 'Targa Tasmania' I think it's called!

Queenslanders in Mexico.

Bruce Fullerton and Dave Ambrose took the ex-Wayne Bell Hyundai Lantra to the 'Rally of Melbourne' and won their class in Group N (N2).

They were in fact the best placed Queenslanders in the event and look like having a big season in the tough little car, with a possible trip to New Zealand on the cards.

Daihatsu Attack!

Darran Hyland and Warren Parker will once again be attacking the Daihatsu Series this year and their intention is to win the thing at their third attempt.

This year they have obtained sponsorship from PM Lubricants and intend to compete in the South Australian Clipsal Rally, Yokohama Rally Queensland, Rally Australia, Coff's Harbour and the Esanda Rally of Canberra.

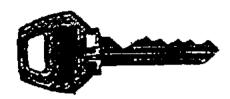
Fastlane Motorsport.

Brian Crisp and Chris Lane have announced that they will run a competitive season this year in their ex-Murray Coote Mazda 323GTX, and are pleased to announce that they also have support from PM Lubricants for the potent little Mazda. Along with the new lubricant support are long-time sponsors Bendix Brakes, 101FM, 'W.O.R.M.S.' and Watergear Distributors.

West/Best Don't Win Class!!

David West from Victoria and his Queensland co-driver Tony Best have made the news by virtue of the fact that they didn't win their class (N1) in the recent 'Rally of Melbourne'. The pair have an almost unbeaten record in the class over the past season and a bit and were leading when a driveline failure caused their early retirement in the Swift GTi. The class winner was Paul Vince, driving the ex-Dean Tighe Swift GTi.

John Barnes & Co (Qld)



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Tie Downs



THE VACC CLASSIC CAR RALLY - 17 to 22 July 1994

The resurgence of interest historic rallying has taken off like a rocket in the last twelve months or and 1994 looks like so, putting the icing on the with the VACC cake Third Compulsory Party Insurance Classic Car Rally.

This event is to be run by the BSCC under the directorial guise of Jim Reddiex, who has the assistance of Mike Mitchell and Peter Marshall to put this undertaking on the road.

The rally is to be run over six days throughout south-east Queensland and will cover somewhere in the region of 1800 kilometres.

Overnight stops will feature in Brisbane, the Gold Coast, Darling Downs and Sunshine Coast and the entry fee covers all accommodation costs.

Navigation plays a major role in the event and many types of instructions will be used. Sub-events such as hill climbs, motorkhanas ans sprints will be conducted, but will not greatly affect outright scores.

The entry fee may be a little daunting at \$2,000.00 per crew of two (additional crew @ \$650.00 each), but this includes CAMS personal accident insurance, meals and accomodation during the rally and the presentation dinner.

Eligible vehicles must be built prior to 1975 and preference will be given to rare models and those with an interesting history.

There may be more than two competing crew, but a minumu of two is required.

Although no support vehicles are allowed, the organisers will provide a sweep vehicle and assistance. Likewise, radios, mobile pkhones and the like are prohibited.

Advertising is permitted provided it does not clash with the sponsor VACC.

Entries for the event close at the end of May and you can register your interest by phoning Jeannette Egerton on (07) 844 7555, or by writing to:
VACC Insurance CTP Classic Car Rally, P.O. Box 359,

South Brisbane, Qld 4101.

THE "CO-EFFICIENT" AUSTRALIAN RALLY CHAMPIONSHIP

The 1994 Australian Rally Championship is well underway this year with three events having been run at the time of writing.

These have included a C5 round in Tasmania, the C5 Shell Rally at Gympie and the recent 'Rally of Melbourne'- the first C10 event of the year.

Whilst Ed Ordynski ran and subsequently won the Tassie event in support of his sponsor and friend Les Walkden, local driver Stewie Reid took out the Queensland C5 rally and one of the biggest surprises happened when Newcastle driver Michael Guest won his first C10 ARC rally in Victoria.

After Neal Bates (no relation to Alan) retired with turbocharger problems in the powerful GT4 Celica, and Mr Ordynski unfortunately pulled out when a headgasket problem surfaced, Mick Guest took the initiative and drove to a healthy win in his now unsponsored Lancer RS.

From 57 starters, only 32 made the finish after 15 stages and 223 kilometres and best placed Queenslanders were Bruce Fullerton and Dave Ambrose who drove the Hyundai Lantra to 25th outright and first in class N2!

Tony Best, whose regular ride over the past two seasons has been the Suzuki Swift of David West scored a DNF when the little car had drivetrain problems.

Although the 'Co-Efficient' series is still intact in the ARC, there appears to be some question as to it's effectiveness. The loss of the BP sponsorship after the 1991 season has never really been overcome, and despite what we might hear there appears to be little effort on the part of CAMS H.O. to come up with an alternative corporate sponsor.

In the meantime we have the likes of Yokohama and the Mayfair Crest in Queensland to thank for their support of our local event. It's good to know that regardless of the lack of bucks, we have some people who will put on the ARC for the good of the sport.

They are the ones who deserve the recognition.

PROGRESSIVE POINTS - OUTRIGHT	PROGRESSIVE POINTS - GROUP N					
1. Michael Guest NSW 200 Points 2. Ian Douglas Vic 150 3. David Officer Vic 120 = 4. Ed Ordynski SA 100 = 4. Stewart Reld Qid 100 = 4. Steve Ashton Vic 100 7. Graham, Wise Vic 80 = 8. Peter Glennie NSW 75 = 8. Glen Cugley Tas 75	1. David Officer Vic 290 Points 2. Bruce Fullerton Qld 240 3. Steve Ashton Vic 210 4. David Draper Vic 205 5. Paul Vince NSW 170 6. Graham Vaughan NSW 160 = 7. Ed Ordynski SA 145 = 7. John Goasdoue Qld 145 9. lan Boyd Vic 130 10. Ross Almond SA 105					
PROGRESSIVE POINTS - MANUFACTURERS	PROGRESSIVE POINTS - DAIHATSU CHALLENGE					
1. Mitsubishi . 210 Points 2. Suzuki . 195 3. Daihatsu . 175 4. Hyundai . 135	1. Mike Welsh Vic Paul Ffintoff Vic 200 Points 2. Susumu Sadayama V1c David James Vic 190 3. Doug Wright Vic Gareth Graham Vic 180 4. John Goesdoue Qld Gary McLane Qld 100					

DRIVERS	3 .	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1 C	LEE	2	i	3	:	3		
2 B	FULLERTON	-	1	2		2	3	
3 D	HYLAND	4 ;		3				
4 R	BANSEEMER		1				51	
5	GOLDSWORTHY	3 !			:	3		- 1
6 !D	TIGHE	3		2		1 :		
7 R	CROSS	11		3		. 1		
8 F	FRANCINI		· ·		3		2	
9 P	GLENNIE	į				2 '	3	
10 R	BROWNING	1!			3			
11 R	CRESDEE		4					
12 J	GOASDOUE				2		2 j	
13 N	MICHEL			1	1			
14 R	BAILEY				3		i	
15 C	CORBEE					3		
16 L	MAHONEY	İ	3					
17 G	STANAWAY		3					
18 G	WESTON	3						
19 T	COLLINGWOOD			2			i	
20 H	EFFENBERGER				1		1	
21 J	KERR		2			Ï	1	
22 G	MARSHALL		<u></u>		2		<u>_</u>	
23 A	MCKAY				2			
24	MOGG		2	-		!		
25 P	SALISBURY	i	2				,	
26 R	ANDERSON					!	1	
27 1	BAILEY	1						
28 W	CARRIGAN	1		1	. ,			
29 A	CLUNES		·	 	1			
30 R	COLLINGWOOD	 			ļ	}	1	
31 B	DAWSON	1	1			:		
32 V	GEES	 	 	1		1	i	
33 A	JOHNSTONE	 	1	1	i <u> </u>	i	i	

PROMOTIONS COMMITTEE.

Following the recent Annual General Meeting, a couple of concerned club members got to talking and expressed some concerns about the general lack of forward promotion for the club itself.

While events have promotional or public relations officers for their own benefit, there does not seem to be a big push to take our club to the people, the motoring public who could realistically increase our membership tenfold.

The sad thing is that we have much of the talent needed within the club and I refer to people like Jim Pilgrim (one of the most well-known radio voices around), Bruce Dawson (video production expert), Ron Van Opstal and Ken Warren (photgraphers) and myself (always happy to put pen to paper).

We would like anyone who is interested in helping get this committee on it's legs to talk to either Bruce or myself on a Wednesday night, with a view to gathering ideas.

We want the club to grow and present a better image to the local media and general public whose support and acceptance we rely upon.

Let's face it, our motor sport is in some ways very antisocial and we need to all we can to put up the right front. Also if we are trying to attract million dollar teams to come up to Queensland and compete in our events, let's give them the coverage they deserve.

TOM SMITH.



SLUB SECRETARIES

PERSONAL ACCIDENT INSURANCE LEVY

effective 1st January 1994 Most clubs would be aware of the introduction of a Personal Accident Insurance levy

The amount of the levy has been recently reviewed. and has Deen amended ₽ Ş

- Basic licences \$5 (the gross price of a basic licence remains at \$21).
- Sprint Kart drivers \$5 per driver per event
- All other competitors \$10 per crew member per event

The levy is to be applied to all drivers, navigators, co-drivers and relief drivers etc

number of events or the number of days for an event. The levy is to be charged only once per meeting, and is not to be a multiple of the

Event Report and results. for the basic licences. For open events the levy is to be forwarded to CAMS with the For basic licences, the levy is to be paid to CAMS together with the payment to CAMS would be necessary, the levy must be charged

Where a basic licence is allowable for a once only use, where a restricted licence

The levy is to be applied to all events which require a restricted

licence or higher.

Your assistance with the collection of these levies would be very greatly appreciated

Meanwhile, CAMS searched the insurance industry for a better deal and on 30 November, 1993, a firm quote of nearly \$400,000 was received and accepted.

A lower rate than that published in the 1994 Manual ôt \$10 per open event, \$5 per open sprint kart event and \$5 for every Basic acence has now been announced.

ement between CAMS and the Motorsport Promoters Association has now been reached whereby the PAI levy will be collected as part of the entry lee at all open events

Basic licences will still attract the levy at the time of assue

ends

the people who are involved in a.

calamities, both small and large.

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4 March 1994

CAMS NEGOTIATES INSURANCE REDUCT

ONRECEIVED F) MAR 1994 CAMS Since its inception, CAMS has endeavoured to look after the

Because of the sport's very nature, insurance has played a major role in protecting officials, spectators, track employees, competitors and crew members against

Personal Accident Insurance (PAI) has been an essential element of the CAMS ensurance package since 1966, when premiums were as low as 50 cents per race and

Personal Accident Insurance was paid out of general revenue and in 1990 the insurance premium increased to \$110,000 per annum and in 1993 # doubled to \$225,000.

In October last year CAMS' insurers notified the Confederation that the 1984 PAI premium would increase to \$600,000.

Clearly, such a staggering increase could no longer be borne by CAMS and a PAI levy was announced in the 1994 CAMS Manual, which was to be payable on an event entry

2_1



CLUB OFFICIALS

			TELE	PHONE	NUN B Wor	
PATRON	THE RT.HON. LORD MAY ALDERMAN JAMES SOORL		11011			
PRESIDENT	ALAN BATES			9804	-	
VICE PRESIDENT	ROD SAMS		345	9075	224	3851
IMMEDIATE PAST						
	LAURENCE SVENSON		-	3349	266	6822
	BARRIE BURR			3610		
TREASURER	GARY MCLANE			5985		
ASSISTANT TREASURER	NEIL MICHEL			1810		
CLUB CAPTAIN	GREG HORTON	018	746	284	268	2914
BOARD MEMBERS:						
ERROL BAILEY	ROD BAILEY					
TONY BEST	ALAN CLUNES					
PETER HILLMAN					-	
PETER MARCOVICH						
JOHN ROGERS	KEN WARREN					
ADMINISTRATION		,				
OFFICER	ESME GIBSON		345	3435	391	8881
	PETER MARCOVICH		395	1722	274	3647
AUDITOR	PETER QUINN					
EDITOR	TOM SMITH		862	9363	834	2713
REGISTRAR	DEL GARBETT		808	1538	•	
RREFRESHMENTS OFF/R	KEN WARREN	074	780	060		
PROPERTY OFFICER	•		343	8351	262	1222
SPORTING SUB COMMIT	rees.		243	2221	202	1444
OFF ROAD	ROD SAMS		345	9075	224	3851

RALLY.

BARRIE BURR

MOTORKHANA) NIGHT RUN)

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CHAIRPERSON

BERENICE LINTON

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BRISBANE SPORTING CAR CLOB LIMITED

1994 PROPOSED CALENDAR

1994 PROPOSED CA	PERMUNE	VENUE	Clerk of Course
HISTORIC SERIES 24 APRIL 17-22 JULY 4 SEPTEMBER 29 OCTOBER 16 NOVEMBER	VACC COMPULSORY THIRD PARTY INSURANCE CLASSIC CAR RALLY Classic Driving Trials BP RANGE RALLY CLASSIC Historic Rally Group Presentation Night	S.E.Qld	Ken Philp Jim Reddiex Ian Ferguson Tony Galletly
OFF ROAD 2-3 APRIL 14 AUGUST 20 NOVEMBER	AUSTRALIAN OFF ROAD CHAMPIONSHIP - Round 1 LONG COURSE SHORT COURSE - Ettamogah Pub Series	INGLEWOOD Patr GATTON PALMWOODS	ick Hetherman Graeme Hill Rod Sams
RALLY 9/10 JULY 15 OCTOBER 3/4 DECEMBER	AUSTRALIAN RALLY CHAMPIONSHIP/YOKOHAMA RALLY QUEENSLAND BAILEY POWERLINES CLUB RALLY KEEMA CLASSIC RALLY Q.R.C./KEEMA CLUB RALLY	S.E.QId IMBIL GALLANGOWAN	Brrol Bailey Barrie Burr Craig Porter

RALLYSPRINT - to be sponsored by REVOLUTION RACE GEAR and ROAD & RACE -

1 MAY - 5 JUNE - 31 JULY - 28 AUGUST

MOTORKHANA

Third SUNDAY of the month - Boondall Entertainment Car Park Q-Start: approx 9.30 a.m. i.e. April 17, May 15, June 19, July 17, Aug 21, Sept. 18, Oct 16, Nov. 20

NIGHT RUNS

First WEDNESDAY of the month: Start 8.00 p.m. BSCC Clubrooms
i.e. April 6, May 4, June 1, July 6, Aug 3, Sept. 7, Oct 5, Nov 9

RALLY VIDEOS FOR YOU!!!

The club's resident rally video librarian Chris Lane is still collecting copies of anything and everything for his personal library and is still very generously providing the latest action footage for clubmembers on a Wednesday night.

As in the past Chris has chosen a selction of the best for your viewing pleasure and will be presenting them in the following order over the next couple of months.

Wednesday 13 April	1993 British Open Championship
Wednesday 11 May	1993 World Rally Championship
Wednesday 25 May	1993 Coff's Harbour ARC round
Wednesday 8 June	1993 Rally Australia
Wednesday 22 June	1993 Esanda Rally of Canberra

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