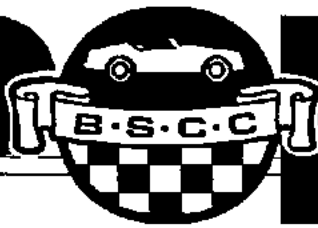


# BRISPORT



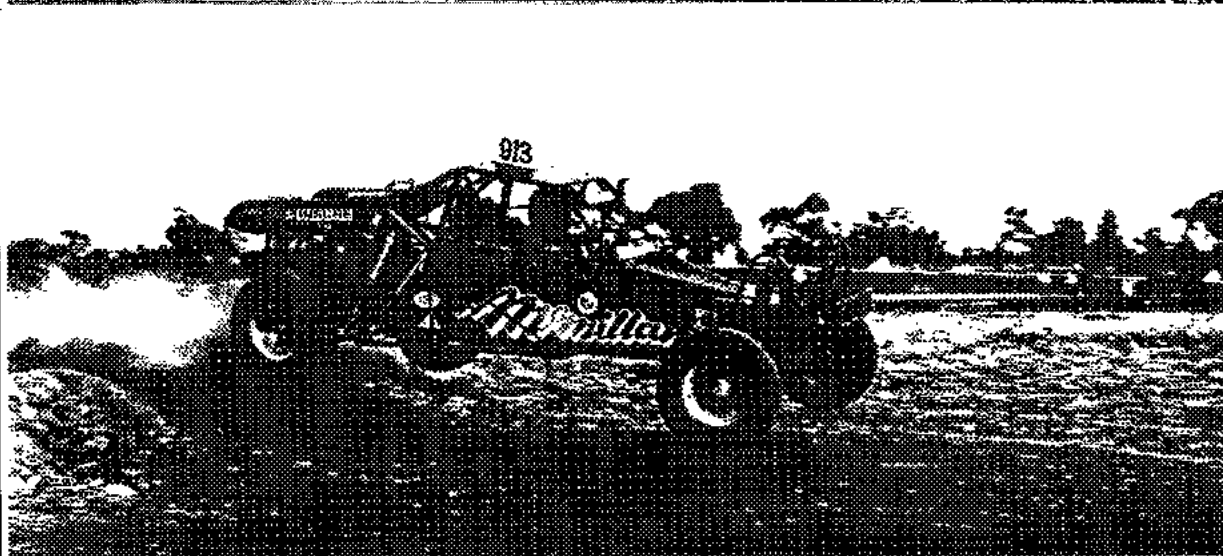
## BRISBANE SPORTING CAR CLUB MAGAZINE

RALLY



RALLY

OFF ROAD



OFF ROAD

MOTORKHANA



MOTORKHANA

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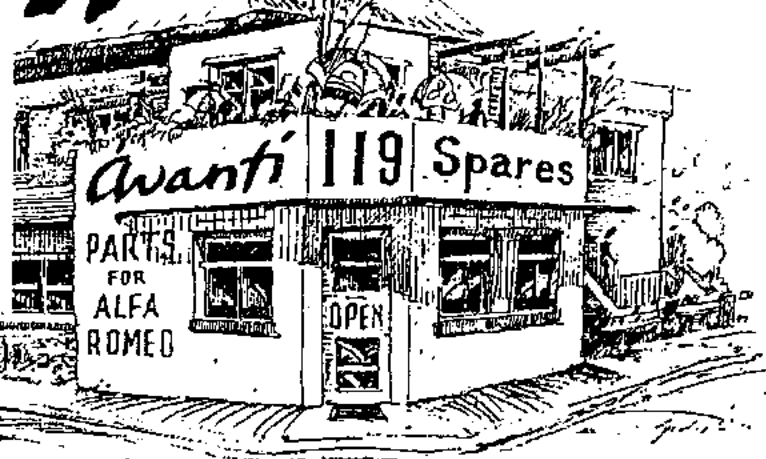
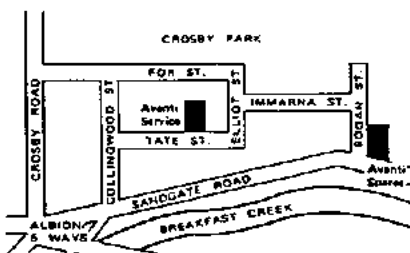
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## PRESIDENT'S REPORT BRISBANE SPORTING CAR CLUB

Tonight is my opportunity as President of the Brisbane Sporting Car Club to do a number of things. Firstly I'd like to overview the current position of the club and the status of club through the 93/94 year, secondly I'd also like to congratulate some members of the club on their achievements throughout the year and finally I would like to thank a number of people who have been a tremendous help to the club and to it's individual members.

One of the interesting features, of the club this year has been the increase in membership. We saw a peak membership of 353 members for 1993 which is up 13.5% on the previous year and is the highest membership number that this club has had since 1988. So I think that in that regard the club has certainly been successful in attracting new members and keeping them.

You will see in the financial report; and the treasurer will comment on this later on; that the club has made a trading loss for the year. I think that it is necessary for me to make some mention of that at this point without going into the sort of detail that Gary McLean, the treasurer, will. The basis of the problem was, I have got little doubt, the Australian Off-Road Championship Event that the club promoted at Toowoomba last year. This event was planned and the infrastructure was put in place on the basis that the event would last over 5 years but unfortunately after the first year of the event it was necessary to abandon it for subsequent years for a number of reasons. The land simply could not stand the number of competition vehicles that were using it; problems developed with local land owners; there was a lack of community support; problems with the forestry, etc; and so there was a substantial amount of money spent on that event which in the end result was not recoverable. There was also money that was required to be spent after the event on repairing damage that had been done to the roads and that has led to the club's decision not to hold the 1994 event at Toowoomba, but instead to take the event to Inglewood where it will be held this Easter.

1993 was also the 40th Anniversary of the club. The celebrations of 40 years of the Brisbane Sporting Car Club culminated with the anniversary celebration evening. It was a very successful evening and I was very pleased to see not only a lot of current members but also many older faces that I had not seen before. I think one of the highlights of the evening was the old home movies supplied by Cedric Reinhardt of some of the competition vehicles of the old days. They didn't look too safe to me but there was one thing for certain and that was that everybody was having a great time and a lot of fun; theres no doubt about that. I think it's important for people in competition today to reflect on that. Everybody loves to win and hard competition is great, but if you are not enjoying it, you really have to look at the reasons why you are competing.

As everybody knows the meetings of the club are on Wednesday nights and we have managed to introduce a bit more variety into the Wednesday night meetings. As usual the night runs are held on the first Wednesday night of the month but also

now with the resurgence in interest in historic rallying every third Wednesday night of the month the historic rally group meets. Also on the fourth Wednesday night of the month we have a rally forum; a fairly casual sort of affair; that is chaired by Alan Clunes and that has been very good to get people together to exchange ideas on the sport, suggest how it can be improved and generally to air their grievances.

The club is the Brisbane "Sporting" Car Club and we certainly did a lot of "Sport" in 1993. Besides the clubs regular monthly motorkhanas and night runs we hosted a five round rally sprint series, The Revolution Race Gear and Road and Race Rally Sprints series. The club hosted a number of club rallies as well as QRC's and Queensland's round of the ARC, Yokohama Rally Queensland, as well as a number of off road short courses, long courses and the AORC. The resurgence in Historic Rallying has lead to three events being held in 1993 and I think that there are currently plans for five Historic Rallies on the drawing board for this year which will form an Historic Rally series for the year.

Apart from all of that the club organised a number of social events including the golf day that unfortunately was interrupted by rain, the clubs Christmas party and the Britannia Inn Day Run, which is on again this year with the generous support of the Britannia Inn. I'd like to quickly thank Bernice Lynton for organising the clubs social event throughout the year. Bernice has given very generously of her time.

I'd like to also make mention of some of the particular members of the club who have set some great achievements in 1993. A lot of these people will be recognised more formally with the presentation of awards at the close of the AGM, but there are just a few names I'd like to mention. Firstly the Queensland Rally Champions for 1993, are members of the club, Mr Craig Lee and Ms Kerry Hollington. The Queensland Off-Roading champion is as well, another BSCC member, Ron Van der Haagh and of course the Revolution Racegear Rallysprint Series, a five round series which was won by Dean Tighe and his co-driver (Alan Bates). I would like to congratulate the two of them as well! I would also like to make mention of the club members that made the trip across to Perth for Telecom Rally Australia. I have been to Rally Australia once servicing for a BSCC crew and I have been there once competing and there is no easy way to do it unless you go over and spectate. It's a hell of a long way to go; its a lot of work; and it costs a lot of money. So for the people that made the trip, Tom Smith and that non BSCC bloke who I can't remember he co-drives for, Dean Tighe and myself, Darren Hyland and his co-driver Warren Parker, and John Goasdone and Neil Wesche as well. Somebody that we haven't seen in the club for a long time another BSCC member Greg Hansford had a bit of luck at the James Hardie 1000 last year. Another club member who got a mention in last years AGM minutes Richard Andersen who'd drawn 26th position in the London-Sydney marathon

through some obvious clerical error came home out of the 130 odd competitors in 11th place, which was a brilliant effort. Just to prove that it wasn't a fluke he followed it up a short time later with Craig Lee co-driving for him to win outright the Kool Papua New Guinea Safari Rally. Brilliant effort Richard and Craig.

Finally I get to the part of the speech where I would like to thank a few people. These clubs don't run without money and without sponsorship and briefly I'd just like to run through some of the names of sponsors who have helped the club out in 1993. My apologies if I do leave anybody out! I'd like to mention, Yokohama and Tyre Tech, Revolution Racegear and Road and Race Spare Parts, GP Cars, The Mayfair Crest Hotel, Shell Kallangar and Shell Bribie Island, Isuzu General Motors, The Keema Automotive Group who are long time supporters, Fred Thompson Superannuation, Britannia Inn, Bailey Powerlines and the Ettamogah Pub. If any of our members get the opportunity to use the services that these great companies provide I urge them to do so as our way of showing thanks.

In closing I'd like to thank also a lot of people who have helped me personally quite a lot, and helped each and everyone of the club members even if they don't fully realise it; that is the members of the Board who have sat on a regular monthly basis throughout the year, sometimes to the late hours of the night. I would like to thank the clubs Administration Office Esme Gibson most heartily and I'd also like to thank once again all of the officials that help out at our events and make them work. It really is a tiring, thankless job! The people that do it are a special breed and I'm personally very thankful that they enjoy the sport from their perspective as much as I the competitors do.

In particular I would like to thank my Vice President, Ray Evans for all of his hard work in the past 12 months. Ray has been a tireless worker for the club but unfortunately, due to work pressures, he has been unable to renominate for that position. I wish Ray and his family all the best for the future and hope to see them around the club from time to time.

1993 has been a great year. I am looking forward to a great year in 1994; I am very proud and honoured to be the President of the club again for 1994, and I wish everybody the best for the forthcoming year.



## **TOMMY'S BIT.**

This month I am pleased to announce that the Club has been very busy with a couple of big events, namely the 'Rally Connection - Motor Show Rally' and the unsponsored AORC at Inglewood.

David Nash took the reigns in the Beerburum rally and made 136 people happy when he decided to run the event, while our own Patrick Hetherman and team took on the bulldust in the west and put on a show for the off-road contenders.

Congratulations, of course to both men and their teams of helpers who kept the sport rolling during April.

I am particularly pleased for I was fortunate enough to be sitting next to the winning driver of the 'Rally Connection Rally' - none other than Johnny the Goog (Goasdoue). He showed me that the mighty Group N Charade can do marvellous things, and whilst we are the first to admit that we inherited the lead after Bruce Dummett's Mazda died, a win is a win.

I am told that the AORC was quite well attended and that our president Alan Bates put in an appearance and represented the club to a number of inter-staters over the course of the weekend.

By the time you get this the first round of the 1994 Rallysprint Series will just about be over and the man of the moment in Benarkin is first time director Ian Gorski. I know the Supp. Regs. say I am the director, but Ian has done all of the hard work and he will receive the recognition.

I have been talked into directing one of the rounds myself and at the time of writing have narrowed the site down to a couple of options.

I had wanted to provide something different and looked at a couple of sealed surface areas - specifically the Mt Cotton Driver Training Complex or the old Airport.

While both are available for specific roles ie Driver Training or Motorkhana's - the comments I received were "It's (Driver Training Complex) not really designed for speed!" (as a police car goes past at 160 kph) or "All you can use is one runway about 30 metres wide and one kilometre long, besides we only want small events."

It appears that the dreaded government red tape once again gets in the way, and one can't help

but think that if we were in some corner of the U.K or on the continent, the officialdom would say "Come on down!"

I think the authorities are just scared for something different to happen which would provide a precedent for future occasions.

Onto other things and I'm sure our Social Officer Berenice Linton won't mind me telling you all that she had a 'test-drive' of sorts some weeks ago. Apparently Berenice entered a magazine competition which enabled her to try out the new Toyota Celica which was to be run in Targa Tasmania by a team of ladies.

Unfortunately she wasn't selected on the test day at Mt Cotton, but had a ball anyway.

Nonetheless, our own vice-Treasurer Neil Michel and his brother Chris are in the event in Richard Anderson's Alfa Giulia London-to-Sydney car and I'm sure will have some tall tales when he gets back. I am sorry but I'm unsure whether any other BSCC members are entered. If there are and I have omitted to mention you, please forgive me and have a great time!

Once again I must ask that last year's Club Champions please provide us with their favourite photograph to adorn the front cover of the magazine from July onwards. If you don't, it means that the previous year's winners may get extra time and space.

While I think of it, I must congratulate Ian Ferguson and Tony Best on taking out the Historic Rally held on March 26 in the SAAB 99 EMS. Full results are inside with a short report from Tony.

Bad News section and I understand that after starting the year off well in the ex-Wayne Bell Lantra, Bruce Fullerton and Dave Ambrose had a rollover and damaged the car at the 'Alpine'. Hopefully the damage is superficial and the team will be back on it's wheels before long.

As this page is quickly coming to an end, I must sign off and hope that you all find something to amuse you in the April edition. If you have anything to say, please send it in for the next issue.

We have had some comments about the 'Promotions Committee' but would like more involvement. Come on and do your bit!!

*Tom Smith*

# THE RALLY CONNECTION MOTOR SHOW RALLY

This event was finally run on the weekend of 26/27 March thanks to the efforts of David Nash and his team of helpers.

Norm Singleton stepped into the sponsor's limelight this year and took naming rights for the event.

At the Brisbane Motor Show in February one of Norm's famous Gemini rent-a-cars was on display to promote the Rally Connection and the rally itself.

The forest and the weather combined to play havoc with the schedule and heavy rain in the lead-up to the original date set back the event.

The decision was made to proceed just two weeks later and the rain held off just long enough for the rally to be run and won. In fact it started to rain quite steadily at about 3.00am in the wee hours of the following morning.

69 cars and crews were on the entry list for the event and although this was a little bit down on numbers compared to the previous couple of years, it was going to be a big one nonetheless.

A good thing perhaps was the fact that only a small number of top local crews chose to run the event, as it is intended to be a 'clubman' rally as such.

At car one was the Mazda 323 4wd of Bruce Dummett/Brian Smith who were sure of a win if the luck of the Irish went with them.

Car 2 was Mike Page in his potent ex-Bruce Hodgson Escort, who has been threatening to bring home some good results for some time.

Car 3 was the ordinary old stock standard Group N Daihatsu Charade of Johnny Goasdoue, who was certainly one to watch in any event. He had me (Tom Smith) along in the left hand seat.

The Nash-man had chosen nine lovely stages for the field to traverse in a pattern of four, then service break, then five. Using four of the stages

twice saved on road usage and time and the good old Beerburum roads appeared to hold up quite well.

From the headquarters at the usual possie on the old Bruce Highway the field drove down to 'Caves Road', which is the rearwards access into the forest.

The beauty of this stretch of road is that it avoids all that traffic having to use the highway on the way out to the forest.

On the first stage Mike Page's Escort threw a lurgy and lost it's lights, resulting in an early retirement for him.

Brucie Dummett was quickest and Jeff Killbride was only eight seconds behind in the ex-Marc Roach Mazda 323 4wd.

The first half of the rally was fairly uneventful but a few other crews retired including Jim Guest (Torana XU-1) and Geoff Stanaway (Gemini).

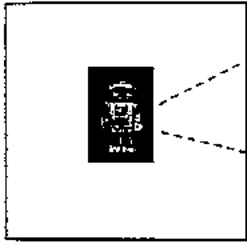
Into the second half after a mealbreak and food-stop of about one hour, and we did nothing to the Daihatsu except scrape some mud from the rear wheels. (It didn't even need petrol).

Through the 'Woodford' stage we went and then in SS6, Brucie's Mazda had a gearbox problem which left him on the side of the road.

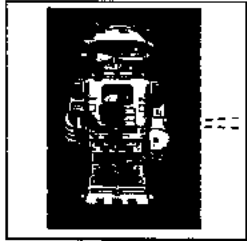
The Charade inherited first place and held onto it for the rest of the rally.

At the finish Rob Bekker/Tony Wilson had picked up second place and Jeff Kilbride/Donna Heitmann took third. It must be noted that the Killbride Mazda had a 1 minute penalty in their time, so that may have given them the win by 15 seconds - or Johnny G may have sped up and held them off!

Great efforts also from Garry Marshall, Wayne Applehead, Craig Mole, Ian Bremner (in seventh with guest nav. Rob Reddiex), Ben Watkins, Paul Goodwin and Bruce Dawson in the top ten.



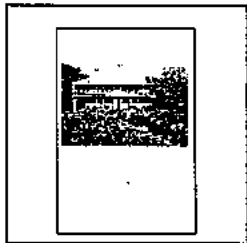
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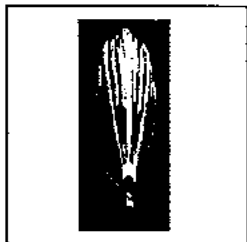
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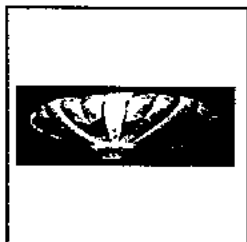
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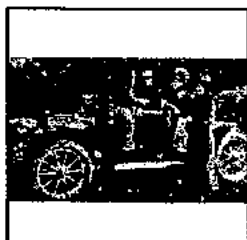
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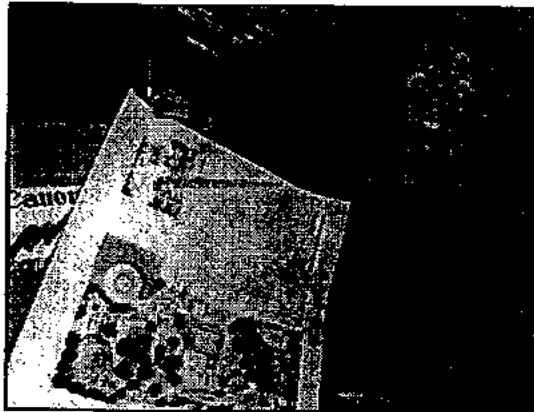




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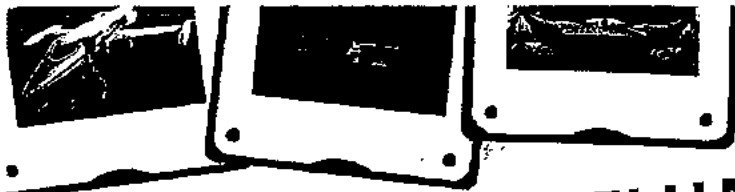
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## THE SOCIAL PAGE

### \*\*\*\*\* Waterski/ Camping Weekend

14-15 May '94 - BORUMBA DAM, IMBIL

All those who have shown interest in our weekend will need a 'camping permit'.  
Please contact Neil or Angela Michel on 398 1810 (a/h) for the permits before 15 April (when Neil goes to Targa Tasmania).

Shower Facilities available up there  
BYO camping gear, tents etc, food and drinks, ski gear if you have any.

Berenice 207 3782 (a/h) or Neil 398 1810 (a/h).

\*\*\*\*\*

### \*\*\*\*\* BSCC Social Golf Day

Sunday 22 May '94 - INDOOROPILLY GOLF CLUB

(Meiers Road - ph 870 2012)

9.40 am tee-off \$25.00 fees (\$20.00 if 16 or more)

Car Club members and friends are welcome and there will be prizes and trophies awarded.  
Numbers are limited so please contact Berenice to reserve your place, post haste!

In case of rain on the day contact Berenice on 207 3782 (home)

\*\*\*\*\*

The organising team for the up coming Revolution Rally Sprints would like to hear from at least three camera teams who can video all or one of the rally sprints for the year.

WANTED VIDEO CAMERA PEOPLE

If you can hold the camera steady while Stuart Reids' GT4 is heading straight for you then we need you! If you can shoot one of the sprints using your own VHS camera then please contact us now.

We will compile a packaged program using all the footage the week after each event. We would like to have at least three cameras around each event then compile them on to one tape in correct order. The \$35 tape will be made available to all who wish to buy it and all money raised above expenses will go towards the "BSCC Land Acquisition Fund" set up by Ray Evans with aim of setting up our own "Willowbank type complex"

So if you would like to be a member of the video crew please contact Esme leaving your Name, Address phone number as well as the type of Video Camera. All tapes will be returned to the camera people after editing.

Also any one interested in purchasing tapes please advise the Series Registrar when you register for the series.

**Sunday 17 April saw the running of the second Annual Britannia Inn Touring Assembly.**

**This year's run took competitors out to lovely Wellington Point picnic reserve for a morning tea stop then back into the finish at the Britannia Inn for trophies, prizes, lunch and refreshments.**

**Eventual winners were Ian Bremner with first time navigator Shiralee Watt, 2nd place Matt James and Debbie Slater with Tony and Helen Best coming in a close third.**

**This event is becoming one not to be missed and we thank the Management and staff of the Britannia Inn for their continued sponsorship.**

**Thank you's also to Ray and Trish Evans, Keith and Margaret Mackay and Ken Warren.**

**See you all at the Britannia Inn next year.**

**Berenice Linton**

## 1994 QUEENSLAND OFFROAD CHAMPIONSHIP POINTS

DRIVER	Class	O/R	CJ	Total	NAVIGATOR	Class	O/R	CJ	Total
Derrick Kennedy	2	20	20	40	Barry Willett	1	20	20	40
Jim Adness	9	15	20	35	Maura Watson	5	15	20	35
Steve Willett	1	10	20	30	Laureen Smith	8	12	20	32
Ross Watson	5	8	20	28	Alan Nicoll	3	10	20	30
Sabine Brand	9	12	15	27	Bob Oxley	4	8	20	28
Ken Smith	8	6	20	26	Brett Wellings	2	3	20	23
Greg Nicoll	3	3	20	23	Ted O'Brien	3	6	15	21
Nev Taylor	4	2	20	22	John Massey	8	4	15	19
Bryan Basham	2	4	15	19	Wayne Bell	1	2	15	17
Keith Honour	3	1	15	16					
Barry Massey	8	-	15	15					
Brad Zacka	1	-	15	15					
Bradley Cook	2	-	12	12					

Point are allocated to Drivers and Navigators who are members of CAMS affiliated Clubs

Points have been awarded as per the 1994 Australian Championship pointscore:-

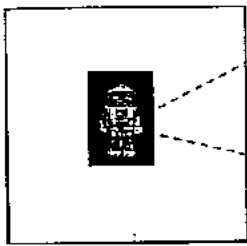
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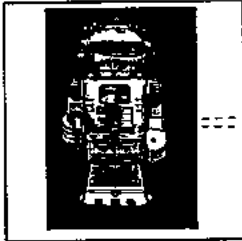
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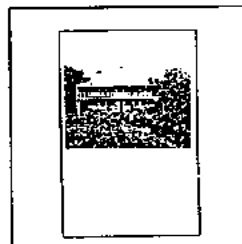
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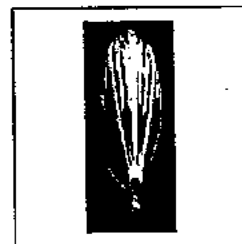
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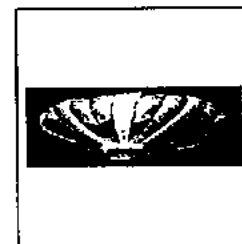
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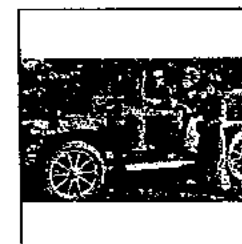
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**SHORT**



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Contacts

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Maureen Rose

Monomeeth  
Warialda.

or Warialda Auto Port

067 291622.

067 291514

## INGLEWOOD 300

It was the Easter weekend and the Inglewood Showground had been turned into a mini tent city. There was an air of expectation. People were hurrying about with preoccupied looks on their faces, jobs to do, things to check.

Pat Hetherman and his crew of supporters had awakened the peaceful town of Inglewood over the Easter break for the running of Round 1 of the 1994 Australian Offroad Championship.

With a little over seven weeks to organise the event Patrick and his organising committee had a busy time. Aply assisted by Martin and Viv Gibson (track), yours truly (administration), Esme (secretary) and Ann Hetherman (rouseabout) Patrick had managed to organise a very impressive turnout.

Our return to Inglewood was very well supported by the local community with great support from the land owners, Inglewood Progress Association, Service Clubs and many private individuals.

The securing of the Inglewood Showground for Event Headquarters and pits was a real bonus to the event and certainly made the logistics of running the event much easier. Having everything in the one area with the availability of power, running water, phone, camping and use of buildings certainly added to the quality of the event. These facilities were certainly appreciated by the competitors and workers alike.

This years event incorporated a number of new initiatives including the scrutineering of all vehicles at the event and the introduction of an equal timing system. Both these changes were made in line with the recommendation of the National Offroad Committee.

The scrutineering went well. For the first time at a National we were able to provide enough personnel to be able to scrutineer two cars at a time.

The equal timing change from an organisational point of view , although it creates a lot more work for the time keepers, went very well as it provided every competitor the same time to service and to run the race. However there was some competitor resistance to the change. It is not easy being at the leading edge of change and I am sure if the system is to be continued refinements will be made.

Another first was the use of a new timing program developed by Adam Gibson, although untested before going to Inglewood, the program worked without a problem and for the first time at a National we were able to post the results in a matter of minutes after the last car finished.

Despite the Inglewood area receiving the best rainfall for years in the weeks leading up to the event, the race was held under very dusty conditions.

Prologue was run on Saturday afternoon, the course proved to be fast and dusty. The fastest car, Car 1 driven by Mark Burrows, covered the nine kilometre course in 3min 43.43sec an average speed of 145 kph. Local drivers who prologued well were Steve Willett 6th, Brad Zacka 9th, Tony Felhaber 12th, Lawrence Svenson 15th and Ken Smith 17th.

The peace of Sunday morning was broken by the voice of the Event announcer Fred Berge stirring everyone into action. Sixty eight cars faced the starter ready for a hard days



racing. The fastest time for the lap was set by Car 1 Mark Burrows who, as the current Australian Offroad Champion, showed his intention of keeping the crown for 1994. Eight cars failed to complete the lap. Those out included Lawrence Svenson 144, Tony Felhaber 115, Troy Crane 266 and Keven Hufschmid 412.

Lap 2 saw Car 1 keep the lead. The trying conditions saw the attrition rate climb. The dust made passing difficult and proved to be a problem to some drivers.

The end of the day saw 43 cars complete the course and feature in the results. It is interesting to note that despite the concerns over equal timing only 1 car that was still competing ran out of late time.

Class 1 was won by Mark Burrows. 1 followed by Neville Boyes and Neil Morrison. These car also filled the first outright positions. Class 2 was taken out by Derrick (The King or is that The Queen) Kennedy who drove his re-engined (Mazda) buggy to a very commendable 8th outright. Derrick was followed by Robert Graham and Bill Buchanan. Class 3 saw the Nicoll boys finish second behind the very quick car of Mark Warren (9th outright). Third in Class 3 was Darren Perrin.

The Baja of Warren Iron led Class 4 from Nev Taylor and Tim Baker. The two finishers in Class 5 were Ross Watson and Graham Smith. The only Class 6 entry of Michael Eggert completed the course. Class 7 saw a great battle between the Sivor Nissan and the new Rodeo of Mark Manns, both car had problems in the last lap but managed to finish 1st and 3rd respectively. Second in the Class was Eric Whitbread. Class 9 saw Jim Adness limp home to take victory over Sabine Brand and Howard Ford.

From the organisers point of view the event ran well, certainly as will always happen in all events some things didn't happen as well as they should, but taken in context with the overall picture these problems were fairly minor and will be addressed in the future.

The most pleasing aspect of the event from my point of view was the great support we got not only from Club members but from the members of others Clubs (TAC, SEQORRA, WICEN, Suzuki and Subaru Club), and their friends. Without their assistance with communications, recovery, controls and marshalling the event would not have happened. It was good to see our President involved (Yes! he got dirty). When I saw Alan on Sunday morning he looked a little red eyed, I not sure whether it was the dust or the last glass of port he had had the night before. I would like to thank all the Board and Club members for coming along and giving their support. I hoped everyone had a good time.

I would like to take this opportunity to thank Patrick and his team for the effort put they put in and congratulate them for a job well done.

To all those people who put in the effort and gave us their support I would like to leave you with the words of a much wiser man the myself:- " A critic is a man who knows the way but can't drive the car"

Rod Sams

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**STOP PRESS!!**

**OFFROAD NIGHT**

Where :- BSCC CLUB ROOMS

When:- THURDAY 12TH MAY at 8.00pm

Come and have a chat and watch the latest videos. If you have an Inglewood video bring it along.

**BRISBANE SPORTING  
CAR CLUB**

**1994 Inglewood 300 - Provisional Results**

10:37:20 - 05-Apr-94

**AGScore**  
Copyright 1991

Car Number	Attributed Entrant	Entrant	Driver	Navigator	2nd Navigator	Proleg	Lap 1	Lap 2	Lap 3	Total Class	O/R	Pen.
<b>Class 1</b>												
1	BRIDGESTONE AUST	MARK BURROWS	MARK BURROWS	MICHAEL SHANNON		03:43:43	0:53:29	0:54:43	0:56:16	2:44:28	1	1
107	FIRESTONE TYRES	NEVILLE BOYES	NEVILLE BOYES	COLEEN ROPER		03:51:27	0:55:23	0:57:46	0:59:31	2:52:29	2	2
124		NEILL MORRISON	NEILL MORRISON	GEOFF HEATHER		04:00:46	0:57:24	0:57:55	0:58:23	2:53:42	3	3
109	FIRESTONE TYRES	ERIC SYRJANEN	KEVIN LEE	ERIC SYRJANEN		03:53:76	0:57:03	0:57:43	0:59:07	2:54:03	4	4
151	BRIDGESTONE AUST	L & G BROWN	LES BROWN	AMIE BROWN		04:03:06	0:58:10	1:00:11	1:00:28	2:58:49	5	5
164		HAYDEN BENTLEY	HAYDEN BENTLEY	OWEN WRIGHT		04:19:34	1:00:12	0:59:47	0:59:43	2:59:42	6	6
134		MICHAEL BOADEN	MICHAEL BOADEN	LES BOADEN		04:12:75	1:02:01	1:01:05	1:00:11	3:03:17	7	7
111	GOODYEAR TYRE & RUBBER	TERRY ROSE	TERRY ROSE	MAUREEN ROSE	HOWARD ROSE	Seeded	0:59:58	0:59:25	1:14:32	3:13:55	8	13
141		STEVE WILLETT	STEVE WILLETT	BARRY WILLETT	MICK WILLETT	03:59:75	0:58:22	1:12:37	1:04:20	3:15:19	9	15
186		BRAD ZACKA	BRAD ZACKA	WAYNE BELL	PAUL CRANE	04:03:14	1:09:16	1:21:47	0:12:04	4:13:07	10	41
144		LAURENCE SVENSON	LAURENCE SVENSON	JANELLE SVENSON		04:19:13				dnf		
1109		CLINT COOPER	CLINT COOPER	MICHAEL FEHLHABER		04:41:38	1:03:53			dnf		
139	FIRESTONE TYRES	CHARLES ALBINS	CHARLES ALBINS	CRAIG HOARE						DNS		
172		DAVID MENDHAM	DAVID MENDHAM	ANDREW GLASSON						DNF		
171		W MENDHAM	WARWICK MENDHAM	GLENN GILLILAND		04:41:05	1:09:43			dnf		
164	FIRESTONE AUST LTD	BARRY JOHNSON	BARRY JOHNSON	SCOTT JOHNSON		Seeded				dnf		
126		TONY SCHAFER	TONY SCHAFER	STEVEN PURKISS		04:24:23	1:04:57	1:03:46		dnf		
116	GOODYEAR TYRE & RUBBER	BRETT OSBORNE	BRETT OSBORNE	MARY-JANE OSBORNE		04:01:53				dnf		
102	YOKOHAMA TYRE AUST PL	DAREN WELLS	DAREN WELLS	IAN McPHEE		03:55:52	0:56:31	0:57:22		dnf		
137		MICHAEL COLLINS	MICHAEL COLLINS	DESLEY COLLINS						DNS		
115		ANTHONY FEHLHABER	ANTHONY FEHLHABER	JACQUELINE SANDBERG	JAMES CORBETT	04:07:13				dnf		
<b>Class 2</b>												
241		DERRICK KENNEDY	DERRICK KENNEDY	SHARON McMILLAN		04:26:14	1:01:31	1:03:07	1:02:40	3:07:18	1	8
213		ROBERT GRAHAM	ROBERT GRAHAM	ALDO SIMONATO		04:25:12	1:03:11	1:03:02	1:04:04	3:10:17	2	10
216	FIRESTONE TYRES	DOUGLAS O'CONNOR	WILLIAM BUCHANAN	MICHAEL BUCHANAN		Seeded	1:02:54	1:04:09	1:06:21	3:13:24	3	12
231		ANDREW GRIFFIN	ANDREW GRIFFIN	DAVID GRIFFIN		04:42:46	1:04:37	1:06:11	1:10:50	3:21:38	4	18
206		STEWART LATTER	STEWART LATTER	GARRY GARLAND		04:36:20	1:01:44	1:07:59	1:12:14	3:21:57	5	19
204		BRYAN BASHAM	BRYAN BASHAM	WILLIAM BASHAM		04:40:36	1:06:12	1:05:57	1:11:04	3:23:13	6	20
214	YOKOHAMA TYRES/PL	A & A ZIEMS	ANDREW ZIEMS	ALEX ZIEMS		04:28:13	1:11:27	1:06:20	1:10:56	3:28:43	7	24
219		BRADLEY COOK	BRADLEY COOK	BRETT WELLINGS		04:43:76	1:10:29	1:23:30	1:16:54	3:50:50	8	36
250		LEN BARRON	LEN BARRON	NEIL FRAZER	WARREN BARRON	04:43:57	1:07:13	1:25:48	1:22:41	4:05:42	9	38
266		TROY CRANE	TROY CRANE	SCOTT GARDINER		05:04:05				dnf		
277		BRUCE CHAPMAN	BRUCE CHAPMAN	PETER VIAL		05:01:06	1:41:55			dnf		
248		DONALD MACARTHUR	DONALD MACARTHUR	RUSSELL MACARTHUR		04:39:40	1:21:41			dnf		
240		RONALD VAN DER HAA	RONALD VAN DER HAA	SIMON CUNADA		04:32:38	1:07:01			dnf		
291	HUNTER RIVMASTA O/R FRA	IAN IRONS	IAN IRONS	TERRY FLANIGAN		Seeded	1:27:18			dnf		
253		ROD SIMPSON	ROD SIMPSON	JEANETTE SIMPSON	BEN CATON	Seeded				dnf		
242		MARK TWINE	MARK TWINE	DARYL WILLIAMSON		Seeded	1:08:18			dnf		
<b>Class 3</b>												
301	GOODYEAR TYRE & RUBBER	M & D WARREN	MARK WARREN	DARYL WARREN		04:17:53	1:04:16	1:00:20	1:08:29	3:10:06	1	9
305		A & G NICOLL	GREG NICOLL	ALAN NICOL		04:58:06	1:07:42	1:09:36	1:13:51	3:31:09	2	27
331		DARREN PERRIN	DARREN PERRIN	TIMOTHY HORNER		04:54:49	1:08:05	1:09:56	1:16:09	3:34:10	3	29

Any protests must be in accordance with NCRs

Car Number	Attributed Entrant	Entrant	Driver	Navigator	2nd Navigator	Prolog	Lap 1	Lap 2	Lap 3	Total Class	O/R	Pro.
335		KEITH HONOUR	KEITH HONOUR	TED O'BRIEN		05:03:12	1:09:54	1:10:23	1:14:40	3:34:57	4	30
316		BOB GRAHAM	JASON GRAHAM	KAREN JONES		04:26:52	1:20:57	1:06:36	1:11:50	3:39:13	5	32
364		DARRELL JOHNSON	DARRELL JOHNSON	PAUL JOHNSON		Scrapped	1:11:17	0:09:17	1:22:26	3:43:00	6	34
310		ROD HATCH	ROD HATCH	GREG TAYLOR						DNS		
<b>Class 4</b>												
403	HUNTEER RIVMASTA O/R R	WARREN IRONS	WARREN IRONS	VICKI WOODS		04:42:52	1:06:10	1:06:55	1:10:57	3:24:02	1	21
402		NEV TAYLOR	NEV TAYLOR	BOB OXLEY		04:51:08	1:07:20	1:10:20	1:15:49	3:33:53	2	28
429		TIMOTHY BAKER	TIMOTHY BAKER	SCOTT FISCHER		Scrapped	1:10:35	1:19:24	1:20:50	3:50:49	3	35
405		RODNEY CURRIE	RODNEY CURRIE	BRETT CURRIE		05:44:05	1:17:59	1:13:49	1:22:51	3:59:38	4	37
412		KEVEN HUFSCHMID	KEVEN HUFSCHMID	IAN PRESCOTT		05:09:50				dnf		
<b>Class 5</b>												
505		ROSS WATSON	ROSS WATSON	MAURA WATSON		04:11:07	1:03:46	1:05:46	1:06:14	3:15:46	1	16
501		GRAHAM SMITH	GRAHAM SMITH	GAVIN CARD	CATHY SMITH	04:36:44	1:15:06	1:11:47	1:15:48	3:42:41	2	33
574	RALLY CONNECTION	LES MARSHALL	LES MARSHALL	JOHN GRAHAM		05:00:01	1:07:26	1:09:16		dnf		
508		WILLIAM VESTY	NORMAN VESTY	FRANZ EHLERS	BILL VESTY	04:38:47	1:10:56	1:09:20		dnf		
519		I SHERIDAN	IAN SHERIDAN	GARY SHERIDAN						DNS		
531		PETER BRIGGS	PETER BRIGGS	BILL ROSSITER	RODNEY SEALE	05:08:39	1:11:45	1:11:48		dnf		
<b>Class 6</b>												
666		MICHAEL EGGERT	MICHAEL EGGERT	DENNIS GREEN		05:49:56	1:37:20	1:51:10	1:33:29	4:36:09	1	43
<b>Class 7</b>												
701	BRIDGESTONE AUST	LES SIVOUR	LES SIVOUR	JOSHUA GOLDY-SMITH		04:31:13	1:09:09	1:04:42	1:17:07	3:29:58	1	25
707	KMORC	ERIC WHITBREAD	ERIC WHITBREAD	NORM NEEDHAM		05:00:26	1:09:53	1:09:30	1:11:54	3:30:17	2	26
702	ISUZU GM OFF ROAD TEAM	MARK MANNS	MARK MANNS	ALLEN CARTLEDGE		04:38:27	1:03:05	1:04:51	1:58:11	4:06:07	3	39
703		CHRIS LANGHAM	CHRIS LANGHAM	BENJAMIN DAVIS	SCOTT WELLS	05:22:06	1:16:14			dnf		
715		GRANT WHITE	JEAN-PIERRE BOULLANS	SIMON DANN		05:19:33	1:15:52	1:22:21		dnf		
<b>Class 8</b>												
801	GOODYEAR TYRE & RUBBER	KEN SMITH	KEN SMITH	LAUREEN SMITH		04:22:01	1:01:33	1:05:22	1:11:28	3:10:33	1	17
807		FABIO ZARFATI	FABIO ZARFATI	GREG CAMPBELL		04:39:45	1:06:51	1:07:10	1:12:25	3:26:26	2	22
802	YOKOHAMA TYRES	PETER HADLOW	PETER HADLOW	GLEN HADLOW		04:41:42	1:11:03	1:05:50	1:10:51	3:27:44	3	23
860		BARRY MASSEY	BARRY MASSEY	JOHN MASSEY	JOHN MASSEY	05:20:05	1:09:06	1:11:19	1:18:34	3:36:59	4	31
828		DALE WATERS	DALE WATERS	DALE RYAN		06:03:72	1:19:21	1:21:02	1:28:12	4:07:35	5	40
806		ROBERT KNOTT	ROBERT KNOTT	JUSTIN FOLEY						DNF- PRLG		
810		GEOFF PICKERING	GEOFF PICKERING							DNS		
803		GRAHAME BAXTER	GRAHAME BAXTER	NIGEL BURLEY		05:00:77				dnf		
<b>Class 9</b>												
915		J W ADNESS	JIM ADNESS			04:25:23	1:02:32	1:02:57	1:06:39	3:12:07	1	11
933		SABINE BRAND	SABINE BRAND		ROD BRAND	04:30:27	1:02:55	1:05:24	1:05:47	3:14:06	2	14
905	HUNTER RIVMASTA	HOWARD FORD	HOWARD FORD			04:05:54	1:00:56	1:54:11	1:22:40	4:17:47	3	42
920	HUNTER RIVMASTA	STEPHEN HILTON	STEPHEN HILTON			04:32:29	1:40:19			dnf		
901	FIRESTONE TYRES	DOUG McMILLAN	DOUG McMILLAN			03:46:09	1:12:16			dnf		
906		MATTHEW MARTIN	MATTHEW MARTIN			04:37:29	1:01:28	1:06:38	2:23:24	time out		

Any protests must be in accordance with NCRs

**BRISBANE SPORTING  
CAR CLUB**

**1994 Inglewood 300 - Provisional Results**

10:49:23 - 05-Apr-94

**AGScore**  
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Car Number	Attributed Entrant	Entrant	Driver	Navigator	2nd Navigator	Prolog	Lap 1	Lap 2	Lap 3	TotalClass	O/R	Pen.	
1	BRIDGESTONE AUST	MARK BURROWS	MARK BURROWS	MICHAEL SHANNON		03:43:43	0:53:29	0:54:43	0:56:16	2:34:28	1	1	
107	FIRESTONE TYRES	NEVILLE BOYES	NEVILLE BOYES	COLEEN ROPER		03:51:27	0:54:23	0:57:45	0:59:31	2:52:09	2	2	
124		NEILL MORRISON	NEILL MORRISON	GEOFF HEATHER		04:00:06	0:57:24	0:57:55	0:58:23	2:53:42	3	3	
109	FIRESTONE TYRES	ERIC SYRJANEN	KEVIN LEE	ERIC SYRJANEN		03:53:76	0:57:03	0:57:53	0:59:07	2:54:03	4	4	
151	BRIDGESTONE AUST	L & C BROWN	LES BROWN	AMIE BROWN		04:03:06	0:58:10	1:00:11	1:00:28	3:58:49	5	5	
104		HAYDEN BENTLEY	HAYDEN BENTLEY	OWEN WRIGHT		04:19:34	1:00:12	0:59:47	0:59:43	2:59:42	6	6	
134		MICHAEL BOADEN	MICHAEL BOADEN	LES BOADEN		04:12:75	1:02:00	1:01:05	1:00:11	3:03:17	7	7	
244		DERRICK KENNEDY	DERRICK KENNEDY	SHARON McMILLAN		04:28:14	1:01:31	1:03:07	1:02:40	3:07:18	8	8	
301	GOODYEAR TYRE & RUBBER	M & D WARREN	MARK WARREN	DARYL WARREN		04:17:03	1:01:16	1:01:20	1:08:29	3:10:05	1	9	
213		ROBERT GRAHAM	ROBERT GRAHAM	ALDO SIMONATO		04:25:12	1:03:11	1:03:02	1:04:04	3:10:17	2	10	
915		J W ADNESS	JIM ADNESS			04:25:23	1:02:32	1:02:57	1:06:39	3:12:07	1	11	
216	FIRESTONE TYRES	DOUGLAS O'CONNOR	WILLIAM BUCHANAN	MICHAEL BUCHANAN		Seeded	1:02:54	1:04:09	1:06:21	3:13:24	3	12	
111	GOODYEAR TYRE & RUBBER	TERRY ROSE	TERRY ROSE	MAUREEN ROSE	HOWARD ROSE	Seeded	0:59:50	0:59:25	1:14:32	3:13:55	8	13	
933		SABINE BRAND	SABINE BRAND		ROD BRAND		04:30:27	1:02:55	1:05:34	1:05:47	3:14:06	2	14
141		STEVE WILLETT	STEVE WILLETT	BARRY WILLETT	MICK WILLETT		03:59:75	0:58:22	1:12:37	1:04:20	3:15:19	9	15
515		ROSS WATSON	ROSS WATSON	MAURA WATSON			04:31:07	1:03:46	1:05:46	1:06:14	3:15:46	1	16
801	GOODYEAR TYRE & RUBBER	KEN SMITH	KEN SMITH	LAUREEN SMITH			04:22:61	1:01:33	1:05:22	1:11:38	3:18:53	1	17
231		ANDREW GRIFFIN	ANDREW GRIFFIN	DAVID GRIFFIN			04:42:46	1:04:37	1:06:11	1:10:50	3:21:38	4	18
216		STEWART LATTER	STEWART LATTER	GARRY GARLAND			04:36:20	1:04:44	1:07:59	1:12:14	3:23:57	5	19
214		BRYAN BASHAM	BRYAN BASHAM	WILLIAM BASHAM			04:40:36	1:06:12	1:05:57	1:11:04	3:23:13	6	20
403	HUNTER RIVMASTA CR R	WARREN IRONS	WARREN IRONS	VICKI WOODS			04:42:92	1:06:10	1:06:55	1:10:57	3:24:02	1	21
807		FABIO ZARFATI	FABIO ZARFATI	GREG CAMPBELL			04:39:45	1:06:51	1:07:10	1:12:25	3:26:26	2	22
802	YOKOHAMA TYRES	PETER HADLOW	PETER HADLOW	GLEN HADLOW			04:41:42	1:11:03	1:05:50	1:10:51	3:27:44	3	23
214	YOKOHAMA TYRES P/L	A & A ZIEMS	ANDREW ZIEMS	ALEX ZIEMS			04:25:13	1:11:27	1:06:20	1:10:56	3:28:43	7	24
701	BRIDGESTONE AUST	LES SIVIOUR	LES SIVIOUR	JOSHUA GOLDBY-SMITH			04:31:13	1:09:09	1:04:42	1:17:07	3:29:59	1	25
707	KMORC	ERIC WHITBREAD	ERIC WHITBREAD	NORM NEEDHAM			05:00:06	1:08:53	1:09:30	1:11:54	3:30:17	2	26
305		A & G NICOLL	GREG NICOLL	ALAN NICOL			04:58:06	1:09:42	1:09:36	1:13:51	3:31:09	2	27
402		NEV TAYLOR	NEV TAYLOR	BOB ONLEY			04:51:08	1:07:38	1:09:26	1:15:49	3:33:53	2	28
331		DARREN PERRIN	DARREN PERRIN	TIMOTHY HORNER			04:54:49	1:08:05	1:09:50	1:16:09	3:34:10	3	29
335		KEITH HONOUR	KEITH HONOUR	TED O'BRIEN			05:03:42	1:09:54	1:10:23	1:14:40	3:34:57	4	30
860		BARRY MASSEY	BARRY MASSEY	JOHN MASSEY	JOHN MASSEY		05:21:08	1:09:06	1:11:19	1:18:34	3:38:59	4	31
316		BOB GRAHAM	JASON GRAHAM	KAREN JONES			04:26:92	1:20:57	1:06:26	1:11:58	3:39:13	5	32
501		GRAHAM SMITH	GRAHAM SMITH	GAVIN CARD	CATHY SMITH		04:30:44	1:15:06	1:11:47	1:15:48	3:42:41	2	33
364		DARRELL JOHNSON	DARRELL JOHNSON	PAUL JOHNSON			Seeded	1:11:47	1:09:17	1:22:26	3:43:00	6	34
429		TIMOTHY BAKER	TIMOTHY BAKER	SCOTT FISCHER			Seeded	1:10:35	1:19:24	1:28:50	3:50:49	3	35
219		BRADLEY COOK	BRADLEY COOK	BRETT WELLINGS			04:43:76	1:10:29	1:23:30	1:16:51	3:50:56	8	36
405		RODNEY CURRIE	RODNEY CURRIE	BRETT CURRIE			05:44:05	1:17:59	1:18:40	1:22:51	3:59:34	4	37
220		LEN BARRON	LEN BARRON	NEIL FRAZER	WARREN BARRON		04:43:57	1:07:13	1:25:48	1:32:41	4:05:42	9	38
702	ISUZU GM OFF ROAD TEAM	MARK MANN	MARK MANN	ALLEN CARTLEDGE			04:38:27	1:03:05	1:04:54	1:58:11	4:06:07	3	39
828		DALE WATERS	DALE WATERS	DALE RYAN			06:03:72	1:18:21	1:21:02	1:29:12	4:07:35	5	40
196		BRAD ZACKA	BRAD ZACKA	WAYNE BELL	PAUL CRANE		04:03:14	1:39:16	1:21:47	1:12:04	4:13:07	10	41
905	HUNTER RIVMASTA	HOWARD FORD	HOWARD FORD				04:05:94	1:00:56	1:54:11	1:22:40	4:17:47	3	42
664		MICHAEL EGGERT	MICHAEL EGGERT	DENNIS GREEN			05:49:56	1:31:20	1:31:10	1:33:39	4:36:09	1	43

Any protests must be in accordance with NCRs

# AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER 01/94



April, 1994

## Inglewood

It has to be said that the atmosphere at Inglewood was not the best that has been encountered. There was a considerable degree of competitor dissatisfaction with things in general, although much of this was probably attributable to uncertainty as to how the "equal time" system was going to work, given that it was being refined up until the very last minute. On the day it worked adequately, although no doubt the organising team is already looking at ways of improving it. It was, however, certainly a step in the right direction!

A number of issues arose, all of which will be addressed by the NORC, but any criticism of the event should be kept in perspective. Difficulties with access to Toowoomba necessitated a late change of venue, and it was not until Christmas time that the organisers were given approval to relocate the event back at Inglewood. Putting a national championship event together in three months (effectively two) is a fairly daunting undertaking, and the organisers' job was always going to be a difficult one.

On a number of occasions the organisers were criticised for their rallying, as opposed to off roading, experience. The organisers would have preferred more officials with an off road background, but these appeared not to have been available. The BSCC took what they had, as well as what they could get, and did the best they could with it. As such, it is a little unfair to be critical of the director and those of his officials who were rally-oriented, as the alternative would have

been no national championship round in Queensland.

At the risk of offending some people, I will go on record as saying that, all things considered, Patrick and his team made a pretty fair fist of it and ran, all things considered, a good event..

That said, congratulations to Mark Burrows who drove an immaculate race, as only those who can see where they are going can do, and is so far on course for back to back titles. However, there are still four rounds to go. Congratulations also to the class winners.

## Course Marking

From time to time the standard of course marking at AORC events is criticised.

The National Off Road Committee has been aware of this for some time and, commencing at Griffith, during the reconnaissance the current champions will be asked to note any significant deficiencies and report these to the director. Obviously directors can't always personally make sure that every feature is correctly marked, but this should go a long way towards raising standards and ensuring uniformity between events.

## Mufflers

You would all be aware that the requirement for mufflers initially included in sup regs, was rescinded at Inglewood. This requirement was initially included in the Series Regulations, but was recently reviewed by the National Off Road Committee. It was the committee's view that the level of noise coming from the car was more critical than whether or not it was fitted with a muffler. Hence the committee decided to remove the blanket requirement for mufflers, and concentrate more rigorously on noise levels.

## Adherence to Rules

There is probably not one of us who has not seen or heard stories of other competitors jumping the start or short cutting etc. A couple of competitors have finally said "enough" and asked the National Off Road Committee to do something about it.

The committee spent approximately two and half hours discussing this at its most recent meeting, and agreed that there is some evidence that the situation is getting out of hand. It feels that those competitors who do the right thing and comply with the rules should not be put at a disadvantage because others (hopefully a small minority, but.....) gain an unfair advantage by what is in essence cheating.

Directors will be advised of this, and required to take stronger action when an official sees someone short cutting etc.

Clearly not every infringement occurs in view of an official, although many are observed by other competitors. It follows from this that if competitors want such practices eliminated, then they must also be prepared to take a firm stance and report any breaches they see to event directors.

Event directors cannot take action when breaches are not reported to them, so to some extent the ball is in your court!

## 1993 Champions

The Class Champions for 1993 will be presented with their trophies at the Presentation Dinner at Griffith. Brad Penning has kindly agreed to this, so if any of the people concerned were contemplating not going to the presentation dinner - or worse still not even going to Griffith - they may possibly care to reconsider.

## AND FINALLY

See you at Griffith.

*Andy*

Andy Clark  
Executive Officer - Off Road

11th April 1994  
AC:lw-196  
A16/18

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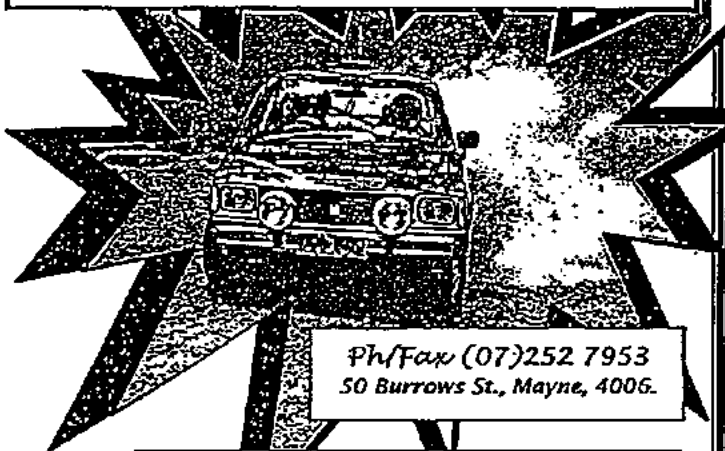
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## B.S.C.C. CHAMPIONSHIPS

In the magazine each month you will find an up-to-date list of point scores for the Club Championship.

There will be six separate Championships, as well as an overall Club Championship and a Ladies Championship. The six series will be

*Motorkhana	*Night Run,	* Off-Road (Long Course)
*Rallies	*Historic	* Speed Events including Off Road Short Course and Rallysprints.

Points may be scored in all B.S.C.C. organised Motorkhanas, Night Runs, Off-Road, Historic, Rallies and Speed Events, both open and closed. Points will be allocated in each event only to members who are financial at the time. i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members results only, for example, if a BSCC member comes 17 outright in an event but this is the best result for a club member, that competitor will receive the points for first place, and so on.

Points for the various types of events will be allotted in the following way; for Night Runs, Off-Road (Long Course), Historic and Rallies 11 points for the winner (remembering that winner means best BSCC result) 10 for second etc., down to 2 points for tenth and 1 point for all BSCC finishers thereafter. For Motorkhanas and Speed Events points will be awarded down to 2 points for tenth place. In all events only out-right results will be considered, not class placings.

In case of a tie. e.g. for third place, both competitors will receive nine points for third place, the next best results will be allotted seven points for fifth place.

Up to two organisers of each event will each receive 9 points (11 points Motorkhanas and Night Runs) for their efforts, however, these points can only be gained on two occasions per type of event.

Finally the top ten place-getters in each of the six types of events (Motorkhanas, Off Road, Night Runs, Rallies, Speed Event and Historic) will receive a points allocation of 11, 10, 9, 8 etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the Club Championship.

The Ladies Championship will be scored on a similar basis, but needless to say, only lady members will be eligible.

Del Garbett (808 1538 home) has volunteered her services as Registrar this year and any queries should be directed to Del.

**\*\*\*Editor's Note:** There should also be a continuation of the 'Junior Championship' which was won in it's inaugural year by Lee Evans. Rally competitors should also note carefully that in 'club' rallies which are not part of the Clubman Series (e.g. the Keema Club Rally), you are apparently not eligible for Club Championship points if you are in a Group G (modified) rally car, only in PRC or Group N or, I assume 'Road Cars'.

BSCC CHAMPIONSHIPS REGISTER at 15/04/94

CLUB	C/S/HIPS	POSITION	NAME	H	M	N	Q	R	S	TOTAL
			TRICH EVANS		07	11				18
	01		TOM SMITH		05			09		14
	02		R EVANS		01	11				12
	03		TONY BEST					01		12
	04		IAN GORSKI	11		11				11
	05		JIM ADNESS				11			11
			FRED AJBINEAU	11	11					11
			ALAN STEAN							11
			KEN WARREN		11					11
			JOHN GOASDOUE					11		11
			MICHAEL HOCKING	11						11
			IAN FERGLISON							11
13			STEVE WILLETT			10				10
			BARRY WILLETT			10		10		10
			DAVID NASH							10
			PETE SMITH	07	03			08		10
17			STEWART REID					08		08
			IAN STEWART					08		08
			ROSS WATSON			08				08
			MAURA WATSON			08				08
			PAT HETHERMAN			08				08
			R SAMS			08				08
			TED PEAL	08						08
			TIM ANDERSON		08					08
25			TONY SLATTERY	07						07
			SARA SLATTERY	07						07
			G STANAWAY		07					07
			PETER WHALLEY	07						07
29			TONY GARVEY					06		06
			ROBERT BEKKER					05		06
			TONY WILSON					06		06
32			MARK PEARCE		05					05
33			BRYAN BASHAM				04	03		04
34			GARY MARSHALL					03		03
			BRIAN EVERITT					03		03
			ROD BROWNING					03		03
			BARRY BURR					03		03
			IAN BREWNER				03	03		03
			GREG NICOLL				03	03		03
			ALAN NICOLL				03	03		03
			KEN PHILP	03						03
			TONY GALLETLY	03						03
43			ANDREW PEARCE		02					02
44			ROB REDDIE					01		01
			B WATKINS					01		01
			WARREN CARRIGAN					01		01
			H REARDON-SMITH					01		01
			GLEN DUTHIE					01		01
			RON PETERS					01		01
			JOHN SPENCER					01		01
			PAUL GOODWIN					01		01
			BARRY GOODWIN					01		01
			KEITH HONOUR				01	01		01
			BRUCE DAWSON				01	01		01
			CHERYL MCKINNON					01		01
			G MCLANE					01		01
			BARRY MASSEY					01		01
			JOHN MASSEY				01			01
			VIV GEES					01		01
			NOEL GEES					01		01
			JOHN PROVAN					01		01
			T COLLINGWOOD					01		01
			R COLLINGWOOD					01		01
			BARRY NEUENDORFF					01		01
			CRAIG PORTER					01		01
			TONY KABEL					01		01
			GREG TEBBLE					01		01
			ADRIAN MCKAY					01		01
			JON TURNER					01		01
			BRUCE BARWICK					01		01
			KIERAN CARNEY					01		01
			CAMERON THOMPSON					01		01
			ALEX MCKAY					01		01
			MICHAEL MCKAY					01		01
			IAN GOLDSWORTHY					01		01
			SCOTT HARRIS					01		01
			DICK GROVES					01		01
			DON MILNER					01		01
			BOB CRASE					01		01
			FRED VAN DEN BRINK					01		01
			PETER HARTEN					01		01
			RICHARD GALLEY					01		01
			STEVEN GALLEY					01		01
			TONY HOWARD					01		01
			DAVID LAPWORTH					01		01
			LEWIN PARTIDGE					01		01
			DESTRY RILE					01		01
			IAN MOGG					01		01
			HORST EFFENBERGER					01		01
			STEVEN VINES					01		01
			LEE WILLIAMS					01		01
			RUSSELL HARTNET					01		01
			STEVE CHRISTENSEN					01		01
			ALLEN THOMAS					01		01
			DAVID HECKENBURG					01		01
			RANDALL BRYSON					01		01
			RUSSELL BRYSON					01		01
			GLEN ROGERS					01		01
			JOHN ROGERS					01		01
			PETER HILLMAN					01		01
			BRUCE MILLS					01		01
			CRAIG LEE					01		01
			ALAN BATES					01		01
			D IRVING					01		01
			D NICHOLSON					01		01
			BRUCE FULLERTON					01		01
			DAVE AMBROSE					01		01
			B LINTON					01		01
			BRIAN CRISP					01		01
			CHRIS LANE					01		01
			ROONEY CROSS					01		01
			TONY BEST					01		01



RALLY C/SHIPS

POSITION	NAME	FEB	MAR	TOTAL	POSITION	NAME	FEB	MAR	TOTAL
01	JOHN GOASDOUE	05	11	16	40	ALEX MCKAY		01	01
02	DAVID NASH	06	09	15		MICHAEL MCKAY		01	01
03	TOM SMITH	01	11	12		IAN GOLOSWORTHY		01	01
04	STEWART REID	11		11		SCOTT HARRIS		01	01
	IAN STEWART	11		11		BOB CRASE		01	01
06	TONY GARVEY	10		10		FRED VAN DEN BRINK		01	01
	ROBERT BEKKER		10	10		PETER HARTEN		01	01
	TONY WILSON		10	10		RICHARD GALLEY		01	01
09	GARY MARSHALL		09	09		STEVEN GALLEY		01	01
	BRIAN EVERITT	09		09		TONY HOWARD		01	01
	ROD BROWNING	09		09		DAVID LAPWORTH		01	01
	BARRY BURR	09		09		LEWIN PARTRIDGE		01	01
	IAN BREMNER	01	08	09		DESTRY RULE		01	01
14	ROB REDDIE		08	08		IAN MOGG		01	01
	B WATKINS	01	07	08		HORST EFFENBERGER		01	01
	WARREN CARRIGAN	08		08		STEVEN VINES		01	01
	H REARDON-SMITH	08		08		LEE WILLIAMS		01	01
18	GLEN DUTHIE	07		07		RUSSELL HARTNET		01	01
	RON PETERS	07		07		STEVE CHRISTENSEN		01	01
20	JOHN SPENCER	06		06		ALLEN THOMAS		01	01
	PAUL GOODWIN		06	06		DAVID HECKENBURG		01	01
	BARRY GOODWIN		06	06		RANDALL BRYSON		01	01
23	BRUCE DAWSON		05	05		RUSSELL BRYSON		01	01
	CHERYL MCKINNON		05	05		GLEN ROGERS		01	01
	G MCLANE	05		05		JOHN ROGERS		01	01
26	VIV GEES	04		04		PETER HILLMAN		01	01
	NOEL GEES	04		04		BRUCE MILLS		01	01
	JOHN PROVAN		04	04		CRAIG LEE	01		01
29	T COLLINGWOOD	03		03		ALAN BATES	01		01
	R COLLINGWOOD	03		03		D IRVING	01		01
	BARRY NEUENDORFF		03	03		D NICHOLSON	01		01
	CRAIG PORTER		03	03		BRUCE FULLERTON	01		01
33	TONY KABEL	02		02		DAVE AMBROSE	01		01
	GREG TEBBLE	02		02		B LINTON	01		01
	ADRIAN MCKAY		02	02		BRIAN CRISP	01		01
	JON TURNER		02	02		CHRIS LANE	01		01
	BRUCE BARWICK	01	01	02		ROONEY CROSS	01		01
	KIERAN CARNEY	01	01	02		TONY BEST	01		01
	CAMERON THOMPSON	01	01	02					

LADIES C/SHIPS

POSITION	NAME	H	M	N	O	R	S	TOTAL
01	T EVANS		11	11				22
02	SARA SLATTERY	11						11
	MAURA WATSON				11			11
	CHERYL MCKINNON					11		11
	B LINTON					11		11

MOTORKHANA C/SHIPS

POSITION	NAME	FEB	MAR	TOTAL
01	MICHAEL HOCKING	09	11	20
	FRED AUBINEAU	10	10	20
	KEN WARREN	11	09	20
04	TIM ANDERSON	07	07	14
05	G STANAWAY		11	11
	TRICH EVANS	11		11
07	TOM SMITH		08	08
	MARK PEARCE	08		08
09	PETER SMITH	06		06
10	ANDREW PEARCE	05		05
11	RAY EVANS	04		04

OFF ROAD C/SHIPS

POSITION	NAME	APR	TOTAL
01	JIM W ADNESS	11	11
02	STEVE WILLETT	10	10
	BARRY WILLETT	10	10
04	ROSS WATSON	09	09
	MAURA WATSON	09	09
	PAT HETHERMAN	09	09
	R SAMS	09	09
08	BRYAN BASHAM	08	08
09	GREG NICOLL	07	07
	ALAN NICOLL	07	07
	KEITH HONOUR	06	06
	BARRY MASSEY	05	05
	JOHN MASSEY	05	05

# HISTORIC TOURING ASSEMBLY C/SHIPS

POSITION	NAME	MAR	TOTAL
01	ALAN STEAN	11	11
	IAN FERGUSON	11	11
	TONY BEST	11	11
04	TED PEAL	10	10
05	TONY SLATTERY	09	09
	SARA SLATTERY	09	09
	PETE SMITH	09	09
	PETER WHALLEY	09	09
09	KEN PHILP	07	07
	TONY GALLETLY	07	07
11	DON MILNER	06	06
12	DICK GROVES	05	05

## CENTRAL COAST CAR CLUB - 'CALLOPE CLASSIC' - 02/04/94

DRIVER	NAVIGATOR	VEHICLE CLASS	1	2	3	4	5	TOTAL PLACE OR
1	L. Achtenberg	>1600	9.26	14.16	5.36	24.43	10.30	1.04.31 1 1
2	V. Gees	>1600	9.24	15.03	5.42	24.43	10.19	1.05.13 2 2
10	B. Gardner	>1600	9.04	15.10	5.36	26.11	11.02	1.07.03 3 3
8	T. Scott	>1600	9.53	15.23	5.57	26.36	11.31	1.09.20 4 5
9	B. Crowhurst	>1600	10.18	15.49	6.04	26.18	11.08	1.09.37 5 6
16	A. Ramm	>1600	12.02	15.38	5.59	25.51	11.02	1.10.31 6 8
7	J. Cox	>1600	10.17	16.07	6.04	27.41	11.34	1.11.43 7 11
21	P. Ryan	>1600	10.44	16.41	6.12	27.25	11.43	1.12.45 8 12
3	J. Martin	>1600	9.03	25.32	5.34	28.07	11.01	1.19.17 9 14
4	P. Vigor	>1600	12.24	18.06	7.02	28.57	13.04	1.19.33 10 15
5	G. Van Dinter	>1600	10.10	16.50	DNS			
6	S. Scott	>1600	9.39	15.17	5.42	35.48	DNS	
17	M. Bynes	>1600	10.25	15.52	6.20	DNF		
11	A. Chimes	<1600	10.02	15.21	6.08	26.52	10.47	1.08.49 1 4
20	G. Stansway	<1600	10.13	15.47	6.10	26.06	11.47	1.10.03 2 7
18	K. McNeale	<1600	10.29	16.21	6.07	26.51	11.16	1.11.04 3 9
15	S. Bolt	<1600	10.17	16.38	6.15	25.59	11.00	1.11.08 4 10
14	J. Fehlbauer	<1600	11.22	16.36	6.32	28.02	11.44	1.14.16 5 13
12	G. Stacey	<1600	10.38	16.40	6.42	27.57	24.37	1.26.34 6 16
19	B. McDonald	<1600	10.12	27.35	6.21	27.13	29.00	1.40.21 7 17

Director: T. Burgess  
 Ass. Director: T. Simpson

'CALLOPE CLASSIC' - Rd 2 'The Rally Series',  
 Rd 1 'Northern Tropics Series'

## "CALLIOPE CLASSIC RALLY"

### Round 2 Central Coast Car Club Rally Series

#### Round 1 Northern Tropics Inter City Event

This rally was a rerun of the '92 club event in which Ian Brenner and Bruce Dummett crashed out in spectacular fashion. For those of you who have not had a run in an event run by the Central Car Club, most of rallies are run on mainly shire roads which are usually very good with some of the forest road - as we know them - thrown in for good measure but the main feature of their events is that they are fast - very FAST.

This rally was run in 5 sections over 321k's of which 121k's was competitive - Car Classes consisted of under 1600 and over 1600.

#### Section 1

KALUDA KAPER 20.33K'S

5-4-3-2-1-GO - get the car into top gear and hold it flat for 4k's on excellent undulating flowing shire road. 90 right turn before getting into slightly slower terrain where the co-driver has a little work to do - mainly with cautions.

Fastest time 9.03 av speed 135k's

...did I mention that these rallies are fast ?...

#### Section 2

MATTSON MADNESS 26.52K'S

A section which is a little like the first - start & finish very fast - spectators in at least 3 places - with work for the co-driver mainly in mid-section. This was the section where Bruce Dummett came to grief in '92 and the organisers made sure the corner was well cautioned this time.

Fastest time 14.16 av speed 112k's

After Section 2 it was transport back to the football oval in Calliope for Division Break of about 1 hour where there was cold drinks, lots of food and a rehash of the 2 sections with other crews - L. Achterberg - Turbo Starion was leading over 1600 from B. Gardner - V8 Torana followed by Viv Gees - V8 Falcon. Yours truly with co-driver Dominic Corkeron in the Laser were leading under 1600 from Geoff Stanaway - Gemini followed by K. McNeale-Corolla.

#### Section 3

TARAGOOLA TESTER 11.02K'S

An excellent section - Good shire road - fast - with enough 1 - down & around to keep both crew members on their toes and make things more interesting - the shire council wanted to make sure the road was in good nick for the cars so they graded the entire section-11k's of ball bearings - what a hoot - I think we were side ways as much as we were straight - e though it was slippery it was very predictable & being a shire road it was also fairly wide.

Fastest time 5.34 av speed 124k's

#### Section 4

GENTLE GIANT 43.77K'S

Gentle - no -Giant - YES

Like driving a 43k section at Imbil using all of its combinations of fast open forest drives - smaller forest roads - ups and down mountains with huge drops on one side of the road, a few culvert and creek crossings and the odd grid thrown in - what I would call a proper rally section.

Fastest time 24.43 av speed 107k's

#### Section 5

GETAWAY GALLOWAY 19.32K'S

Combination of forest and Shire roads.

All fast and smooth - fairly flat terrain with a series of straights and a few change of direction intersections with a 1.5k flat out run to end of section then transport back to Calliope and end of event.

Fastest time 10.19 av speed 114k's

Being a daylight rally with 3 minute gaps. All cars had an opportunity to complete under similar conditions - which is very good for a change - but I certainly would not like to be the organiser if 60 cars run. Anyhow for Dominic and myself it was a good rally - very little damage - and an excellent result - 1st under 1600 and 4th outright and chased all the way by Geoff Stanaway in the Gemini for 2nd in class and a fine 7th outright.

*Alan Clunes*



# EARL'S

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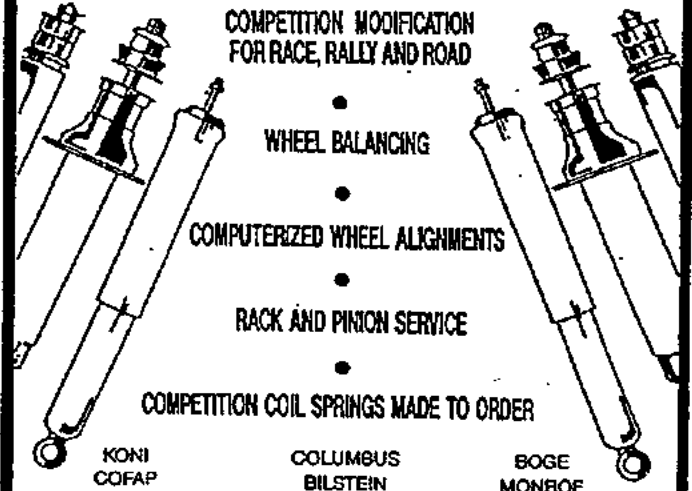
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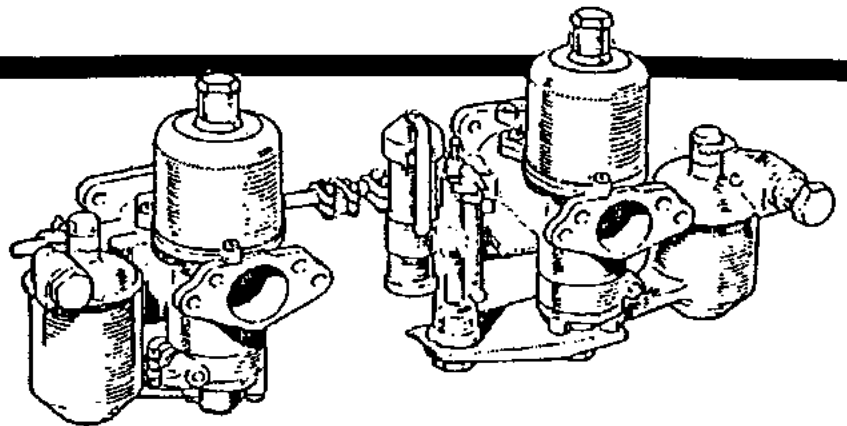
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# Historic Rally Group

## Historic Rally Series

The first round of the series was the Nissan Z Car Workshop Historic Night Rally held on March 26. The event was a well run affair taking in the mountainous areas of the Gold Coast hinterland. The half way point was Mudgeeraba for some fuel and quick bite to eat. Then we were off into the night and the wet roads of the mountains before finishing back at Underwood, followed by a great BBQ at Alan Stean's workshop. This was the first night mapping rally most crews had done for a long time so it was good experience. Ian Ferguson's SAAB was sporting some nice new minilites, while back at the workshop Alan was displaying the serious side to his new historic rally Datsun 240Z, which is shaping up to be a real weapon. Thanks to all the helpers, particularly Alan and Gienda for a great event. The results are as follows;

<u>Outright</u>	<u>1st..Jan Ferguson / Tony Best (SAAB 99)</u>	<u>2nd..Ted Peel / Laurie Garth (Datsun 240Z)</u>
	<u>3rd..=Tony and Sara Slattery (MG Midget)</u>	<u>=Stringfellow/Colledge (Honda Civic)</u>
	<u>=Jim Millar / Chris Lake (MGA)</u>	<u>=Ian Mills/Ian Anderson (Mini Cooper)</u>
	<u>=Peter Smith / Peter Whalley (Valiant)</u>	

Class 1 - Cars up to Dec '60	- Jim Millar/Chris Lake (MGA)
Class 2 - Sports '61 to '69	- Ken Philp/Tony Galletly (Lancia Fulvia)
Class 3 - Sports '70 to '75	- Ted Peel / Laurie Garth (Datsun 240Z)
Class 4 - Touring '61 to '67	- Ian Mills/Ian Anderson (Mini Cooper)
Class 5 - Touring '68 to '75	- Ian Ferguson/Tony Best (SAAB 99)

## Historic Rally Championship Point Score (after one round)

Ferguson/Best	13	Philp/Galletly	10	Douglas/Jones	7
Peel / Garth	12	Stringfellow/Colledge	10	Pullen/Hawkless	6
Millar / Lake	11	Dobson/Arandt	9	Milner/Chambers	5
Mills/Anderson	11	Steinback/Whittaker	8	Carpentar/Paget	4
T&S Slattery	10	Groves/Groves	8		
Smith/Whalley	10	Doyle/Biggar	7		

## April Historic Rally Night

The last historic group night was again well attended. Presentation of trophies for the Nissan Z Car Workshop Historic Night Rally was first on the agenda. Ken Philp also ran a table mapping rally. A report on Ken Philp's Classic Mapping Rally will be included next month.

Recco Mountain Rally & Targa Tasmania - Best of luck to all BSCC crews.

## Historic Log Books

It seems that log books and the regulations to go with them are not too far away for historic rally cars, particularly for those in major events. CAMS are looking at several aspects of historic rallying, with some indications expected shortly. The FIA already have regulations set out for historic rally cars and even a FIA European Historic Rally Championship, so I hope there is some consideration given to these existing rules as it seems to be a great opportunity to be in line with UK and Europe. The Historic Rally Car Register in the UK and clubs in Europe run the historic cut-off dates to Dec '65, leaving the 'post historic' class from '66 to Dec '74. These regulations have been working well, over a number of years.

Has the CAMS Rally Panel read these rules ? This seems like a good idea, especially if the Round Australia Trial is listing the FIA ID sheets in their eligibility. Has the Qld Rally Panel been involved ? Maybe there is someone who can inform us more. Lets hope that any log book system is better than that presently for the historic race cars, who wait up to two years for their log book to be processed.

..... Tony Galletly

## 1995 Round Australia Regularity Trial

This event is expected to attract enormous interest and is open to Historic Rally cars as well as the modern Group N and PRC machines. There are two historic classes, (i) all vehicles built up to Dec '67 and (ii) vehicles built from 1968 to Dec '75. More news shortly. And talking of endurance events, the organisers of the 1995 London-Mexico World Rally have received their prescribed 100 entries for the event already. Interest after the very successful London-Sydney was certainly the key.

## VACC Classic Rally - July 17-22

Jim Reddiex tells us the event is progressing smoothly. The event will start at the Travel Lodge in Brisbane with the first day centred around Brisbane. Day 2 will see competitors leave Brisbane for the Gold Coast and Surfers Raceway. Days 3 and 4 are centred around Toowoomba. Twin Waters on the Sunshine Coast is the finish for Day 5 and back to Brisbane on Day 6. Interest from both local and interstate competitors has been pleasing to the organisers. Details and entry forms can be obtained from Jeannette Egerton ph. 844 7555 (MTA-Q).

## Historic Events of interest.

- May 7 - Marque SuperSprint (Lakeside) == BSCC an invited club - ph Richard Anderson for sup regs.
- June 12 - Grass Autocross - to be rescheduled - Phone Richard Anderson for details 262 1222.
- 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 Rd 4

## NEXT MEETING Historic Group

WEDNESDAY May 4th, 1994 (8.00pm)

*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. Night run starts at 8.00pm at the Club Rooms - don't forget your Third Party Extension.*

June Meeting : The Jon Voller talk.... on last year's Marathon Rally in France, has been further delayed till the June meeting. Fingers crossed !

## FOR SALE

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## FOR SALE!

Daihatsu Charade 1.3 Group N rally car as driven by John Goasdoue. This vehicle was the most prolific point-scorer in the inaugural year of the Daihatsu Challenge and is still a very competitive car.

It has recently won the 'Rally Connection Rally' outright against much more powerful opposition, and is a good Group N1 entry.

Phone John Goasdoue on 807 7795 to discuss price, specification etc.

\*\*\*\*\*

## ALAN STEAN'S NAVIGATOR RALLY

Buy the teddies! we're off again: Glen Carpenter has rung to ask Laurie to navigate in A.S.'s rally. Then the doctor tells Laurie he's not to work again for quite sometime. "What?", I say, "no more income for the necessities of life, like tiny teddy bikkies, Historic rallying, tiny teddies and photos of grandsons who love tiny teddies?"

We set off, for a rest, to Townsville to see one tiny teddymuncher (and his parents). We returned after 3 weeks to find that Glen had given up on Laurie and found another nav. A quick ring to A.S. and a ride was arranged with Ted Peel in the 240 Z which has an affinity with the Lone Star state.

I delivered himself to the pre-arranged place, a workshop owned by A.S. and appropriately is at the top of a rise in the only dirt road left in the greater Brisbane area, and it's raining! I'm running sunslop slippers (read threadbare) on my 626 so we arrived with himself grinning from ear to ear.

A quick chat to Pete Smith, Peter Whalley and some other old B.S.C.C. members, should that be members for a long time? No! then a quick kiss for good luck (for Laurie) and I set off with the water cooled credit cards to hit the shops, while they all headed off into the distance to make up excuses why they didn't win.

I returned at the allotted time of 8 pm that night, to be given a cuppa by Glenda S, very civilised. I just happened to have a 10 x 8 glossy framed photo of one grandson (Thomas - Jodies) I must say Glenda, Sandy, TIMS and Mrs F were very polite.

Alan arrived and much discussion ensued re the scoring procedure. My presence seemed to be making Alan nervous so Glenda and I went outside and started the B.B.Q.

Cars started to arrive. Much arm waving, gesturing and laughing. Himself finally came in whistling that Yellow Rose song. When asked how he went, I was told "It was fun". "How did you go?" "Do you know if anyone else went through the Army Camp?" Well, you don't have to hit me with a sledge hammer, I stopped asking.

We had a chat with David Chambers about the difference between "Bridges" and "Mapped creek bridges". Glen Carpenter regaled us with the story of the number of K's that you can't do on a tank of fuel in a mini. He seemed to remember "Putting some fuel in it before he went to the coast last week". There was much discussion on the merit of going only as mapped and not relying on local knowledge.

Peter Smith assured us that the Organisers know that it is "Brisbane Pete Smith R.A.C. and Bar" who has entered the Valiant in the Repco Mountain Rally, and not the television "Pete Smith".

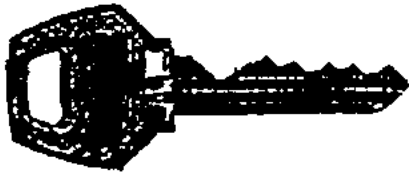
A couple of comments I feel I must make..all the cars finished, no one crashed, it cost \$15 to enter and everyone had fun (even the couple who came second last in front of the fuel-less G.C.) Unfortunately A.S. seemed to be short of helpers for controls etc. but then I guess in 28 years some things never change.

We are by now residing somewhere in Victoria (hopefully near the tiny teddy factory) where we are resigned to becoming Historic rally bums (some would say I was built for that!) where hopefully we will be able to find work.

Well done, Alan and crew.

Hilary Garth

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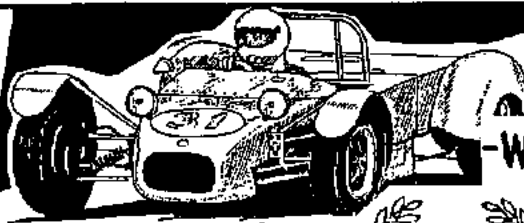
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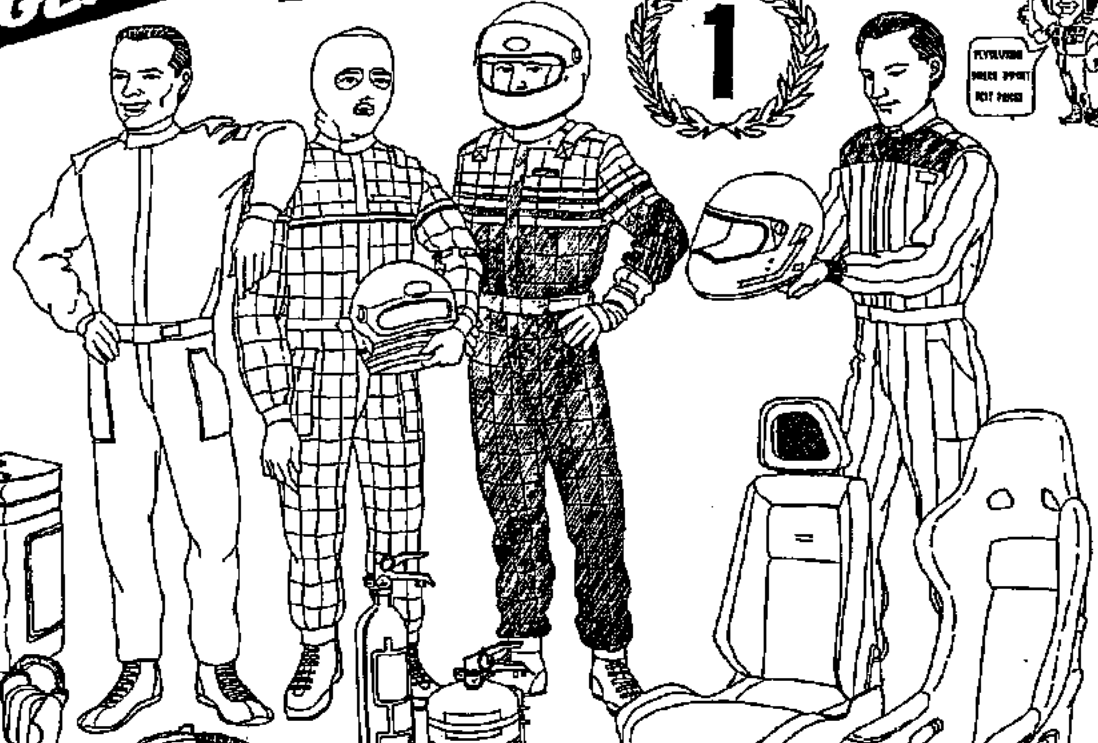


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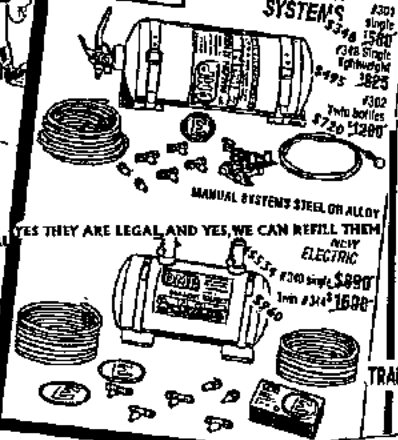
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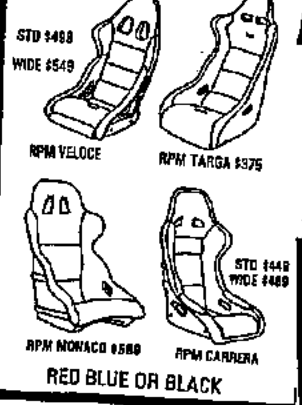


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## The Information Page

### The Garths head south

Information to hand indicates that Laurie and Midge Garth are leaving the land of the Devonshire Teas in Tenterfield and moving to Melbourne.

Why anyone would actually want to move to Victoria is worth wondering, but one good thing is the enormous interest in 'Historic Rallying' in the southern states.

They probably will be back from time to time but we wish them well in their move and hope they maintain contact with the club to let us know what's going on.

All the best, Laurie and Hillary.

\*\*\*\*\*

### 'Formula 2' spreads it's wings.

The current class for 'Formula 2' (normally aspirated 2 wheel drive vehicles up to 2000 cc) is raging overseas but hasn't hit home in Australia as yet.

In an effort to invite some interest in the class, CAMS appear to be widening the eligibility to other classes such as those currently competing in N1(Group N up to 1300), N2 (Group N 1300 to 1600), N3 (1600 to 2000), PR1 (up to 1600) and PR2(1600 to 2000).

Remember that the vehicle must be 2 wheel-drive only.

It would appear that the entrant can nominate for both eligible classes but keep an eye out for the next CAMSREPORT which should give all the details.

\*\*\*\*\*

### What's a Novice???

There has been some contention in the recent past over the true definition of a 'novice' driver.

In years gone by the classification was upheld by the fact that as soon as you've done five QRC's you're out of the class.

We're a little unsure of how a true 'Novice' should be determined, although I must add that it only affects a couple of specific rallies each year.

If you have any ideas for a system of classification, let us know!!

\*\*\*\*\*

### New Subaru!!

I'm excited! You probably can't tell from where you're sitting but I am.

It's all to do with the fact that my partner-in-crime Marky Mark Griffith has recently taken delivery of his new Subaru Impreza WRX.

By the time this is published the stripdown should have begun and the change-over will have started.

The car in road trim is extremely fast and when built, will be some 300 kg lighter than the Galant VR4.

Tom Smith.

# THE ALL-NEW "HOW MANY DRIVERS HAVE YOU NAVIGATED FOR?" COMPETITION.

I was up at the first round of the Clubman series the other weekend, just having a look around with the family when Peter Garbett pulled me aside.

He said "I've got a great idea for the magazine. Why don't we issue a challenge to find out who has had the most 'rides' - ie co-driven for the most people over the years."

Peter added that he and Del had sat down and worked out how many they had each accumulated and Del came out on top with 28 different drivers. Pete was just behind with 26.

Assuming the category includes rallies and rallysprints I sat down and worked out my own history.

Surprisingly I could recall 22 different drivers, many of whom I have spent some years with (and a lot of events!)

Just for interest I thought I'd list them out and the cars associated with each:

Jamie Smith (brother)	Datsun 1600, Escort
Glen Law	Gemini Coupe
Rex Faldt	Escort 2.0, Escort 2.3
Pete 'Naka' Johnson	Datsun 1600, Gemini, Honda Civic
Rod Browning	Gemini
Mark Griffith	Mazda 323 4wd, Galant VR4
John Coasque	Sprinter, Charade
Brian Everitt	Lancer
Alan Bates	Corolla KE70
Gary McLane	Honda Civic
Gary Marshall	Datsun 280Z
Ray Bansemer	Commodore 3.3
Kerrie Hollington	Datsun 1600
Geoff Krause	'The' Datsun 1200 Coupe
Richard Anderson	Alfa Alfetta
Greg Summerville	Subaru Rx-Turbo
Matt Simpson	Escort Twin-Cam
Greg Tebble	Escort 2.0
Tony Kellock	Datsun 1600
Terry Lewis	Escort RS2000
Ron Van Opstal	Gemini

Please send in your entries to this interesting contest and list your drivers etc if you can remember them all.

I think people like Tony Best may need to have a couple of pages to list all of their experience but if we can do it, we will.

# FOR SALE FOR SALE FOR SALE

GARRY MARSHALL reluctantly offers for sale his immaculate Datsun 280Z PRC rally car.

The car features a full 2800 cc fuel injected P90 motor with MOTEC, 5-speed Z box, R200 LSD.

Four wheel disc brakes with fresh DeCarbon dampers all round.

The car is fitted with a John Goasdoue-built 16 point steel roll cage and Marsh rally seats.

To be sold with Terratrip and spotlights and some spares including wheels and tyres.

Phone Garry at home on 800 5271 - **Giveaway Price \$9,800**

\*\*\*\*\*

## **LATE NEWS JUST TO HAND!!**

Richard Anderson wishes to advise that the BSCC has been invited to a Marque Car Club Super Sprint to be held at Lakeside on May 7.

For those who are unaware, you get to hit the track with three other cars at a time and do three laps. You have four 'races' in the day and the winner of the day is obviously he/she with the quickest time.

The entry fee is only \$40.00 and further information or regulations can be obtained from Richard at Avanti Spares on 262 8782.

\*\*\*\*\*

## **1994 DUNLOP GEMINI CHALLENGE**

New regulations are available for the 1994 Gemini series which encompass some changes to last year's 'challenge'.

The series is now being overseen by a committee comprising Steve Ross, Graeme Offer and Ken (Bonk) Mc Wha.

To be eligible you must have registered and comply with the regulations specified.

For further details call Steve on (074) 987373 (work) or (074) 95 8828 (home) - or Graeme on (07) 240 4736 (work) or (074) 95 6248.

Round 2 of the series is the clubman event in Nanago on 7 May and organised by the IWMAC.

# **THE ANNUAL GENERAL MEETING - 1994.**

The Annual General Meeting held on 23 March 1994 was reasonably successful in the context that we had an almost full clubroom.

This shows that a fair few members are half-way interested in what goes on. The only downside was the relative lack of enthusiasm when it comes to nominating for those all-important positions of responsibility.

Nonetheless, I am pleased to announce that we have a very capable board and Executive, a faithful treasury team, a Club Chaplain, oops, sorry Captain (gotcha, Gregggy) and a magazine editor who asked for, and received, a 100% payrise on his non-existent salary!!

Thanks must go to Alan Bates for once more lending his professionalism and inimitable style to the top job of President of the BSCC.

A new face steps into the Vice-President's chair due to the departure of Ray Evans. Ray wants some time to do some things for himself, and so Rod Sams has taken the vacant job.

Our resident 'super-pom' Mr Barrie Burr steps into the Secretary's job and will perform most admirably I'm sure. Barrie's background and references are very reliable!

Gary McLane and Neil Michel once again head the money-side of the organisation. If only they could find that missing \$500,000 investment account! (only kidding, folks!)

The 1994 Board consists of Errol ('Where does he get the time for it?') Bailey, Rod ('He's my brother') Bailey, Alan 'Rally Forum' Clunes, Peter 'It's only been 20 years since my last rally' Hillman, Berenice 'Don't call him "Crash"' Linton, Peter 'Nigel' Marcovich, Craig 'The Barking Chihuahua' Porter, John 'Corolla-Power' Rogers, Ken 'I'll drink to that' Warren and last minute convert Tony 'I'm younger than Henk!' Best.

Club Captain is again Greg Horton and this year the Registrar's job has gone to Del Garbett.

Oh, and the Editor (unchallenged) is once again me, Tom Smith.

I'd like to take this opportunity to thank all of those in these positions and welcome them to the 1994 year!!

## "CALLIOPE CLASSIC RALLY"

### Round 2 Central Coast Car Club Rally Series

#### Round 1 Northern Tropics Inter City Event

This rally was a rerun of the '92 club event in which Ian Brenner and Bruce Dummett crashed out in spectacular fashion. For those of you who have not had a run in an event run by the Central Car Club, most of rallies are run on mainly shire roads which are usually very good with some of the forest road - as we know them - thrown in for good measure but the main feature of their events is that they are fast - very FAST.

This rally was run in 5 sections over 321k's of which 121k's was competitive - Car Classes consisted of under 1600 and over 1600.

#### Section 1

KALUDA KAPER 20.33K'S

5-4-3-2-1-GO - get the car into top gear and hold it flat for 4k's on excellent undulating flowing shire road, 90 right turn before getting into slightly slower terrain where the co-driver has a little work to do - mainly with cautions.

Fastest time 9.03 av speed 135k's

...did I mention that these rallies are fast ?...

#### Section 2

MATTSON MADNESS 26.52K'S

A section which is a little like the first - start & finish very fast - spectators in at least 3 places - with work for the co-driver mainly in mid-section. This was the section where Bruce Dummett came to grief in '92 and the organisers made sure the corner was well cautioned this time.

Fastest time 14.16 av speed 112k's

After Section 2 it was transport back to the football oval in Calliope for Division Break of about 1 hour where there was cold drinks, lots of food and a rehash of the 2 sections with other crews - L. Achterberg - Turbo Starion was leading over 1600 from B. Gardner - V8 Torana followed by Viv Gees - V8 Falcon. Yours truly with co-driver Dominic Corkeron in the Laser were leading under 1600 from Geoff Stanaway - Gemini followed by K. McNeale-Corolla.

#### Section 3

TARAGOOLA TESTER 11.02K'S

An excellent section - Good shire road - fast - with enot - down & around to keep both crew members on their toes make things more interesting - the shire council wanted to make sure the road was in good nick for the cars so they graded the entire section-11k's of ball bearings - what a - I think we were side ways as much as we were straight; though it was slippery it was very predictable & being a road it was also fairly wide.

Fastest time 5.34 av speed 124k's

#### Section 4

GENTLE GIANT 43.77K'S

Gentle - no -Giant - YES

Like driving a 43k section at Imbil using all of its combinations of fast open forest drives - smaller forest r - ups and down mountains with huge drops on one side road, a few culvert and creek crossings and the odd gri thrown in - what I would call a proper rally section.

Fastest time 24.43 av speed 107k's

#### Section 5

GETAWAY GALLOWAY 19.32K'S

Combination of forest and Shire roads.

All fast and smooth - fairly flat terrain with a series of straights and a few change of direction intersections with 1.5k flat out run to end of section then transport back to Calliope and end of event.

Fastest time 10.18 av speed 114k's

Being a daylight rally with 3 minute gaps. All cars had opportunity to complete under similar conditions - which very good for a change - but I certainly would not like the organiser if 60 cars run. Anyhow for Dominic and it was a good rally - very little damage - and an excellent result - 1st under 1600 and 4th outright and chased all the way by Geoff Stanaway in the Gemini for 2nd in class and fine 7th outright.

*Alan Clunes*





## CLUB OFFICIALS

		TELEPHONE NUMBERS			
		Home		Work	
PATRON	THE RT. HON. LORD MAYOR ALDERMAN JAMES SOORLEY				
PRESIDENT	ALAN BATES	379 9804	254 1799		
VICE PRESIDENT	ROD SAMS	345 9075	224 3851		
IMMEDIATE PAST PRESIDENT	LAURENCE SVENSON	261 3349	266 6822		
SECRETARY	BARRIE BURR	862 4668			
TREASURER	GARY McLANE	355 5985	848 6464		
ASSISTANT TREASURER	NEIL MICHEL	398 1810	231 5560		
CLUB CAPTAIN	GREG HORTON	018 746 284	268 2914		
BOARD MEMBERS:					
ERROL BAILEY	ROD BAILEY				
TONY BEST	ALAN CLUNES				
PETER HILLMAN	BERENICE LINTON				
PETER MARCOVICH	CRAIG PORTER				
JOHN ROGERS	KEN WARREN				
ADMINISTRATION					
OFFICER	ESME GIBSON	345 3435	391 8881		
CAMS DELEGATE	PETER MARCOVICH	395 1722	274 3647		
AUDITOR	PETER QUINN				
EDITOR	TOM SMITH	862 9363	834 2713		
REGISTRAR	DEL GARBETT	808 1538			
REFRESHMENTS OFF/R	KEN WARREN	074 780 060			
PROPERTY OFFICER	CRAIG PORTER	376 6563	870 3355		
SPORTING SUB COMMITTEES:					
OFF ROAD	ROD SAMS	345 9075	224 3851		
RALLY	BARRIE BURR	862 4668			
MOTORKHANA) NIGHT RUN)	KEN WARREN	074 780 060			
SOCIAL SUB-COMMITTE CHAIRPERSON	BERENICE LINTON	207 3782			
PROMOTIONS & MARKETING					

## CLUBROOMS

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BRISBANE SPORTING CAR CLUB LIMITED

1994 PROPOSED CALENDAR

		VENUE	Clerk of Course
<b>HISTORIC SERIES</b>			
			Ken Philp
17-22 JULY	VACC COMPULSORY THIRD PARTY INSURANCE CLASSIC CAR RALLY	S.E.Qld	Jim Reddiex
4 SEPTEMBER	Classic Driving Trials		Ian Ferguson
29 OCTOBER	BP RANGE RALLY CLASSIC		Tony Galletti
16 NOVEMBER	Historic Rally Group Presentation Night		

**OFF ROAD**

	INGLEWOOD Patrick Hetherman		
14 AUGUST	LONG COURSE	GATTON	Graeme Hill
20 NOVEMBER	SHORT COURSE - Ettamogah Pub Series	PALMWOODS	Rod Sams

**RALLY**

9/10 JULY	AUSTRALIAN RALLY CHAMPIONSHIP/YOKOHAMA RALLY QUEENSLAND	S.E.Qld	Errol Bailey
15 OCTOBER	BAILEY POWERLINES CLUB RALLY	IMBIL	Barrie Borr
3/4 DECEMBER	KEEMA CLASSIC RALLY Q.R.C./KEEMA CLUB RALLY	GALLANGOWAN	Craig Porter

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

1 MAY - 5 JUNE - 31 JULY - 28 AUGUST

**COME AND SUPPORT THE RALLYSPRINT SERIES - BENARKIN STATE FOREST 1ST MAY**

**MOTORKHANA**

Third SUNDAY of the month - Boondall Entertainment Car Park Q Start: approx 9.30 a.m.  
i.e. 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. May 4, June 1, July 6, Aug 3, Sept. 7, Oct 5, Nov 9

**SOCIAL GOLF DAY SUNDAY 22 MAY 9.45 am INDOORROOPILLY GOLF CLUB 1st TER**  
Ring Berenice Linton for more info.



ALL WELCOME - COME TO THE OFF ROAD VIDEO NIGHT

THURSDAY 12 MAY 1994 - 8.00 p.m.

INGLEWOOD 300 - WARIALDA

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