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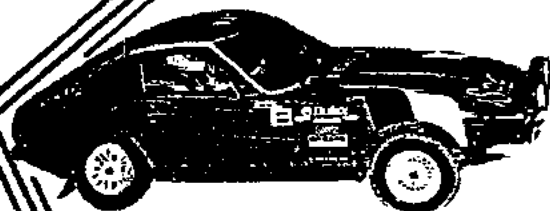
**THE MONTHLY MAGAZINE OF
THE BRISBANE SPORTING CAR CLUB**

1993 Rally Champion



CRAIG LEE

1993
Speed Event
Champion



*GARRY
MARSHALL*

1993
Motorkhana
/Night Run
Champions



*PAUL GRAY/
KIRSTY EVANS*

1993 CLUB CHAMPION



DEAN TIGHE

1993
Junior Champion



LEE EVANS

1993
Lady Champion



LYNDALL TIGHE

1993
Off-Road Champion



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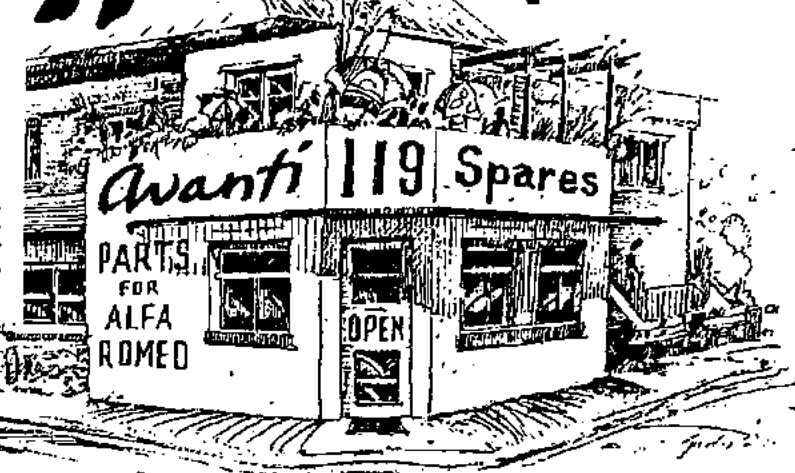
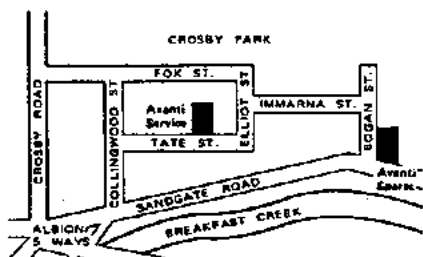
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IT'S OVER FOR ANOTHER YEAR!

Yes, it's over for another year. The ARC or Yokohama Rally Queensland or whatever you want to call it has been run and won, as they say in the classics.

The winner in a dominant display was the Toyota Celica GT4 of Neal Bates and Coral Taylor who won every stage (although they were equalled in a couple) to take top points and become equal leaders in the ARC with Michael Guest.

There is a report on the event along with results contained in this issue and I would like to take this opportunity to thank the organisers and all officials, volunteers etc for a great event.

After my last editorial when I poured my heart out about not having a ride, Andrew Johnstone came to the rescue and offered me the left seat in the Swift GTi. Mike Neely missed the event due to previous commitments and I was very happy to experience the little Group A machine.

Despite wet weather and lots of rain on the rally weekend, the organisers only lost one stage in D'Aguilar which was to be run on Saturday night and again on Sunday.

This did not threaten the overall success of the event and the gala finish back at Southbank was the climax of a great weekend. All it really needed was a spot for Neal to do some donuts in the Celica.

Maybe next year!

The only real controversy of the weekend was the Ed Ordynski Lancer RSE which was measured and found to have a possibly illegal track width. This is yet to be confirmed at the time of writing.

Oddly enough, he mentioned to someone at the presentation that the car would be going to New Zealand "as it was", so there may be some easy answer to the problem. We'll keep you all informed.

I've had some comments about the new cover of the magazine ranging from "It looks a bit odd" to "That's just what the doctor ordered."

Unfortunately it is a bit of a stop-gap until some real photos of the stars come in and when they do the cover will be modified accordingly.

Unfortunately I can only tell people to give me their photos about a thousand times before I lose interest, so maybe next month the new format will be closer to finality.

The basic reason for the change is twofold. One because we always said we would include all championship winners including the Club Champ, and two, because of the financial side of the matter.

As you know the club has the magazine photocopied by those wonderful people at the City Canon Colour Copy Shop (and Lyndall Tighe).

It would seem that the covers (front and back) took up so much toner the photocopier had to be serviced each month.

In an effort to assist, we drafted up the new pages with "a lot less black". Henk has given his approval to the KEEMA back cover as well which is a little different to the previous one.

There, I hope that explanation is a good one, cos' it's the truth the whole truth, and nothing but the truth.

Also, you might feel this magazine is a little on the skinny side. The reason for this (I'm full of reasons) is that the cost structure in Australia Post has changed and it's going to cost mega-bucks to keep sending this fine piece of literature out to members.

To try to cut some costs, we are putting the same content into a smaller package with smaller font (that's writing, for those who don't know).

Unfortunately the club is not exactly flush with funds so we must do what we can do to limit unnecessary expenditure.

We hope you understand, and if you don't - tough bananas!!

By the time you are reading this bit, the third round of the RRRR Rallyprint series should be on in Beerburum.

I am the lucky director and I expect that if you not in the expected 99 car field, you might come out to help do a roadblock or spectate.

With the expected battle between Mike Page, Barry Cook and Ian Bremner to name but a few it will be a top day.

The venue is a couple of stages used partly in the ARC and although they were a bit sloppy then, they should be fine for our Sprint.

Enclosed in the magazine is an updated Queensland Driver's Seeding list compiled by our one and only Chris Lane after the ARC, along with the progress points in the QRC so far.

The responses to the co-drivers contest have petered out a little but I'm sure there are a thousand navvies out there who have tarted for more than one rally driver. Now is the time to come out of the closet and be known. Don't be afraid of your identity.

Apologies to Laurie Garth for not including his article last month but I ran out of time to copy-type seven pages! Luckily I have my pal Tracey doing it for me as I write this.

I spoke to Dale Payne on the ARC, who is resident in Sydney these days, and he mentioned that he still gets the magazine and reads it with interest.

Good to hear! He also mentioned that Kerry (his sister) has recently had another baby. If you read this, Kerry congrats to you and John.

Before I sign off in smaller font this month I must point out that the Smith family is also expecting another addition to the family early next year so I may not be able to be the Editor for the rest of my life, like I thought I was (HAAAA!)

Welcome to my nightmare!!



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TALES FROM THE SOUTH

from Laurie Gerth

Since arriving in Albury I have become involved with the motor sport people here.

About a week or so after arriving I was contacted about navigating in a North Eastern Car Club event held on a Friday night. It was a touring assembly of about 100kms run as a navigation event split into 5 sections.

It started at Wangaratta (about 70ks south of Albury) and finished at Tarrwinga at the NECC rooms.

Wangaratta has been bypassed with a new freeway which isn't shown on the maps. We were over the freeway bridge, along unmapped roads (the freeway) under the freeway in access tunnels under freeway bridges on tracks beside the river and all types of good rally stuff. We won that one!

A few weeks later we travelled to Wangaratta again to watch the competitors in the Repco Mountain Rally do their stuff in a motorkhana held in a central street closed for the purpose.

There was about 80 entrants in the event with all types of cars. Driving styles ranged from Roger Clark in the MKI Escort whose effort - with a front end throw to change direction, from reverse to forward, on the bitumen - brought rounds of applause from the spectators to the gentlemanly progress of our own Peter L. Smith R.A.C. and BAR in his Valiant auto.

We won't talk about the road closures.

From "Wang" (as it's called) the field travelled through Myrtleford - Beechworth and Yakandandah ("Yak") (all beaut old Victorian towns - all autumn yellow and brown leaves falling and such) to Wodonga. Where at Partington's Motor Sport Garage (all old motor memorabilia - old RCN - Bathurst Videos to put in the machine etc.), there was to be a test - the competitors had to start in pairs side by side, accelerate about ten metres to the forcourt, grab a jack and swap two tyres on the car.

The styles varied, some people had the forthought to loosen the wheel studs or spinners first. Some changed left to right on the front or back, others changed front to back one one side. Roger Clark said - with tongue firmly in cheek "we have people that do this" - one bloke had a flash sports car with two female navigators. He took a long time to change tyres. Allan Stean was with Ian Ferguson and worked like a demon. One P Smith was a bit slower but by far the most entertaining. Ask Peter about replacing Valiant Motors. He blew the

original one up on he way to Melbourne.



A couple of weeks later I won a couple of passes to the Winton Historic Races. We went down on the Sunday and had a beaut time. The cars were in all types and sizes from 1927 Race cars to Mini's. There was motor bikes and outfits of all vintages. The oldest "bikie" was 80 years old. One of the best races was an Appendix J Race (I think that was the class). Amongst them all were a bunch of Minis, Cortinas, a Chev. Nova, an FJ Holden and a Lancer (Austin not Mitsubishi) and a heap of others.

It brought back a lot of memories watching the FJ driving around the outside of the Minis!

On the weekend of the 4th June the Historic Rally Association held the 1994 Performance Exhaust Maroondah Historic Rally. I received a couple of phone calls regarding navigating and ended up navigating for Brent Fletcher in a BMW 2002 (I don't know BMW's but that's what the entry said).

The field consisted of 6 Peugeot 404's, 2 Cooper S's, 2 Toyota Corolla's, 2 MKI Cortina's, 1 Peugeot 203, 1 Peugeot 204, 1 Austin 1800, 1 Renault R8 Gordini, 1 BMW 2002, 1 Volvo 122s, 1 SAAB, 1 Bellet (ask Allan Stean), 1 MK2 Zephyr, 1 Ford Mustang, 1 Cortina MKII, 1 Colt, 1 Triumph 2000 station wagon, 1 Mini 850, 1 Datsun 1000, 1 Pre HDT Holden "Works" Kingswood 5 LTR that was originally driven by Bob Watson, still in the original paint scheme.

These historic rallies are for Pre-1968 rally cars and involve precise navigation, driving tests, rally stages, on roads that include grotty tracks, bogs, paddocks, forest roads, shire roads, speedways and some bitumen.

The book in was at Cirruside Park Shopping Centre located near Lillydale to the east of Melbourne. The 7.30am start meant we travelled down on the previous day and stayed at a motel. We woke the owner in the morning so we could pay before leaving.

A concourse was held at the start and it was won by the MKII Zephyr and we tied for second. The concourse was scored as a part of the event and I don't believe this is a good idea. I think the concourse should be for an annual trophy.

The first section was on photocopy maps and was 26.58 kilometres of navigation with 5 vias one of which was:

Via "Approx 3/4 mile of unmapped road commencing at the end of the road commencing from an intersection 13/4 mapped miles north north east of Warrandyte (i.e. Pigeon Bank Road)" (could I have a valium please?).

Much confusion ensued at a via location where the crews found old alignments. The organisers had no VRC boards out. Many rally cars were disappearing under bridges, over banks, up old tracks looking for the nonexistent V.R.C. We equalled first for this section. Two used three photocopy maps, all very old, some even scaled in miles. Some of the smart crews had a halda set up in miles. (Just for these old maps.) 35.89 km 7 vias travelling past Rob Roy Hill climb and down a road called 'breakneak', it had a road sign at the top "Emergency Vehicles Only". It was incredibly steep and there is no way a car could stop or drive up the road. A 4WD in low range would struggle. We equalled first on this section.

Test one was 1.10 blast around private property at Dixons Creek. Brent said he "woosed out" on this and we were about second last. This was to be quite important later. Section three - 39.38K 5 Vias - a trap into Healsville which caught some and a lot of bitumen. We equalled first on this one also.

Section 4, 20.37k mainly route chart through forest with 4.45k of the grottiest, boggy roads in the event. We nearly bogged the "bimmer" (us BMW people call them that) a couple of times. Equal first also. Two special tests followed at Buxton on private property.

Test 2 was 1.39k around farm roads. Some maximum speeds here.

Test 3 was accelerating and braking. 0.5K we started then at 2 "TR into garage back out forward to end", stopping straddling the finish line. We were in the top few here.

Section 6 was 22.20 route chart to Australian Rally Sport New's Jeff Whitten's control which was located about as high as you can get on black range (I think that was the name) equal first.

Special test 4 - 4.24K down the range that which took 12K to climb took 3.11 to descend, talk about steep and what drops. We messed up the TVHR at 0.62 and gave the cameraman a bit to think about. Quite quick here, the "Bimmer" stops and turns very well (thank heavens) - about 4th or 5th I think the blokes in the Datto 1000 and the Pug 203 are quite crazy. It worked out Brent had mastered the hand brake plow at 0.62K.

Section 7 13.52K 4 Vias to Alexandra Speedway, the second via was to travel via shortest mapped route along a particular road. We found 1-ZVRC and 2-VRC's Mark was bought down to size when Phil Nicholas came in with 3-Z VRC's and 2VRC's. ZVRC's are placed on the shortest mapped route where the mapped road no longer goes through. When you find a Z you rejoin the new alignment and get back to the shortest mapped route as soon as possible. About equal fourth on this one.

A meal break was held at Alexandra Speedway at about 1.30PM - the organisers had supplied meal tickets with the route cards and hired a caterer. We had roast, gravy, coleslaw and tea for lunch and a full roast meal at the finish. The caterer was paid for the tickets collected. Quite a good idea.

Division 2 started with Test 5:- two and a bit laps of the Speedway circuit 1.2 km - it is a bush speedway basically flat and oval with a dint in one end. We were fastest even though Brent had never been on a speedway before. In this section Margaret Daniels rolled the 5ltr Holden. Husband Raymond was navigating at the time - Margaret's first thought was "Hell I've killed Raymond" then "There goes the round Australia". Next "This is going to put my kitchen renovations back nine months" - Margaret got out with a few bruise and a grazed arm through a jacket and shirt. Raymond was okay we think. The car is repairable.

The remaining navigation sections were through very high country near Lake Eldion back to Toolang - Black range forest interspersed with a special test of 3.43km including a gate to open - (remember them?) - we were in the top 3 here the nav sections were a total of 129.76K and we were equal first. We found the old alignment into Moleworth, even if the director didn't require us to use it.

Back in the Toolang - Black Range Forest we had four night forest stages and 3 transports. We had the first trouble with the car in the first night stage when it ground to a halt about 3ks in. The fuel pump had blocked Brent had a spare electric pump and swapped the pipes to this one hooking the

electrics to the tail light wire. The next competitive finished with a big down hill run. A Pug was in control with the fireout. We stopped with smelly brakes next thing we had the Renault going bush beside us - a case of terminal brake fade and was desperate to stop. The second last section was a loop and no problem but on the last stage we saw a set of Oscars at the side of the road.

They were attached to a Corolla which was peering at us from over the edge.

At one stage we also passed a 404 off the side and winching. At 7.93 the car stopped again. This time with a lump of silicone RTV in the fuel line. We lost about 3 minutes here - later in the stage as we came over a crest there was no trees on the out side and we could see Melbourne. Brent decided to slow down a bit - I said that it seemed like a good idea. We were last on this stage!

The final navigation section was 23.70 k's back to "Bills Barn" at Dixons Creek and what a venue for a finish. Located on the top of a hill the barn is a genuine barn split timbers sides tin roof dirt floor a big fire place hay bales. Hot food drinks. Quite a nice change for a finish. Midge once again found a job scoring results and we all had our iff's and butts. Allan Upton said if only the concourse wasn't part of the event. Brent said if only he had gone quicker on the first test and if only he hadn't used RTV silicone as a gasket on the fuel sender.

Margaret Daniels said if only she had as much skill as the car has power ("The Daihatsu Charade isn't as wide as the Holden - the left of the Charade wouldn't have been on the inside bank"). The bloke in the Corolla - probably Alex Turner - must have been thinking he should have gone a bit slower into the muddy hair pin etc.

It looks like Graham Wallace and Phill Nicholas in the 403 have won another one - Allan Upton and Mark Laidlaw in the Datto 1000 could have clawed there way up to second and we could be up there somewhere, but these results could change before they are issued.

Before the event Margaret Daniels asked me if I would navigate for her and the big Holden in the "Mirboomeanda" but that has been "upset" now. Brent may want me back.

I'll let you know,

Lauree Garth
(Hobby Mexican)

Stats:

311.70ks Navigation

11.86ks Special Tests

43.51ks Night Rally Stages

14.20ks Transport

381.27 ks of good fun

Start 8.30am

Finish 9.00pm

Entry fee \$90.00 including two dinners and two lunches.

VACC MARATHON REDUCED!!

The VACC Insurance marathon Historic Rally was unfortunately reduced to a one-day event when the expected surge of entries failed to materialise.

At \$2,000 per car (including all accommodation and meals etc) it was probably something of a holiday budget for many people, but the organisers were forced to change the status of the event.

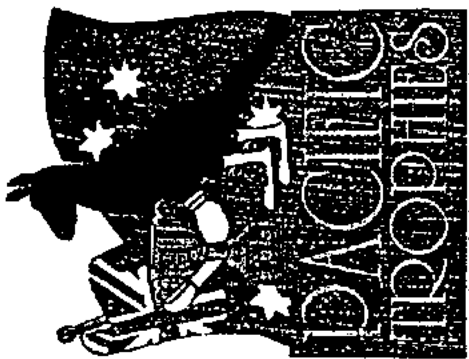
Instead it was run as a one day historic rally through south-east Queensland and results should appear in this magazine.

Although the grandeur of the event was lost a little there is nothing to say that a slightly shorter, but just as impressive historic rally will not be held sometime in the future.

I believe that even the Repco Mountain Rally in the south will be shortened next year and it is currently perhaps the historic rally in the country.

I am sure that a Queensland event in the south-east corner can and will be a raging success!!





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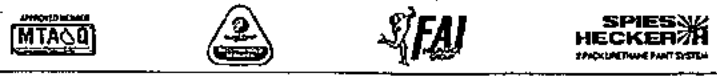
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LEIGH ACHTERBERG	0.9344	1	ISTEVART REID	1.0000
RICHARD ANDERSON	0.9367	2	MAYNE HOY	0.9973
NAYNE APPELYARD	0.9277	3	PETER GLENNIE	0.9895
IAN BAILLEY	0.9165	4	MARK GRIFFITH	0.9887
MOO GALLEY	0.9489	5	DEAN TIGHE	0.9752
WYMOND BANSHER	0.9205	6	WARREN CARRIGAN	0.9747
BRUCE BARNICK	0.9268	7	PETER PHILLIPS	0.9689
DARRIN BALMANN	0.9495	8	CRAIG LEE	0.9671
BOB BECKER	0.9241	9	DAVID JOHANSON	0.9660
ROBIN BERARDO	0.9267	10	CRAIG LUCEY	0.9641
PAUL BERGLAN	0.9556	11	BRUCE QUINNETT	0.9624
GORDON BISHOP	0.9442	12	ROD BROWNING	0.9493
TERRY BOARDMAN	0.8924	13	DAVID CARLTON	0.9451
ERROD BOCHUDA	0.8994	14	GEOFF KRAUSE	0.9431
TREVOR BONDEN	0.8355	15	NLEN DUTHIE	0.9430
IAN BRENNER	0.8556	16	MIKE PAGE	0.9391
MICHAEL BAINROSE	0.8226	17	RICHARD ANDERSON	0.9347
GLENN BAINKMAN	0.8297	18	HORR FLETCHER	0.9362
BOB BROWNING	0.8483	19	LEIGH LEITCHBERG	0.9344
RANDALL BRYSON	0.7969	20	JOHN GOASDOLE	0.9268
MARTIN BURROWS	0.8760	21	JOHN SPENCER	0.9249
VIC CAMERON	0.7884	22	ELIAN MADNEY	0.9248
ALEX CAMPBELL	0.8651	23	ROB BECKER	0.9243
MARK CARELESS	0.8961	24	MARK TAYLOR	0.9228
DAVID CARLTON	0.9451	25	GARRY MARSHALL	0.9215
ETERAN CARNEY	0.8218	26	PAUL GOOMLIN	0.9169
WARREN CARRIGAN	0.9747	27	IAN BAILLEY	0.9165
TIM CHARALAMBOS	0.9330	28	DAVID KASH	0.9122
ALAN CLANES	0.8551	29	JOHN GIBSON	0.9082
RICHARD COLLINGWOOD	0.8297	30	WYNE APPELYARD	0.9077
TIM COLLINGWOOD	0.8274	31	IAN WRIGHT	0.9057
CHRIS CORBEE	0.8675	32	GORDON OFFER	0.9052
ROBERT CRASE	0.8457	33	VIVIAN ELES	0.9052
TREVOR CRASE	0.8951	34	ALLEN JONES	0.9046
BRIAN CRISP	0.8526	35	MARVEY POTTS	0.9040
MOO CROSS	0.8368	36	JOHN EDDY	0.9021
BRUCE DANSON	0.8683	37	PAUL WILLIAMSON	0.9021
SHANE DAY	0.8890	38	JEFF KILBRIDE	0.9018
BRUCE DUNNETT	0.9624	39	BENROD BOGNAGA	0.8974
GLEN DUTHIE	0.9430	40	JOHN CARELESS	0.8951
TIM EYTON	0.7175	41	STEVE ROSS	0.8952
JOHN EDDY	0.9051	42	TREVOR CRASE	0.8951
HORST EFFENBERGER	0.8626	43	TERRY BOARDMAN	0.8924
ENSON	0.8543	44	JOHN MARTIN	0.8919
BRIAN EVERITT	0.6675	45	TORY KAREL	0.8901
KEITH FACKRELL	0.8675	46	MORN SIMPLETON	0.8891
HAYON FARNAN	0.8047	47	SHANE DAY	0.8890
WYMOND FLETCHER	0.8308	48	GEOFF STANWAY	0.8881
REX FORD	0.8724	49	PETER KAHLER	0.8856
FABIO FRANCINI	0.8253	50	CRAIG NOLE	0.8856
PIA FRANCHI	0.7408	51	GEN WATKINS	0.8815
MORN FRITZER	0.9362	52	PERRY WHITE	0.8810
MARK FULLERTON	0.8575	53	ANDREW EASTON	0.8797
RICHARD GALLS	0.8123	54	GLEN WESTON	0.8776
GARDIN GARDNER	0.6387	55	JIM SUEST	0.8772
MACKAY GASTON	0.6797	56	MARTIN BURROWS	0.8750
MICHELLE GATTON	0.6903	57	REX FORD	0.8724
VIVIAN SEES	0.9052	58	DAVID SCHAFER	0.8705
JOHN GIBSON	0.9082	59	GEOFF PEACHAN	0.8702
MARTIN GIBSON	0.7931	60	JOHN STICK	0.8651
PETER GLENZIE	0.5895	61	BRUCE DANSON	0.8653
JOHN GOASDOLE	0.9268	62	PAUL LEE	0.8675
IAN GOLDSWORTHY	0.8183	63	CHRIS CORBEE	0.8675
PAUL GOODWIN	0.9149	64	TIM COLLINGWOOD	0.8674
TORY GRAHAM	0.5914	65	BRETT WILSON	0.8672
IAN GREVELL	0.6852	66	KEE HENNA	0.8672
MARK GRIFFITH	0.9287	67	JIM PILGRIM	0.8668
DAVID HINDY	0.8123	68	LARRY LITTLEWOOD	0.8586
JIM GUEST	0.8772	69	JOHN PEYVAN	0.8652
MICHAEL GUEST	0.8082	70	GARRAN MYLAND	0.8658
BRUCE HORTON	0.8257	71	ALEX CAMPBELL	0.8551
TORY HOWARD	0.8388	72	ALAN CLANES	0.8651
MAYNE HOY	0.9973	73	GRANT YARROW	0.8651
JEFF HUTCHINGS	0.8240	74	ANDREW JOHNSTONE	0.8646
GARRAN MYLAND	0.8658	75	ADRIAN MCKAY	0.8644
DONALD IRVING	0.7696	76	LEE WILLIAMS	0.8637
GRAHAM JACKSON	0.7368	77	HORST EFFENBERGER	0.8626
ANDREW JOHANSON	0.8180	78	TREVOR KING	0.8610
DAVID JOHANSON	0.9660	79	GLENN BAINKMAN	0.8597
ANDREW JOHNSTONE	0.8648	80	COL O'BRIEN	0.8586
ALLEN JONES	0.9045	81	BRUCE FULLERTON	0.8579
TORY KAREL	0.8901	82	RICHARD TAYLOR	0.8571
PETER KAHLER	0.8856	83	IAN BRENNER	0.8556

P KENNEDY	0.8027	84	S ENSON	0.8543
STEPHEN KENNEDY	0.7988	85	MIKE REARY	0.8539
JEFF KILBRIDE	0.9018	86	SPENCER TARRON	0.8537
LEE KILLER	0.8470	87	IAN CRISP	0.8526
BRUCE KING	0.7159	88	PETER LOCKHART	0.8496
TREVOR KING	0.8618	89	DARRIN BARMAN	0.8496
GEOFF KRAUSE	0.9431	90	BENJAMIN HENZIES	0.8451
MICHAEL LAIRD	0.8368	91	ROD BAILLY	0.8449
MICHAEL LAKE	0.7547	92	C MICHEL	0.8449
C LAWRENCE	0.6940	93	J VINDHART	0.8473
CRAIG LEE	0.9671	94	LEE KILNER	0.8470
PAUL LEE	0.8675	95	KEITH FACKRELL	0.8457
PETER LEITCHER SMR	0.7910	96	PETER STEWART	0.8445
LARRY LITTLEWOOD	0.8665	97	GORDON BISHOP	0.8442
PETER LOGG-HART	0.8520	98	ROBERT CRASE	0.8437
J LONE	0.8116	99	M SCHEERS	0.8436
CRAIG LUCEY	0.9641	100	TERRY SCOTT	0.8388
ALAN MADNEY	0.9248	101	JOHN HOWARD	0.8388
GARRY MARSHALL	0.9215	102	CHRIS WATERS	0.8371
JOHN MARTIN	0.8910	103	PHILIP LAIRD	0.8350
ADRIAN MCKAY	0.8644	104	MOO CROSS	0.8348
ALEX MCKAY	0.8317	105	GARRAN BAINKMAN	0.8357
KEE HENNA	0.8672	106	TREVOR CRASE	0.8355
GEOFF PEACHAN	0.8702	107	ALAN THOMPSON	0.8349
IAN MENZIES	0.7940	108	GILL WILSON	0.8337
C MICHEL	0.8449	109	IAN KING	0.8332
NEEL MICHEL	0.8286	110	TIM CHARALAMBOS	0.8330
DAVID MILLER	0.7451	111	MICHAEL BAINROSE	0.8326
BRETT MITCHELL	0.8672	112	DAVID ROBERTSON	0.8322
IAN MOGGE	0.8332	113	ALEX MCKAY	0.8317
BENJAMIN NOLE	0.8491	114	WYMOND FLETCHER	0.8308
CRAIG NOLE	0.8856	115	ROBERT STEVENSON	0.8298
GLEN MURDOGH	0.8195	116	RICHARD COLLINGWOOD	0.8295
DAVID NASH	0.9122	117	CAMPBELL SMITH	0.8287
MIKE NEARY	0.8536	118	KEEL MICHEL	0.8286
EDL O'BRIEN	0.8585	119	BRUCE BAINKMAN	0.8286
GRAHAM OFFER	0.9052	120	BRUCE HORTON	0.8257
DIRK OLBERTZ	0.8058	121	JEFF HUTCHINGS	0.8240
MIKE PAGE	0.9391	122	ETERAN CARNEY	0.8218
PETER PHILLIPS	0.9689	123	RATHMOND BANSHER	0.8205
DEP PILGRIM	0.8668	124	RN SMITH	0.8204
MARVEY POTTS	0.9040	125	NLEN MURDOGH	0.8195
JOHN PEYVAN	0.8662	126	ANDREW JOHANSON	0.8180
GEOFF REE	0.7812	127	RICHARD GALLEY	0.8183
STEVART REID	1.0000	128	TIM WALKER	0.8132
SCOTT ANDRES	0.6922	129	DAVID GRINDY	0.8123
DAVID ROBERTSON	0.8322	130	C LONE	0.8116
JOHN ROSS	0.7359	131	IAN GOLDSWORTHY	0.8103
S ROSE	0.6872	132	COLLEEN SMITH	0.8082
STEVE ROSS	0.8951	133	MICHAEL GUEST	0.8082
KATHOL SCHAFER	0.7870	134	BRIAN EVERETT	0.8075
DAVID SCHAFER	0.8705	135	MICHAEL THOMPSON	0.8070
M SCHEERS	0.8436	136	DIRK OLBERTZ	0.8058
TERRY SCOTT	0.8368	137	GREG WATERS	0.8355
MORN SIMPLETON	0.8891	138	FABIO FRANCINI	0.8053
CAMPBELL SMITH	0.8287	139	HAYON FARNAN	0.8047
COLLEEN SMITH	0.8082	140	P KENNEDY	0.8027
KEE SMITH	0.7943	141	TODD WARKER	0.7995
M SMITH	0.6204	142	STEPHEN KENNEDY	0.7988
JOHN SPENCER	0.9260	143	RANDALL BRYSON	0.7969
GEOFF STANWAY	0.8881	144	ROBIN BERARDO	0.7967
ROBERT STEVENSON	0.8298	145	PAUL BERGMAN	0.7956
PETER STEWART	0.8445	146	KEE SMITH	0.7943
JOHN STOCK	0.8691	147	IAN MENZIES	0.7840
MARK TAYLOR	0.9228	148	MARTIN GIBSON	0.7931
RICHARD TAYLOR	0.8571	149	PETER LEITCHER SMR	0.7910
ALAN THOMPSON	0.8349	150	ATHOL SCHAFER	0.7870
MICHAEL THOMPSON	0.8070	151	RODNEY REID	0.7812
DEAN TIGHE	0.9752	152	DONALD IRVING	0.7696
J VINDHART	0.8473	153	VIC CAMERON	0.7684
TIM WALKER	0.8132	154	MICHAEL LAKE	0.7547
TODD WARKER	0.7995	155	DAVID MILLER	0.7451
CHARIE WATERS	0.8371	156	PIA FRANCHI	0.7408
BRUCE WATERS	0.8055	157	GRAHAM JACKSON	0.7368
BEN WATKINS	0.8015	158	JOHN ROSS	0.7359
GLEN WESTON	0.8776	159	TORY DUTTON	0.7379
PERRY WHITE	0.8610	160	BRUCE KING	0.7359
LEE WILLIAMS	0.8637	161	C LAWRENCE	0.6940
PAUL WILLIAMSON	0.9021	162	SCOTT RHODES	0.6922
GILL WILSON	0.8337	163	TORY GRAHAM	0.6914
IAN WRIGHT	0.9057	164	MICHELLE GATTON	0.6903
MARTY YARROW	0.8651	165	S ROSE	0.6872
SPENCER YARROW	0.8537	166	IG GREVELL	0.6852

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Some financial assistance would be great as I am only a poor suffering student!

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Call Alex Campbell on (067) 72 6432 - Armidale.

WELCOME BACK TURBO-DICK!

One person working his tail off on the weekend of the ARC was none other than Dick Boardman, back from his sojourn in PNG.

Some club members will remember that we bade farewell to Dick some 2 years ago when he returned to take up a position in Port Moresby.

Luckily he left his Cordia Turbo rally car here in storage and the beast was his mode of transport on Yokohama Rally Queensland.

Welcome back to Queensland Dick and we hope to see you out there competing again before too long.



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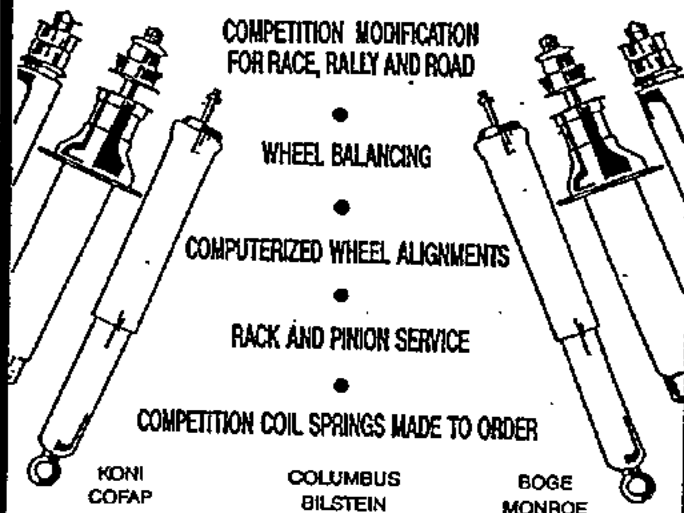
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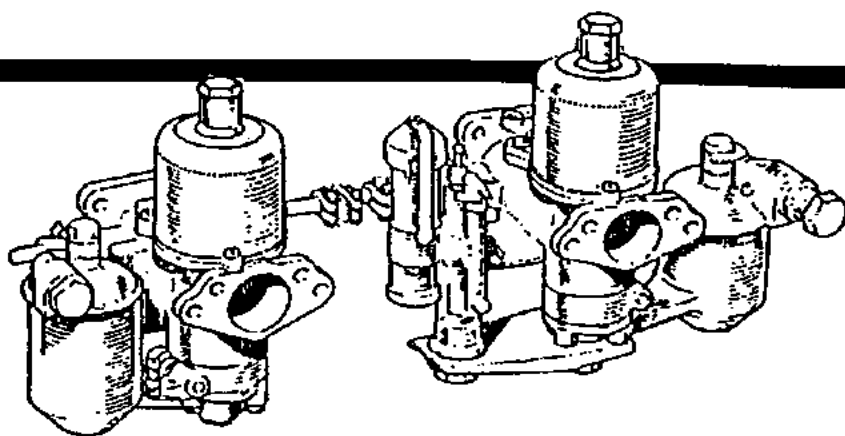
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Yokohama Rally Queensland

Yokohama Rally Queensland this year was a success without any doubt, despite the fact that south-east Queensland was inundated with rain which turned much of the rally route into mud and caused the deletion of one stage which was to be used twice on the weekend.

Taking a dominant win was the quasi-works Toyota Celica of Neal Bates and Coral Taylor which was always odds-on favourite, but assured of top points following the early loss of Michael Guest and David Green in the black Lancer RS.

Errol Bailey was once again Clerk-of-Course in this ARC C10 event and his hard-working team put in much effort to ensure the event was a huge success.

There were some initial fears that the local numbers would be somewhat low because of a large amount of comments about the entry fee.

As this magazine has stated more than once, the fee is consistent with other ARC C10 events in other states and offered quite reasonable value for money for those who really wanted to score QRC points and compete against the country's best.

When the final numbers were tallied up the result was surprising and very pleasing with 52 crews on the list, including some 27 inter-state entries.

There were many quick 4wd turbo cars and just a many quick 2wd's. Five Nationally Classified drivers were at the pointy end of the field and the Queenslanders were well represented by Stewie Reid/Iain Stewart in the quick Celica GT4 which had just been driven to fourth outright in S.A.

Warren Carrigan/Hugh Reardon-Smith followed up in the Laser TX3-4wd and Peter Glennie/Tony Garvey were up there as well (Pete being an honorary banana-bender).

Further down the field, the ex-Coote Mazda 323GTX of Brian Crisp/Chris Lane was having a run and the team was determined to finish well on Sunday.

It was a little odd with the other gun 4wd crews of last year missing - Mark Griffith (new Impreza WRX under construction), Dean Tighe (Pulsar GTi-r in the shed), Craig Lee (back in his 2wd Sprinter).

I (Tom Smith) grabbed a ride with Andrew Johnstone in the 'Yellow Peril', the Group A Swift GTI, Dean was in the hot seat for Greg Horton's new Hyundai Lantra and Alan Bates (no relation to

Official Entry List

Car	Entrant	Driver	Co-Driver	Vehicle	ARC Class	QRC Class
1	Bates, Neal	Neal Bates	Coral Taylor	Toyota Celica	PR3	
2	Les Walker Rallying	Ed Onyiah	Mark Stacey	Mitsubishi Lancer	N5	
3	Falkes Tyne	Wayne Fry	Andrew Bennett	Mitsubishi Lancer RS	PR3	
4	Guest, Michael	Michael Guest	David Green	Mitsubishi Lancer RSE	PR3	
5	Alexander, Graham	Graham Alexander	Rod Honey	Mitsubishi Lancer RS	PR3	
6	Collin, Lindsay	Lindsay Collin	Ron McEwan	Nissan Pulsar GT-R	PR3	
7	Reid, Stewie	Stewie Reid	Iain Stewart	Toyota Celica GT4	PR3	PR3
8	Finlay, Nona	Nona Finlay	Steve O'Brien-Ponsford	Toyota Celica GT4	PR3	PR3
9	Dalton Australia	Robert Woolf	Dale Ryan	Dalton GT 6	N0	
10	Vaughan, Graham	Graham Vaughan	Scott Connor	Mitsubishi VR4	PR3	
11	Bates, Rick	Rick Bates	Joey Britain	Toyota GT 4	PR3	
12	Carrigan Warren	Warren Carrigan	Hugh Reardon-Smith	Ford Laser TX3	PR3	PR3
13	Heyblle, Mark	Mark Heyblle		Mitsubishi Galant	PR2	
14	Thompson, Michael	Michael Thompson	Gordon Kibbe	Subaru Impreza WR	N5	
15	Glennie, Peter	Peter Glennie	Anthony Garvey	Nissan Pulsar GT-R	PR3	PR3
16	Lee, Craig	Craig Lee	Alan Bates	Toyota Sprinter	PR1	PR1b
17	Browning, Rod	Rod Browning	Barric Burr	Holden Commodore	PR2	PR2a
18	Willett, Karl	Karl Willett	Oleg Anisim	Toyota Sprinter	PR1	
19	Buckham, Justin	Justin Buckham	Jim Glendon	Toyota Corolla	A1	
20	Taylor, Mark	Mark Taylor	Liz Swanson	Ford GT10	PR2	
21	Ethan Hilton Enterprises	Ethan Hilton	Paul Bailey	Subaru Impreza	PR3	
22	Dalton Australia	Bert Middleton	Duncan Long	Dalton Cherokee	A1	
23	Albury Workshops District Car Club	David West	Tony Best	Suzuki GTI	N1	
24	McNay, Richard	Richard McNay	Andrew McNay	Toyota Celica	N5	
25	Wainwood, Steve	Steve Wainwood	Luffy Drom	Ford Falcon ED	PR2	
26	Goodson, John	John Goodson	Rob Reddick	Datsun 2510	PR2	PR2a
27	Goat Vivian	Vivian Goat	Neil Goat	Ford Falcon	PR2	PR2b
28	Murdoch, Andrew	Andrew Murdoch	Alison Reeves	Ford Falcon EB	PR2	
29	Dauper, David	David Dauper	Melinda Hebbelough	Suzuki Swift GTI	N1	
30	Martin, John	John Martin	Peter Kammerage	Cornwallie VH 33	PR1	PR2b
31	Falloon, Bruce	Bruce Falloon	Dave Aspinwall	Hyundai Lantra	N2	N2
32	Pickar, Andrew	Andrew Pickar	Clare Parker	Dalton Cherokee	N1	
33	Jones, Allen	Allen Jones	Lance Jones	Mitsubishi G E	PR2	PR2b
34	Nick, Craig	Craig Nick	Craig Smith	Datsun Stanza	PR2	PR2a
35	Ashdown, Leigh	Leigh Ashdown	Chris Edward Ross	Mitsubishi Starion JA	PR2	PR2b
36	Watkins, Ben	Ben Watkins	David Bond	L-Combi TF	PR2	PR2a
37	Goody, David	David Goody	David Goody	Toyota Corolla	PR1	PR1b
38	Gaston, Andrew	Richard Gaston	John Smith	Holden TD	PR1	PR1b
39	Crisp, Brian	Brian Crisp	Christopher Lane	Mazda GTX	PR3	PR3
40	Collingwood Tim	Tim Collingwood	Richard Collingwood	Honda Civic	PR3	PR1a
41	Meadham, Geoff	Geoff Meadham	Anthony McLachlan	Holden Commodore TD	PR2	PR2a
42	Lockhart, Peter	Peter Lockhart	Michael Bruce	Holden Commodore	PR1	PR2b
43	Fabrizio, Frank	Frank Fabrizio	Christopher Collingwood	Toyota Corolla	PR1	
44	Scott, Terry	Terry Scott	Murray Watt	Datsun 1600	PR2	PR2a
45	Carry, Kieran	Kieran Carry	Carver Thompson	Ford Capri	PR3	PR2b
46	Johnstone, Andrew	Andrew Johnstone	Tom Smith	Suzuki GTI	A1	A1
47	Horton, Greg	Greg Horton		Hyundai Lantra	N2	N2
48	Bergman, Paul	Paul Bergman	Shaun Gill	Fiat 131	PR2	PR2a
49	Galley, Richard	Steven Galley	Steven Galley	Combi TE	PR1	PR1b
50	Francis, Fabio	Fabio Francis	Stephen Parnot	Proton 504	PR2	PR2a
51	Smith, Campbell	Campbell Smith	Norida Tielie	Toyota T 18	PR1	PR1b
52	Regan, John	John Regan	Kevin M J Taylor	Toyota Corolla	PR1	PR1b

Neal) was riding in the 'Ral-Lee' Sprinter.

Speaking of Greg's Lantra, it had to be one of the best presented cars in the field and looked resplendant in it's yellow livery. He should be very proud of the way it has come together.

The under-25's were having a dice for the ARN Challenge and contenders included Craig Lee, Craig Mole, Allen Jones and Ben Watkins.

The scrutineering venue was King George Square in the city and full credit goes to those who did the 'leg-work'. I think Neil Michel was one of those responsible and he seemed to have everything under control as he directed traffic here and there.

Everything went along swimmingly except for a couple of those southern boys who still had four of

those spotlights up front, and a couple who had their exhausts a little bit on the noisy side.

The club's Alan Staib was out there all weekend assisting the series scrutineer Clyde Carstairs and he was on-site all Friday taking readings etc.

There were some very nice cars there including the sister car to Neal's Celica- the yellow and blue car of Rick Bates. There was the 'Possum Bourne' built Subaru Impreza of Michael Thompson and the locally-made car of Brian Hilton.

The traditional press day at Mt Coot-tha was well attended by many cars and drivers and Craig Porter had also managed to get a few celebrities up there including Alfie Langer, Duncan Armstrong and Gregg Hansford was on hand to drive Mark Taylor's big black Falcon.

Apparently poor Normia Fritter almost had a coming-together with one of the little Charades and he ended up fronting for scrutiny with a ding in the front mudguard from a big rock.

Speaking of Charades, there was but one lonely Charade series car in the rally, the W.A. car of Andrew Pinker and Claire Parker.

This is a sad reflection on the state of the Charade Series in 1994 when one considers there was some 15 cars in the class in Queensland in 1992.

The rally briefing on Friday night was preceeded by a 'rally forum' to discuss the goods and bads of Formula 2 and the future of rallying and the room was packed to the hilt.

In the briefing afterwards the teams were addressed by Errol and refreshments were served quickly thereafter. 'Best Presented Car' at scrutiny was awarded to the 'Yellow Peril' and we were off to the start of a great weekend.

The Start of the rally on Saturday morning was out at Toombul as per last year and a special stage was set up around the lower carpark on the other side of the canal. The morning looked sort of, maybe, possibly threatening but we all hoped the rain would hold off.

The weather man said it would shower, but it stayed fine until the last car had done the stage.

The scrutineers were on hand to check the wheel-track of some of the rally cars and Ed Ordynski's immaculate Lancer went under the tape-measure. This was to cause some consternation later when it was revealed the car was allegedly oversize.

Then up to Woodford and through to some of our favourite stages in Beerburrum Forest. Although fast they are quite driveable and very enjoyable to

compete over. Needless to say the 4wd cars were enormously quick!

After that the crews lised over to Moby Vics for a regroup and we headed up the Highway again towards another stage in Mapleton Forest.

It has been quite a while since Mapleton was used for competition but somehow Mr Bailey and the boys managed to convince the Foresters that they could use the Forest Drive and not annoy anyone.

Brilliant Coup, that!! It was a top stage, but Michael Guest's Lancer did an engine about three k's from the finish and he was out.

From there we trickled out and around to Imbil before heading out to do some stages just west of the town. Again familiar territory and excellent roads.

Another regroup followed and the weather was getting annoying. Unfortunately Craig Mole had a stack into a tree in his little red Stanza and he was a little flustered. I said to him "Have an accident?" and he replied "No thanks, I've just had one!!"

Off to Kandanga to come down "Ernst Road" - another lovely stage - and somewhere in there Moley had another stack. We'd lost Craig Lee and Alan Bates by then and Warren/Hugh had their gearbox let go in the Ford TX3.

After that stage we went around again to 'Burumba' and two stages followed to finish our distance in the Imbil area.

Via Imbil township at a religious 40kph (it's one of the only towns in Queensland that rigidly enforces a lower speed limit). Apparently most traffic was shot by a speed gun but there was only one car that got nabbed (twice). He shall remain nameless.

We headed down to Beerburrum to do the infamous 'Tibrogargan' stage in reverse with a little change to the end of the stage. The organisers were very proud because they'd changed it a bit to fool Johnny Goog (who I might add knows the area quite well). I guess it wouldn't have looked good to have a Datsun 1600 take fastest outright over that 5 kilometre stage.

They needn't have worried for poor old Johnny and Rob had rolled the Datto back in Imbil - not too seriously though. He was having a good time and possibly beating both the Craig Lee Sprinter and Rodney Browning's Camira.

I guess that's what happens when you use tyres with no tread on them!!

Rod and Barrie were having a great time in the Camira and setting some wicked times to be right

up there.

Apparently Stevie Winwood had been beating them quite regularly last year, but they had the better of his Falcon XR6 in '94.

The 'Tibrogagan' stage was slimy and slippery and everyone showed great control to get through it except for the Pulsar GTI-R of Pete Glennie/Tony Garvey.

I understand that the rear suspension had been giving troubles and by then had virtually seized up! This made driving the car like a go-kart and very difficult in the slop.

They went off the road but ran out of late time before they got back on the road and retired back at Parc Ferme that night.

Another driver who was punting his big V8 Commodore along well was the VH model of John Martin from the north coast. He had the ex-Lindsay Collitts car going very well indeed and at that point was in the top five QRC runners.

The field then made it's way over to the final stage of the night at Mount Mee and this was a rocky introduction over the short liaison into the forest.

Just picking one's way over the rocks was a challenge enough and the early part of the stage reflected the same sort of terrain. The latter half opened up a bit and was great!!

From there we all headed down the dark and lonely range to Brisbane for the overnight halt and I couldn't help wondering if the interstate guys thought they were out in the boondocks, rather than about ten k's from the outer suburbs!

The final service in Queensland Place was perfect and the cars were even washed before being put away for the night.

The Crest was to have catered for the rally folk, but the secret little bar which we eventually found was only serving drinks till midnight and the kitchen closed so no more food. That was a little disappointing for those of us who were expecting to be able to get something to eat and have a drink.

Meanwhile in the other bars in the Crest the drinks were being poured and the music raged on!! A bit hard to fathom, that one.

In fact all along George Street the music raged on and reports were that some people were lucky to get any sleep at all that night.

Early the next morning we arose and after timing our schedule perfectly, went over to get the car.

Ed Ordynski was going back into the Hotel and Andrew pointed out that he should have gone by then. After some investigation we found out that the start had been delayed while a Steward's Hearing was held.

Errol Bailey has acknowledged that he should have clearly informed all crews on the Notice Board, but he didn't think it would go on for that length of time.

Back up to Mount Mee in the beautiful morning air and the stage was great, much better than the night before in fog and rain!!!

Unfortunately the rain was coming and by the time we got over to Beerburum the last two sections were wet.

After that the field went back down to Brissy for the carwash at Neil Michel's Mobil Aspley and then into Southbank for the big finish.

Neal and Coral sprayed the champers after their great win and Team Stewie were very happy.

Due to the Parc Ferme regulations the people couldn't look over the cars and this was an unfortunate part of the big climax.

Anyway the event had been run successfully in the face of adversity and nasty weather and the organisers deserve all credit.

Thanks to all of the voluntary officials who waited out there in the wet and the controllies who performed (almost) faultlessly.

Let's hope that with an increase in funding from Yokohama, next year's event will be even bigger and better.

Australian Rally Championships Official Outright Results

No	Car	Entrant	Driver	Co-driver	Vehicle	Total Time
1	1	Eden, Neil	Neil Eden	Carol Taylor	Toyota Celica	2:51:50
2	2	Eden, Neil	Neil Eden	John Sweeney	Toyota Celica GT4	2:54:15
3	3	Fallon, Tony	Wayne Kay	Andrew Bennett	Mitsubishi Lancer RS	2:54:30
4	2	Lee Wallace, Kelly/ing	Ed Ordynski	Mark Stuary	Mitsubishi Lancer	2:59:00
5	5	Alexander, Graham	Graham Alexander	Paul Mackay	Mitsubishi Lancer RLS	2:59:22
6	10	Young, Graham	Graham Young	Scott Owen	Mitsubishi VR4	2:59:23
7	8	Friton, Steve	Kenn Friton	Steve O'Brien-Pearce	Toyota Celica GT4	2:59:47
8	22	Dickson, Andrew	Paul McKeown	Duncan Long	Subaru Cherokee	2:59:49
9	9	Dickson, Andrew	Robert Moffat	Dale Hyatt	Subaru GT4	2:59:59
10	17	Browning, Paul	Paul Browning	Frank Best	Subaru Outback	2:59:51
11	25	Warwood, Steve	Steve Warwood	Larry Dwyer	Subaru Outback	2:59:54
12	23	Alamy, Wolfgang/Dimitri	David West	Tony Best	Subaru GT4	2:59:54
13	14	Thompson, Michael	Michael Thompson	Geoffy Clark	Subaru Impreza WR	2:59:57
14	30	Mead, John	John Mead	Peter Remington	Subaru Impreza WR	2:59:59
15	27	Geor, Vivian	Vivian Geor	Mark Geor	Subaru Impreza	2:59:59
16	42	Laird, Peter	Peter Laird	Michael Stone	Subaru Impreza	2:59:59
17	36	Quinn, Andrew	Andrew Quinn	John Smith	Subaru Impreza	2:59:59
18	40	Collingwood, Tim	Tim Collingwood	Richard Collingwood	Subaru Impreza	2:59:59
19	31	Fallick, Steve	Steve Fallick	Dave Adams	Subaru Impreza	2:59:59
20	35	Wallace, Ben	Ben Wallace	Neil Best	Subaru Impreza	2:59:59
21	18	Watts, Neil	Neil Watts	Greg Smith	Subaru Impreza	2:59:59
22	44	Scott, Tony	Tony Scott	Henry West	Subaru Impreza	2:59:59
23	39	Chap, Brian	Brian Chap	Christopher Love	Subaru Impreza	2:59:59
24	46	Johnson, Andrew	Andrew Johnson	Tom Smith	Subaru Impreza	2:59:59
25	37	Quady, David	David Quady	David Quady	Subaru Impreza	2:59:59
26	41	Wardell, Geoff	Geoff Wardell	Anthony McLachlan	Subaru Impreza	2:59:59
27	48	Burgess, Paul	Paul Burgess	John Gill	Subaru Impreza	2:59:59
28	34	Marshall, Andrew	Andrew Marshall	Christopher	Subaru Impreza	2:59:59
29	43	Fallick, Steve	Steve Fallick	Christopher	Subaru Impreza	2:59:59
30	51	Reynolds, John	John Reynolds	Kevin M J Taylor	Subaru Impreza	2:59:59

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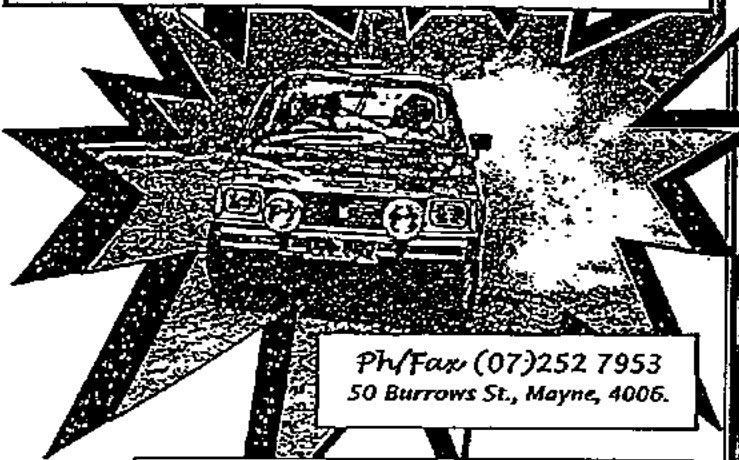
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QUEENSLAND RALLY CHAMPIONSHIP POINTS SCORE

DRIVERS CHAMPIONSHIP						CO-DRIVERS CHAMPIONSHIP					
EVENT	QRC 1	QRC 2	QRC 3	QRC 4	TOTAL	EVENT	QRC 1	QRC 2	QRC 3	QRC 4	TOTAL
STEWART REID	40	40			80	IAIN STEWART	40	40			80
ROD BROWNING	32	32			64	BARRIE BURR	32	32			64
JOHN MARTIN	18	30			48	PETER RASMUSSEN	18	26			44
ANDREW GASTON	20	24			44	TONY BEST	15	28			43
TIM COLLINGWOOD	20	23			43	JOHN STOCK	20	22			42
BRUCE FULLERTON	20	22			42	RICHARD COLLINGWOOD	20	21			41
VIV GEES	14	23			37	DAVID AMBRUSE	20	20			40
NORM FRITTER		30			30	NOEL GEES	14	19			33
PETER GLENHIE	30				30	TONY GARVEY	30				30
DAVID SCHARF	15	15			30	DAVID GRUNDY	15	15			30
GLEN DUTHIE	28				28	STEVE O'BRIEN-POUNDE		30			30
PETER LOCKHART	8	18			26	RON PETERS	28				28
BEN WATKINS	10	15			25	LOFTY DREWS		25			25
JOHN GOASDOUE	24				24	GARY McLANE	24				24
WARREN CARRIGAN	22				22	TOM SMITH	4	20			24
JOHN SPENCER	21				21	MICHAEL BRUCE	8	15			23
BRIAN CRISP	8	12			20	DAVID HOOD	10	12			22
ANDREW JOHNSTONE		20			20	HUGH REARDON-SMITH	22				22
BRUCE BARNICK	15				15	DAVID NASH	21				21
ROD CROSS	15				15	CHRIS LANE	8	12			20
TERRY SCOTT	3	12			15	DONALD CORCKERON	15				15
CRAIG MOLE	13				13	ADRIAN GOODREID	13				13
JOHN ROGERS		12			12	MURRAY MASS	3	10			13
ALAN JONES	10				10	KEVIN TAYLOR		12			12
TONY KABEL	10				10	LANCE JONES	10				10
GEOFF MEACHAM		10			10	GREG TEBBLE	10				10
PAUL BERGMAN		8			8	ALAN BATES	8				8
CRAIG LEE	8				8	ANTHONY McLACHLAN		8			8
KETRAK CARNEY	6				6	SHAUN GILL		6			6
DONALD IRVING	6				6	DAVE NICHOLSON	6				6
RAY BANSENER	4				4	CAMERON THOMPSON	6				6
IAN BRENNER	4				4	BERNICE LINTON	4				4
ALEX CAMPBELL	2				2	GLEN HEWITT	2				2

CLASS CHAMPIONSHIP					
CLASS N1					
JOHN GOASDOUE	20				20
ROD CROSS	15				15
CLASS N3					
CLASS N5					
CLASS PRC 1A					
FIN COLLINGWOOD	20	20			40
BRUCE BARNICK	15				15
CLASS PRC 2A					
ROD BROWNING	20	20			40
BEN WATKINS	10	15			25
TERRY SCOTT	3	12			15
JOHN SPENCER	15				15
CRAIG MOLE	12				12
GEOFF MEACHAM		10			10
PAUL BERGMAN		8			8
CRAIG LEE	8				8
DONALD IRVING	6				6
IAN BRENNER	4				4
ALEX CAMPBELL	2				2
CLASS PRC 3					
STEWART REID	20	20			40
BRIAN CRISP	8	12			20
NORM FRITTER		15			15
PETER GLENHIE	15				15
WARREN CARRIGAN	12				12
TONY KABEL	10				10
CLASS N2					
BRUCE FULLERTON	20	20			40
CLASS N4					
CLASS A1					
ANDREW JOHNSTONE		20			20
CLASS PRC 1B					
ANDREW GASTON	20	20			40
DAVID SCHARF	15	15			30
JOHN ROGERS		12			12
CLASS PRC 2B					
JOHN MARTIN	15	20			35
VIV GEES	12	15			27
GLEN DUTHIE	20				20
PETER LOCKHART	8	12			20
ALAN JONES	10				10
KETRAK CARNEY	6				6
RAY BANSENER	4				4

QRC 3 - TWEED

On the weekend of August 20/21 the Gold Coast Tweed Motorsport Club will be hosting the third round of the Queensland Rally Championship in northern NSW.

In a similar format to last year the rally will have a lot of short-ish sections and be based around Murwillumbah.

The roads are mostly Shire roads and some forestry, and should be quite testing and competitive.

At the moment the QRC is still open although Stewie Reid and Iain Stewart still leads on points.

Rod Browning and Barrie Burr are still second in the amazing Camira, and John Martin and Peter Rasmussen are third in the Commodore.

If you are not competing or servicing then the club would love to hear from you to do a roadblock or control.

Any help would be appreciated.

TASMANIA BOUND!?

Alan Bates, our fearless president and co-driver extraordinaire has been signed on to navigate for Stewie Reid in the C10 ARC round in Tassie on 5/6 August.

Day by Day

Mum rallies to son's aid

MICHAEL Collins is 22 and still relies heavily on his mother's advice. When she speaks to him at speeds of 220km/h, Michael listens.

Desley, 52, navigates for her son Michael. They are thought to be the only mother and son off-road rally team on the Australian circuit.

The pair, from the Brisbane suburb of Chandler, will compete in this year's Bridgestone International on July 24 in Kempsey, New South Wales, which is regarded as the premier off-road event in Australia.

No Queenslanders has won the event, but the Collins team is rated a potential race-winning combination.



THE rally car which Michael Collins drives and his mother Desley navigates.

"It was a natural decision to have Mum as the navigator," Michael said.

"Apart from the fact she is the co-owner of

the car, she has had 25 years' experience as both a driver and a navigator."

The Bridgestone International is second in

endurance only in Bathurst's James Hardie 12-Hour as the longest on-day motorsport event in Australia.

The event, which has a total of \$20,000 in prize money, takes about eight hours.

More than 150 teams from Australia and overseas converge on Kempsey every year, but only one in six will complete the course.

With speeds up to 220km/h and grueling terrain, the event is considered the supreme test of both driver and machinery.

"Naturally, as a mother, I worry about Michael's safety when he's competing, but I don't tell him to slow down," Desley said.



MOTHER-and-son off-road rally team, Michael and Desley Collins... "I don't tell him to slow down."

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THE V.A.C.C. CLASSIC CAR RALLY

The VACC Classic Car Rally was to have been an event that would run for six days from the 17th to the 22nd July. It was organised by the Brisbane Sporting Car Club, promoted by the Motor Traders Association of Queensland and sponsored by V.A.C.C. Insurance to celebrate the 50th Anniversary of the establishment of their company in Queensland. It was to have been run on similar lines to the very successful Repco Mountain Rally, with a number of navigational sections and driving tests and the organisers had hoped to entice a number of classic car enthusiasts from the southern states to come up for a holiday in the Queensland winter sunshine.

The event was directed by Jim Reddiex with the course being set by Peter Marshall and Mike Mitchell. However, when entries closed there were not sufficient competitors to justify running the rally. The organisers decided instead to run a one day event using what was to have been the first day of the original rally.

This proved to be the correct decision as a total of 39 entries were received, with a wide range of machinery from a couple of Ferraris and a Lotus Esprit through to a Citroen Light 15 and a Peugeot 203. Regular classic rally competitors who were entered included Peter Smith (Valiant) Liam Collins (Austin Healey), Tony Slattery (MG), Ian Ferguson (SAB) and John McKeon (BMW). There were Alfa Romeos, MGs, Healeys, BMWs, early Holdens, a Ford Mustang, a Studebaker Hawk, a Humber Super Snipe and many others. An interesting entry was the Citroen DS23 that won the 1974 London-Sahara-Munich World Cup Rally borrowed from a Sydney museum for the occasion.

The rally started at 8 a.m. from the VACC building at Milton and transported to the Boondall Entertainment Centre Car park for a Motorkhana. The motorkhana did not count towards the outright result so many competitors took things easy. Times varied from 76.5 seconds for one of the BMWs to 243 seconds for a competitor I wont mention. From Boondall the competitors transported to Mt Coth-tha for a morning tea break and then to near Walloon on the outskirts of Ipswich.

It was here that the real navigation started. The event used the BP South East Queensland map which had many inaccuracies. Only ten crews got the correct mapped route through Marburg and again only ten (but not the same ten!) got the information on the old Minden Range, which was the route shown on the map. Nobody got the next information near Plainland. Only one competitor found an old alignment near Forest Hill (Andrew Owen who is a surveyor!) and Betty Melton had a lonely time at her passage control near the Gatton Agricultural College with only three cars finding her. Approximately half the crews picked up the next three informations in the Lake Clarendon - Glenore Grove area, and nobody found the old alignment (or was it an intersection drawn incorrectly on the map?) near Tarampa.

At Tarampa the competitors did a tour around the old Lowood Racing Circuit, which had originally been a wartime airfield. Motor racing was held there until the mid-1960s with one of the most memorable races being the 1960 Australian Grand Prix (won by Alex Mildren in a Cooper Maserati by one twentieth of a second from Lex Davison in an Aston Martin). These days there is not much of the original circuit left. The main straight is now a public road and parts of the rest of it are still visible from nearby roads.

From there it was on to the lunch break at the Lowood Showgrounds. Next door to the Showgrounds was an engineering works with a couple of 1920s era petrol bowlers out the front.

After lunch there was a shorter run back to Brisbane via Fernvale and the new road from Wivenhoe Dam to Mount Glorious. Only four crews found the passage control on the Old Fernvale Road and less than half of the competitors found the last three informations. The rally finished late afternoon at South Bank, where the cars were left on display for a while. Another interesting feature of the event was a questionnaire that had to be answered by competitor. This was won by Tony and Sara Slattery, but did not count towards the final results.

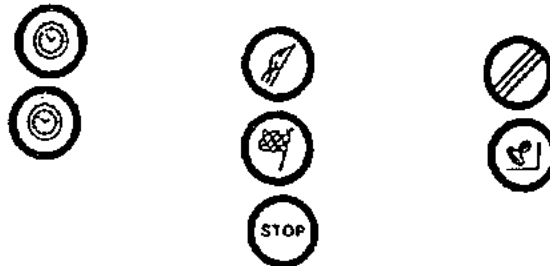
Outright winners were Ian Ferguson and Lorraine Fuller in a SAAB, this being a very good result for Lorraine as it was her first event as a navigator. In second place were Tony Perrett and Barry Goodwin in a Mini Cooper S. These two are old map reading competitors from years ago. In third place was Andrew Owen and wife Glenda in a Sprite.

Classes were won by Alex Lowe (Citreon Light 15 - a very neatly restored car that has competed in Targa Tasmania) for cars earlier than 1960. Tony Perrett (Mini Cooper S) for cars from 1961 to 1970 under two litres, Pete and Tricia Smith (Valiant) for cars from 1961 to 1970 over two litres, and G Hughes (Ferrari 246 GTS) for 1971 to 1975 cars over two litres. The three car BMW team won the team prize.

All competitors appeared to enjoy the event. Most made it to the finish in time even though they missed many informations and passage controls. Possibly the navigation was a bit hard for competitors not used to this type of map reading. Points losses ranged from 182 points for the Ferguson SAAB to 639 points for the last placed finisher.

Hopefully VACC Insurance will sponsor a similar event for next year. (The organisers still have five days of rally instructions that have not yet been used!).

Tony Best



Would you believe it! We are short of two sets of A- A Timing Boards - you know those big square Red Clocks, Yellow Clocks etc... If you helped on the recent ARC and have these boards pronto? You could give Craig Porter a ring on 376 6563 (home) 870 3355 (bus) if you know where these board might be. Thank you

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'.

Sizzlin' Subaru.

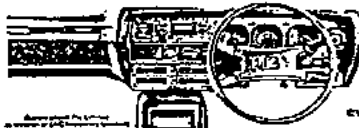
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HISTORIC AD. TIME AGAIN

Yes back with a vengeance and this month I've found an Ad. for what could be construed as one of the best cars ever! (if you believe the ad.)

Unfortunately the Subaru was a most unattractive vehicle!

By the way, is 'quadrizontal' a word?

A Snippet of Interest!

As many would no doubt know, Craig 'the barking Chihuahua' Porter was actively involved in the organisation of the 'Yokohama Rally Queensland'.

When it all finished on Sunday 10 July he was able to relax for a while you might think. Not so!!

Craig, you see, is also the Clerk-of-Course for the Keema Classic and on the next weekend he was heading up for some roadwork. Boy now that's dedicated!!!!

THE FORESTS ARE A PRIVILEGE, NOT A RIGHT!!

The Queensland Forestry Service have advised that there are a number of concerns regarding the use of the state forests by rally people.

The Qld CAMS office and the Rally Advisory Panel have been addressed about the matter and the following are the major points:

- (i) We must ensure that spectator points are controlled properly to ensure the safety of spectators. Marshalls must ensure spectators don't go where they are not supposed to.
- (ii) 'Private Practice' and illegal use of the forests by people who do not have permits to traverse. Rally competitors should be aware they can be banned from a forest!!
- (iii) All Marshalls are going to be fully informed as to their specific responsibilities and duties when on a road-block, control etc.
- (iv) The correct 'road closure' signs have to be used in the right spots.

THIS MACHINE BREAKS DOWN

1. Do not call for service until everyone concerned has had time to form an opinion as to what is wrong. Give each member of the staff an opportunity to correct the problem. Whenever possible, ALL controls and adjusting screws should be turned.
2. After several days, when the machine malfunction has become a major emergency, place an URGENT call for service. Fridays are best, but any time after 4 p.m. is o.k.
3. Alert all personnel so that each can give their version of what is wrong. Suggestions on how to fix the machine will be welcomed by the engineer.
4. Hide the service history log that is found inside the machine. Make several references about the man who was here for the same problem last week.
5. Have at least eight graduate engineers present to ask highly technical questions which are in no way related to the problem.
6. The minute the engineer arrives, ask what caused the delay. Make it clear that you expected him two days ago. Before he can answer, ask him when the machine will be back in service.
7. The machine should be as dirty and greasy as possible. A mixture of oil and pencil sharpener shavings works well. If the machine has electrical components, add staples and paper clips.
8. Assign a member of staff to supervise the repair, someone who has never seen or used the machine is preferable. Bad breath is a plus here and scores bonus points.
9. Ask again when the machine will be ready. Good timing is essential and when the machine is in 800 pieces and spread all over the floor will be just grand.
10. Be sure the machine is in a narrow passage with plenty of people passing by, each making a comment about the time the repair is taking. The lighting should be as low as possible, good engineers can work blindfold.
11. Ask if the machine is ready yet. If the engineer is looking at the schematic diagram, ask if he knows what he is doing. It doesn't hurt to mention that you repaired the toaster last week without the aid of a schematic diagram.
12. When the repair is completed, tell him what a swell job he did. Say it should be a swell job as it took long enough.
13. Try to get the engineer to lower the bill. They make too much money anyway.
14. After he has gone call his supervisor and say the machine is worse now than before. Follow up with a letter with copies to the Head Office.

FOLLOW THESE RULES ON EVERY CALL NO MATTER HOW SMALL THE PROBLEM

Queensland

HISTORIC RALLYING

The July meeting of the Historic Rally Group coincided with the special Yokohama Rally Queensland club night, so it was a social night, for a change. The VACC Classic Rally had just been held and was thoroughly enjoyed by all who attended. Jim Reddix should be congratulated, along with Peter Marshall, Tony Best and Esme Gibson for an event well run.

VACC Classic

The revised VACC Classic was held on July 17 and was well attended with 38 crews competing. It attracted a wide cross section of interest from the first time competitor to the more experienced. From the start at VACC House in Milton, the crews were taken to Boondall for a innovative motorkhana and then on through Mt.Coot-tha and on to the Lowood Showgrounds for the lunch stop. Leader at this point was Ian Ferguson and Lorraine Fuller in their SAAB 99 EMS. Lorraine was having her first navigation event after some intense tutoring from Tony Best. From Lowood the route went via areas around Gatton, Forest Hill and Mt. Glorious to the finish at Southbank. Both ABC TV and SBS covered the finish which was good to see. At the time of writing, the results were still provisional but will appear elsewhere in this newsletter. As the VACC Classic was the first event of this type promoted by MTA-Q and sponsored by VACC Insurance, let's hope the event will continue next year.

1994 Historic Rally Series

The championship is still wide open at this stage with Tony Best leading. The next event for the series will be,

Refrigeration Parts (Old) Classic Driving Trials

[Old Historic Rally Series - Round 3.]

Sunday, 4 September 1994

The Refrigeration Parts Classic Driving Trials promises to be a rather different event. Ian Ferguson will be organising this motorkhana style event which will be held at the Boondall Entertainment Complex. The trials will be an event for both driver and navigator. Cost per entry will be \$15.00. Further details next month.

BP Range Rally Classic - Saturday, 29 October 1994

[Old Historic Rally Series - Round 4.]

The BP Range Rally Classic is a Monte-Carlo style event starting from both Grafton and the Gold Coast with crews meeting in Lismore for lunch and running back to Tweed Heads in the afternoon. The rally will cover approx 400km of SEALED ROADS (no dirt) and includes several navigation styles, average speed sections, special tests and much more. Entry costs are \$45 (starting from Gold Coast) or \$35 (starting from Grafton) Further details will be outlined over the coming months.

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Historic Group MEETING

WEDNESDAY August 20th, 1994 (8.00pm)

A rally school will be run over the next two months to cover most types of historic rally instructions. With the BP Range Rally Classic some months off, these nights will provide valuable practice!

Historic Rally Regulations

The NSW Rally Panel are now on to draft 5 for the new CAMS Rally Regulations. These regulations cover all forms of rallies including historic events. Some points from this draft are

* Historic Rally Cars

Vehicle Eligibility...Any vehicle built before 1976 and meeting the following

(a) The regulations for Rally Cars as printed in the 1976 CAMS manual of Motorsport, with the following exceptions;

1. no non-homologated vehicle silhouette modifications
2. no significant lightweighting
3. The engine must be from the same manufacture and must have been available in an Australian production car in 1976
4. no turbo/supercharging unless standard

(b) General Req. of the rally car schedule A&R

* The regulations will also cover Timed Navigation Rallies (Trials), Un-timed Navigation Rallies and Touring Rallies. The Touring rallies include Transport sections, Navigation sections, Criterion sections and sub-events and Average Speed Sections. The regs state that Average Speed Sections MUST be run on sealed roads!

These regulations also cover an event where PRC/FISA Group N and historic cars are all competing. Although these regulations are being drawn up by the NSW Rally Panel, one would hope that the QLD Rally Panel has some input into the final outcome. A full copy of the draft is available if you are interested.

Other Events

NSW Series Round 1. Winter Classic Rally.

A report will appear in next months newsletter.

September 17,18 NSW Series Round 2. Classic Spring Rally.


This event is being organised by the MG Car Club (NSW). It is a 2 day event starting in Sydney and finishing in Newcastle with the overnight stop in the Singleton area. More details expected shortly.

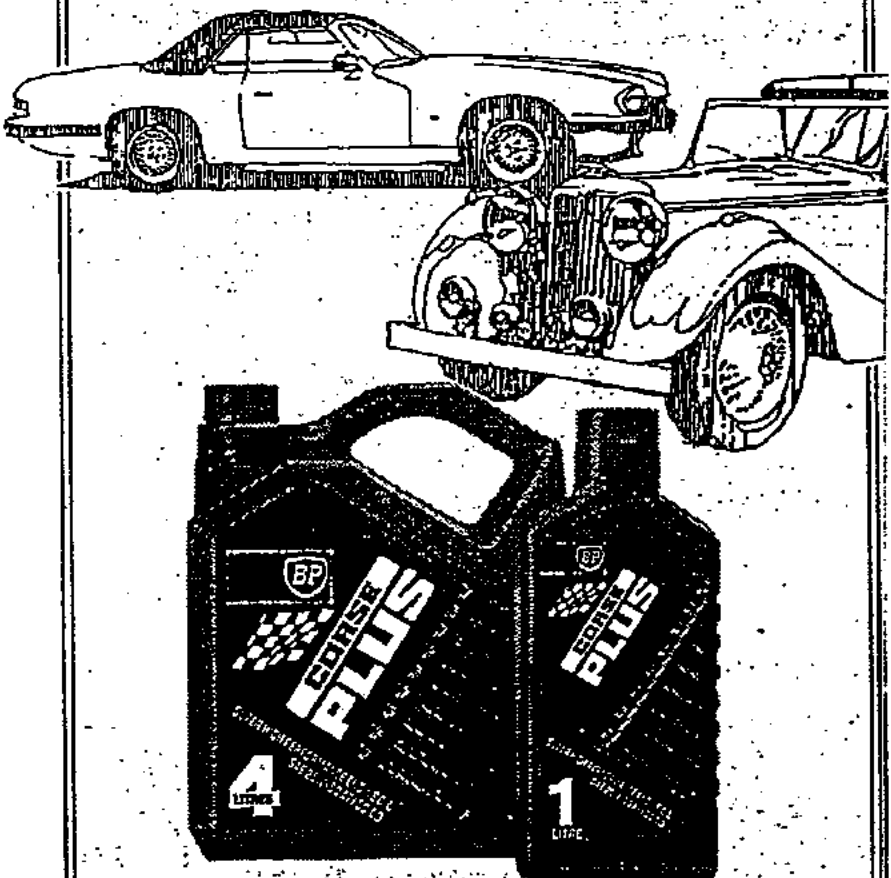
October 15-18 - Snowy Mountains Classic

..... Tony Galletty.

~~~~~

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high performance engine oil  
for classic marques**

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**BP Corse Plus**  
Protection for your pride and joy

REVOLUTION RACECAR/ROAD & RACE RALLYSPRINT SERIES

POINT SCORES AS AT 11 JUNE 1994

OUTRIGI - DRIVER

| NAME              | RD1 | RD2 | RD3 | RD4 | TOTAL |
|-------------------|-----|-----|-----|-----|-------|
| BARRY COOK        | 25  | 20  |     |     | 45    |
| MICHAEL FREE      | 15  | 25  |     |     | 40    |
| IAN BREKKE        | 20  | 8   |     |     | 28    |
| SPENCER YARRON    | 13  | 9   |     |     | 22    |
| BRUCE HODGSON     |     | 15  |     |     | 15    |
| GRANT YARRON      |     | 13  |     |     | 13    |
| KEVIN TAYLOR      | 9   | 3   |     |     | 12    |
| ANDREW JOHNSTONE  | 11  |     |     |     | 11    |
| ROB BEKKE         |     | 11  |     |     | 11    |
| LEE KILLER        | 10  |     |     |     | 10    |
| JOHN GORSDOUE     |     | 10  |     |     | 10    |
| RANDALL DRYSON    | 8   |     |     |     | 8     |
| GARREN WALK       | 7   |     |     |     | 7     |
| CRIST MOLE        |     | 7   |     |     | 7     |
| MICHAEL SCHEERS   | 6   |     |     |     | 6     |
| DAVID BATES       |     | 6   |     |     | 6     |
| JOHN PROVAN       | 5   |     |     |     | 5     |
| GORDON BISHOP     |     | 5   |     |     | 5     |
| COLLEEN SMITH     | 4   |     |     |     | 4     |
| ROBIN BERRADO     |     | 4   |     |     | 4     |
| MICHAEL GUEST     | 2   | 1   |     |     | 3     |
| FREDERIC AUBINERU | 3   |     |     |     | 3     |
| PETER HAPSTONE    |     | 2   |     |     | 2     |
| RODNEY REID       | 1   |     |     |     | 1     |

OUTRIGI - NAVIGATOR

| NAME                | RD1 | RD2 | RD3 | RD4 | TOTAL |
|---------------------|-----|-----|-----|-----|-------|
| WES BEPPER          | 25  | 20  |     |     | 45    |
| IAN SYNE            | 15  | 25  |     |     | 40    |
| BERENICE LINION     | 20  | 8   |     |     | 28    |
| DEREK YARRON        | 13  | 9   |     |     | 22    |
| ROBERT BROTCHE      |     | 15  |     |     | 15    |
| JOHN SLATTERY       | 9   | 3   |     |     | 12    |
| TONY TAYLOR         |     | 3   |     |     | 3     |
| HAUREEK JOHNSTONE   | 11  |     |     |     | 11    |
| TONY WILSON         |     | 11  |     |     | 11    |
| KERRIANNE BEARDMORE | 10  |     |     |     | 10    |
| ROB REDDIE          |     | 10  |     |     | 10    |
| RUSSELL DRYSON      | 8   |     |     |     | 8     |
| JASON WALK          | 7   |     |     |     | 7     |
| CRIST SMITH         |     | 7   |     |     | 7     |
| ANDREW HILLINGTON   | 6   |     |     |     | 6     |
| TODD VARDER         |     | 6   |     |     | 6     |
| GLEN MITCHELL       | 5   |     |     |     | 5     |
| PAUL BISHOP         |     | 5   |     |     | 5     |
| EMMA STUBLEY        | 4   |     |     |     | 4     |
| PAUL PUVARRA        |     | 4   |     |     | 4     |
| TIM ANDERSON        | 3   |     |     |     | 3     |
| PAUL WOODFORD       | 2   | 1   |     |     | 3     |
| ROSS PERRY          |     | 2   |     |     | 2     |
| WARREN REDDIECLIFFE | 1   |     |     |     | 1     |

6 - 1300 (R3) DRIVER

| NAME             | RD1 | RD2 | RD3 | RD4 | TOTAL |
|------------------|-----|-----|-----|-----|-------|
| ANDREW JOHNSTONE | 10  | 10  |     |     | 20    |
| NOAH SINGLETON   |     | 8   |     |     | 8     |

8 - 1300 (R1) NAVIGATOR

| NAME               | RD1 | RD2 | RD3 | RD4 | TOTAL |
|--------------------|-----|-----|-----|-----|-------|
| HAUREEK JOHNSTONE  | 10  | 10  |     |     | 20    |
| NICHOLAS SINGLETON |     | 8   |     |     | 8     |

1301 - 1600 (R2) DRIVER

| NAME            | RD1 | RD2 | RD3 | RD4 | TOTAL |
|-----------------|-----|-----|-----|-----|-------|
| WARREN WALK     | 10  |     |     |     | 10    |
| ROBERT BEKKE    |     | 10  |     |     | 10    |
| MICHAEL SCHEERS | 8   |     |     |     | 8     |
| DAVID BATES     |     | 8   |     |     | 8     |
| COLLEEN SMITH   | 6   |     |     |     | 6     |
| CAMPBELL SMITH  |     | 6   |     |     | 6     |
| TROY BUTTON     | 4   |     |     |     | 4     |
| IAN CRASE       |     | 4   |     |     | 4     |
| PETER HILLMAN   | 2   |     |     |     | 2     |
| BOB CRASE       |     | 2   |     |     | 2     |

1301 - 1600 (R2) NAVIGATOR

| NAME                | RD1 | RD2 | RD3 | RD4 | TOTAL |
|---------------------|-----|-----|-----|-----|-------|
| JASON WALK          | 10  |     |     |     | 10    |
| TONY WILSON         |     | 10  |     |     | 10    |
| ANDREW HILLINGTON   | 8   |     |     |     | 8     |
| TODD VARDER         |     | 8   |     |     | 8     |
| EMMA STUBLEY        | 6   |     |     |     | 6     |
| IAN WILCOLM         |     | 6   |     |     | 6     |
| GLEN MOLE           | 4   |     |     |     | 4     |
| WARREN REDDIECLIFFE |     | 4   |     |     | 4     |
| DAVID HILLER        | 2   |     |     |     | 2     |
| FRED VAN DE BRINK   |     | 2   |     |     | 2     |

1601 - 2000 (R3) DRIVER

| NAME          | RD1 | RD2 | RD3 | RD4 | TOTAL |
|---------------|-----|-----|-----|-----|-------|
| IAN BREKKE    | 10  | 8   |     |     | 18    |
| JOHN GORSDOUE |     | 10  |     |     | 10    |
| MICHAEL GUEST | 4   | 6   |     |     | 10    |
| JOHN PROVAN   | 6   | 4   |     |     | 10    |
| LEE KILLER    | 8   |     |     |     | 8     |
| RODNEY REID   | 2   |     |     |     | 2     |
| STHOL SCHAFER |     | 2   |     |     | 2     |

1994 IRONMAN WEEKEND  
19th-21st August

NIGHT RUN - 19th August  
Starting in the Beerleigh Area  
at approximately 9.30pm.  
Start location to be advised in  
Supplementary Regulations.  
3rd Party Extension required.

SPRINTS - 20th AUGUST  
AT OLD SURFERS PARADISE  
INTERNATIONAL RACEWAY  
Track will be used to ensure  
all competitors several runs.



MOTORBIKING 20th August  
at SPUR MAIN STRAIGHT

HILLCLIMB - 21st AUGUST  
MT COTTON HILLCLIMB



CONTACT JOAN AMBLEBY 857 1561 FOR SUPPLEMENTARY REGULATIONS

1601 - 2000 (R3) NAVIGATOR

| NAME                | RD1 | RD2 | RD3 | RD4 | TOTAL |
|---------------------|-----|-----|-----|-----|-------|
| BERENICE LINION     | 10  | 8   |     |     | 18    |
| ROB REDDIE          |     | 10  |     |     | 10    |
| PAUL WOODFORD       | 4   | 6   |     |     | 10    |
| KERRIANNE BEARDMORE | 8   |     |     |     | 8     |
| GLEN MITCHELL       | 6   |     |     |     | 6     |
| EMMA STUBLEY        |     | 4   |     |     | 4     |
| WARREN REDDIECLIFFE | 2   |     |     |     | 2     |
| BRETT SCROFER       |     | 2   |     |     | 2     |

2001 + (R4) DRIVER

| NAME           | RD1 | RD2 | RD3 | RD4 | TOTAL |
|----------------|-----|-----|-----|-----|-------|
| BARRY COOK     | 10  | 10  |     |     | 20    |
| SPENCER YARRON | 8   | 8   |     |     | 16    |
| KIERAN CARRIE  | 6   |     |     |     | 6     |
| GORDON BISHOP  |     | 6   |     |     | 6     |
| PETER HAPSTONE |     | 4   |     |     | 4     |
| PAUL WILLIAMS  |     | 2   |     |     | 2     |

2001 + (R4) NAVIGATOR

| NAME             | RD1 | RD2 | RD3 | RD4 | TOTAL |
|------------------|-----|-----|-----|-----|-------|
| WESLEY BEPPER    | 10  | 10  |     |     | 20    |
| DEREK YARRON     | 8   | 8   |     |     | 16    |
| CAMERON THOMPSON | 6   |     |     |     | 6     |
| PAUL BISHOP      |     | 6   |     |     | 6     |
| ROSS PERRY       |     | 4   |     |     | 4     |
| DEL SARGENT      |     | 2   |     |     | 2     |

MODIFIED (R6) DRIVER

| NAME              | RD1 | RD2 | RD3 | RD4 | TOTAL |
|-------------------|-----|-----|-----|-----|-------|
| MICHAEL FREE      | 10  | 10  |     |     | 20    |
| TONY HOWARD       | 8   |     |     |     | 8     |
| BRUCE HODGSON     |     | 8   |     |     | 8     |
| RANDALL DRYSON    | 6   |     |     |     | 6     |
| GRANT YARRON      |     | 6   |     |     | 6     |
| FREDERIC AUBINERU | 4   |     |     |     | 4     |
| CRIST MOLE        |     | 4   |     |     | 4     |
| KEVIN TAYLOR      | 2   |     |     |     | 2     |
| ROBIN BERRADO     |     | 2   |     |     | 2     |

MODIFIED (R6) NAVIGATOR

| NAME             | RD1 | RD2 | RD3 | RD4 | TOTAL |
|------------------|-----|-----|-----|-----|-------|
| IAN SYNE         | 10  | 10  |     |     | 20    |
| DAVID LAPHWORTH  | 8   |     |     |     | 8     |
| ROBERT BROTCHE   |     | 8   |     |     | 8     |
| RUSSELL DRYSON   | 6   |     |     |     | 6     |
| JOHN SLATTERY    |     | 6   |     |     | 6     |
| TIMOTHY ANDERSON | 4   |     |     |     | 4     |
| CRIST SMITH      |     | 4   |     |     | 4     |
| TONY TAYLOR      | 2   |     |     |     | 2     |
| PAUL PUVARRA     |     | 2   |     |     | 2     |

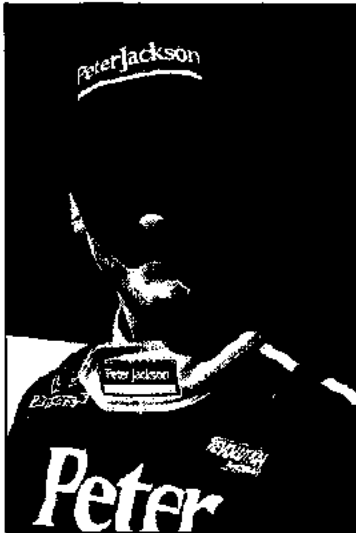
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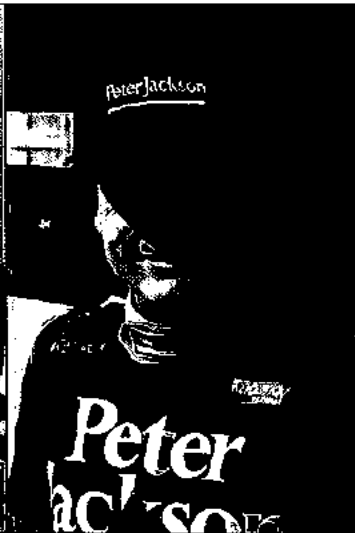
Our new \$85,000 "in house" embroidery facility enables us to satisfy your requirements for all sponsor and team signage.



SETON



PERKINS



JONES



LACEY



Team Signage



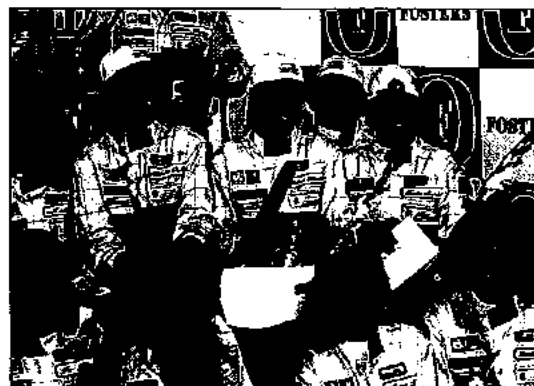
A full range of racewear is available including gloves, socks, underwear sets, balaclavas, helmet supports, helmet skirts and the superb racing boot range.



Even "God" wears RPM  
Footy Legend, Ablett



Brock Youlden Scott  
Team Volvo-James Hardie 12 hr



GMH Celebrity Challenge  
Australian Grand Prix



Team Toyota  
Juan Manuel  
Fangio III



Team Shell Auscar  
Cameron Grant  
McConville Munday

*"RPM quality and finish is on a par with anything from Italy or the USA"*

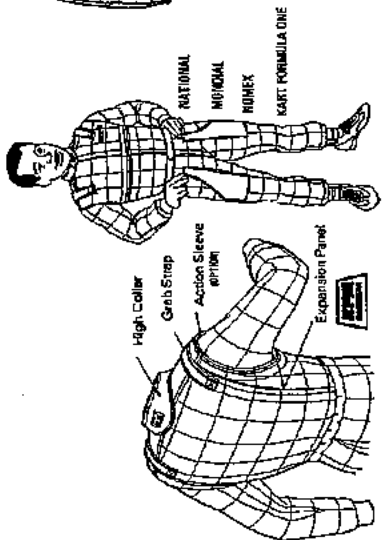
Glenn Seton, 1994



The new RPM range is made right here in Australia - so we can satisfy your demand for special colour combinations and sizes. We have recently commissioned a new \$55000 embroidery plant to further improve our capacity to cater for special team and sponsor signage. Our clients so far include Valvoline, Castro, Marlboro, Peter Jackson, Volvo, GM Holden, and many others.

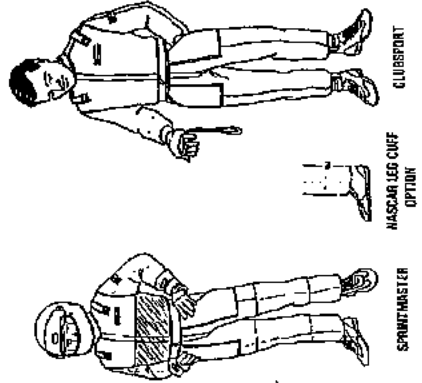
Drivers using RPM in 1994 include SETON, PERKINS, BROCK, JONES, and many other top drivers.

WE USE ONLY ISO 6940 TESTED FABRICS SANCTIONED BY CAMS/JIA THE ASC/FASC, ANDRA

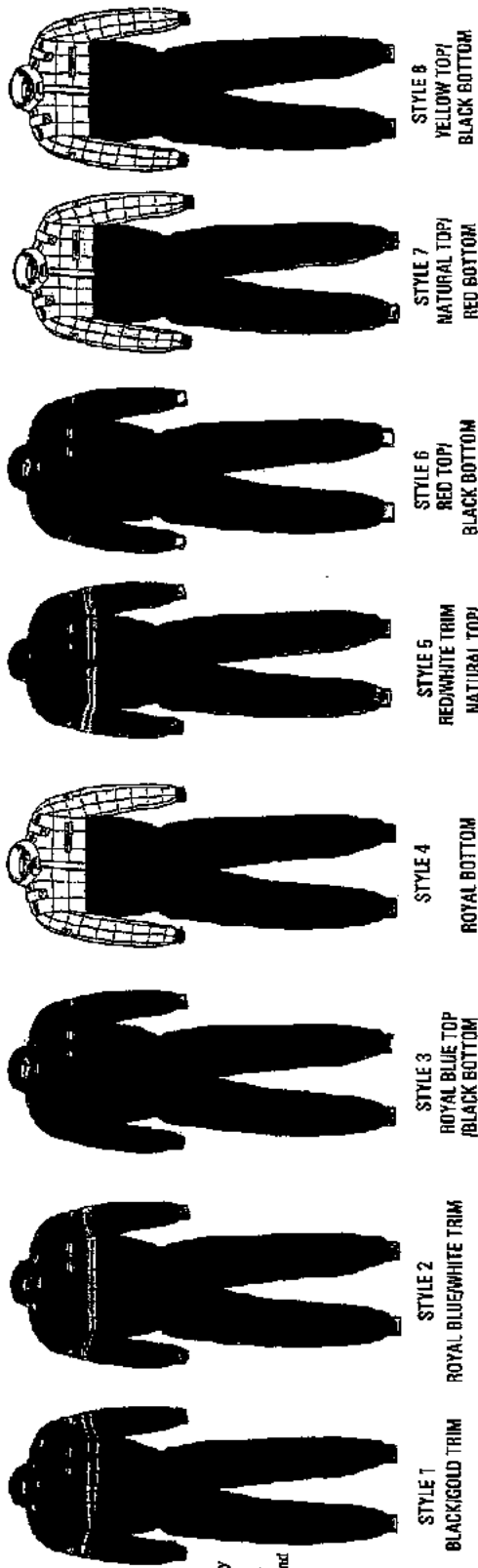


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NOMEX/PYROVATEX/ZIRPRO AND NEW PROTEK TGX



HASCAR LEG CUFF OPTION



STYLE 8  
YELLOW TOP/  
BLACK BOTTOM

STYLE 7  
NATURAL TOP/  
RED BOTTOM

STYLE 6  
RED TOP/  
BLACK BOTTOM

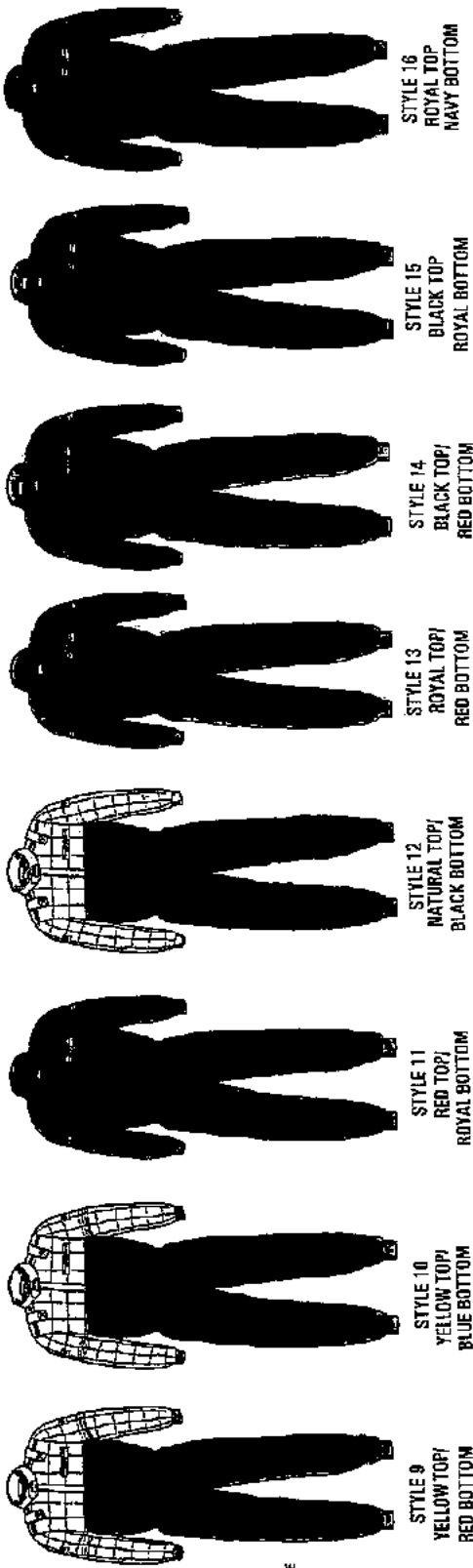
STYLE 5  
RED/WHITE TRIM  
NATURAL TOP

STYLE 4  
ROYAL BOTTOM

STYLE 3  
ROYAL BLUE TOP  
BLACK BOTTOM

STYLE 2  
ROYAL BLUE/WHITE TRIM

STYLE 1  
BLACK/GOLD TRIM



STYLE 9  
YELLOW TOP/  
RED BOTTOM

STYLE 10  
YELLOW TOP/  
BLUE BOTTOM

STYLE 11  
RED TOP/  
ROYAL BOTTOM

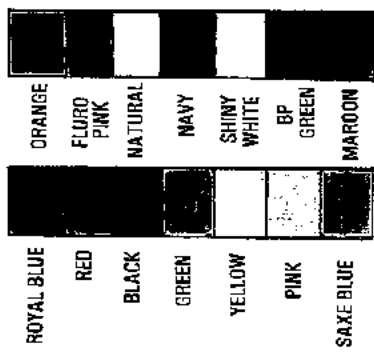
STYLE 12  
NATURAL TOP/  
BLACK BOTTOM

STYLE 13  
ROYAL TOP/  
RED BOTTOM

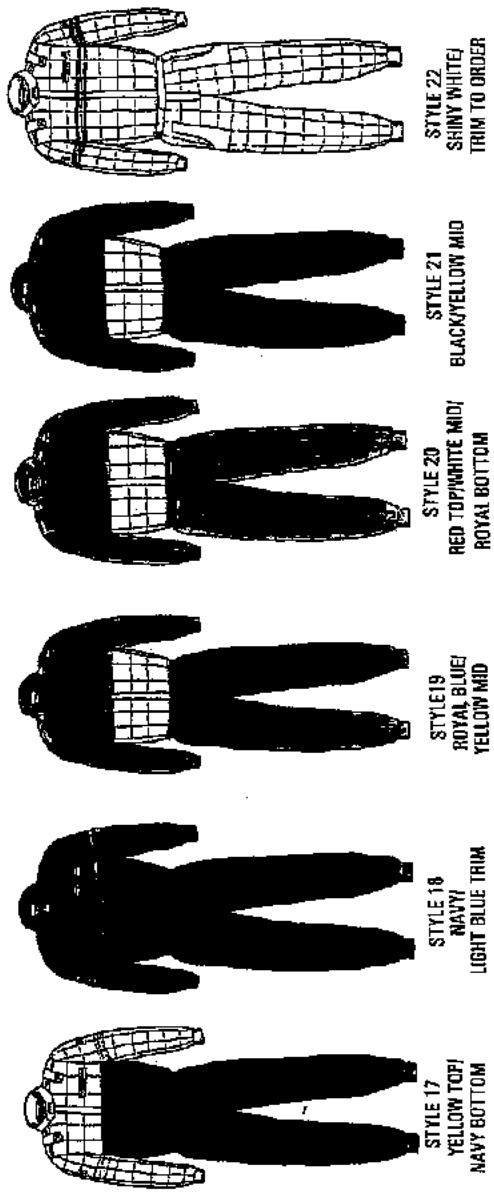
STYLE 14  
BLACK TOP/  
RED BOTTOM

STYLE 15  
BLACK TOP  
ROYAL BOTTOM

STYLE 16  
ROYAL TOP  
NAVY BOTTOM



OTHER COLOURS MAY BE AVAILABLE ON SPECIAL ORDER



STYLE 17  
YELLOW TOP/  
NAVY BOTTOM

STYLE 18  
NAVY  
LIGHT BLUE TRIM

STYLE 19  
ROYAL BLUE  
YELLOW MID

STYLE 20  
RED TOP/WHITE MID/  
ROYAL BOTTOM

STYLE 21  
BLACK/YELLOW MID

STYLE 22  
SHINY WHITE/  
TRIM TO ORDER

# REVOLUTION RACEGEAR

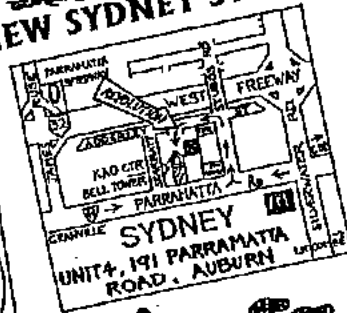


MELBOURNE 842 2111 : 259 BLACKBURN RD E.DONCASTER  
 SYDNEY 648 4044 : UNIT 4, 191 PARRAMATTA RD, AUBURN  
 BRISBANE 279 1533 : 11/58 BULLOCKHEAD ST, SUMNER PK  
 ADELAIDE 346 2555 : 285-289 PORT RD, HINDMARSH  
 CANBERRA 280 6755 : 92 NEWCASTLE ST, Fyshwick  
 PERTH 443 1635 : 67 ROBERTS ST, OSBORNE PK  
 GOLD COAST 270 222 : 53 FERRY RD, CR MINNIE, SOUTHPORT  
 NEWCASTLE 570 999 : NORTH COTT PLAZA/DVE KOTARA



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**\$59** TOUGH ABS SHELL

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Standard

Ultra flexible hose and rubber chuck

Holds the pressure reading until you release it.

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Ultra flexible hose and rubber chuck

Holds the pressure reading until you release it.

Standard \$69

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"AFFORDABLE" "STRONG"

"COMFORTABLE" "LIGHT"

"BASE AND SIDE NUMBER TYPES"

STD 1498

WIDE 1598

RPM VELOCE

RPM TARGA 1375

STD 1449

WIDE 1489

RPM MONACO 1500

RPM CHARRERA

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EVOLUTION \$799

CHAMPION 1675

ECCO \$499

77000 KAYLAK 1649

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The presentation is 80 pages long, front and back. Fifteen pages are in colour, some full colour and others spot colour.

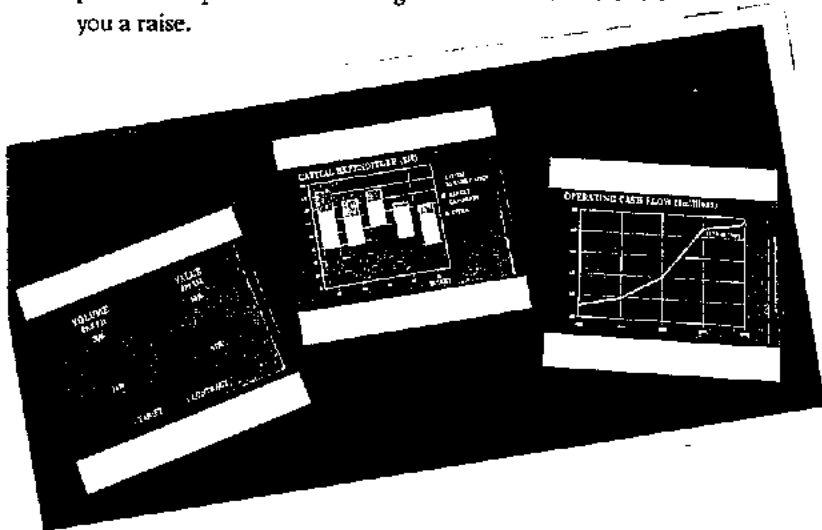
The boss wants 100 copies, as well as 22 colour overhead transparencies. He also wants four posters and a laminated blowup of a chart. What do you do? Panic? Resign?

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# COLOUR COMMUNICATES!

BRISBANE SPORTING CAR CLUB LIMITED

1994 PROPOSED CALENDAR

|                        |                                         | VENUE | Clerk of Course |
|------------------------|-----------------------------------------|-------|-----------------|
| <b>HISTORIC SERIES</b> |                                         |       |                 |
| 4 SEPTEMBER            | Classic Driving Trials                  |       | Ian Ferguson    |
| 29 OCTOBER             | BP RANGE RALLY CLASSIC                  |       | Tony Galletly   |
| 16 NOVEMBER            | Historic Rally Group Presentation Night |       |                 |

OFF ROAD

|              |                                     |           |             |
|--------------|-------------------------------------|-----------|-------------|
| 13/14 AUGUST | LONG COURSE                         | GATTON    | Graeme Hill |
| 20 NOVEMBER  | SHORT COURSE - Ettamogah Pub Series | PALMWOODS | Rod Sams    |

RALLY

|              |                                             |               |             |              |
|--------------|---------------------------------------------|---------------|-------------|--------------|
| 8 OCTOBER    | BALILEY POWERLINES CLUB RALLY               | NOTE NEW DATE | IMBIL       | Barrie Burr  |
| 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 -

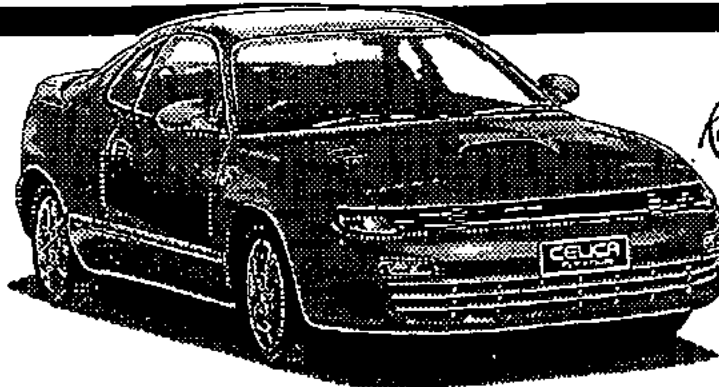
31 JULY - Beerburrum, 28 AUGUST - Beerburrum

MOTORKHANA

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

NIGHT RUNS

First WEDNESDAY of the month: Start 8.00 p.m. BSCC Clubrooms  
i.e. Aug 3, Sept. 7, Oct 5, Nov 9



*Keep the feeling!*  
**TOYOTA**  
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| ASSISTANT TREASURER                | NEIL MICHEL                                       | 398 1810          | 231 5560 |
| CLUB CAPTAIN                       | GREG HORTON                                       | 018 746 284       | 268 2914 |
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| CAMS DELEGATE                      | PETER MARCOVICH                                   | 395 1722          | 274 3647 |
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| EDITOR                             | TOM SMITH                                         | 862 9363          | 834 2713 |
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## PROMOTIONS & MARKETING

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| ■ HYUNDAI, SUBARU | 1532 Logan Road, Mt. Gravatt                 | PH. 343 5888 |
| ■ HYUNDAI         | Cnr. Murrajong St & Pacific H'way Springwood | PH. 209 3511 |
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After hours - Henk Kabel Ph. 300 2617