

BRISPORT

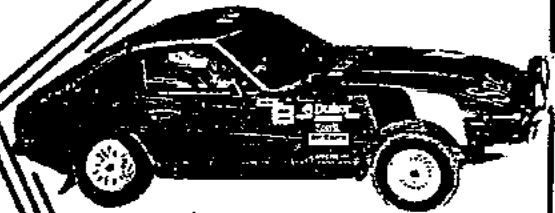
THE MONTHLY MAGAZINE OF THE BRISBANE SPORTING CAR CLUB

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

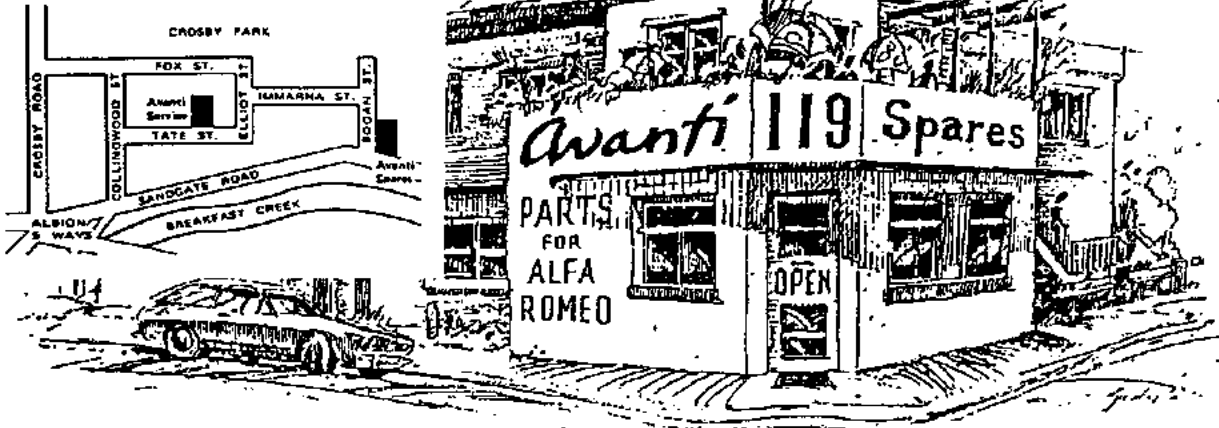
1993
Off-Road Champion



RON VAN DER HAAR

Awanti

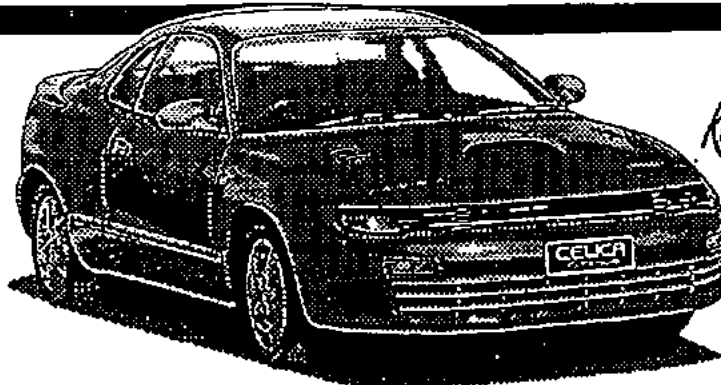
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The First Bit of the Magazine.

I am sure that just a few minutes ago I was writing my editorial stuff for the July issue of 'Brisport'.

Where does the time go?

For me it has as usual been a fairly busy month with an ARC to get over and preliminary organisation for the biggest event of the year - Telecom Rally Australia.

Yes it looks as though the Mark Griffith Motorsport team will be off to the west to compete against the world's best.

The new Subaru Impreza is close to completion and Geoff Krause is putting the finishing touches to assembly of the beast.

The body was prepared at the Murray Coote workshop and the rollcage built by Dave Feron ('e dun 'alf build a good roll cage, that boy!)

With any luck we want to bring the car home in one piece and quicken up our times from last year. For it's first event, we hope there won't be many teething problems but we'll try to approach the rally sensibly.

I was lucky enough to be the director for the July round of the RRRR Rallysprint series and 50 teams had a go. I used some quick-ish roads in good old Beerburum that were familiar to a lot of people but the event was quite successful. The results are in the mag.

I have been hearing some horror stories about the last round of the AORC at Kempsey. Well, what does it say about an event like that when only about 15 out of 80 crews finish???

I wouldn't mind betting that the southerners wrap it up as a great event and very demanding on cars and crews. If it was in Queensland they'd probably throw it on the rubbish heap and tell everyone what a rotten event it was.

It has come to light that the club will not be hosting a round of the nationals next year which, I for one, feel is a shame.

But I might add that when the club and it's volunteer officials get smeared for putting on the event, then maybe it's time to let someone else

have a shot.

Apparently SEQORA will be running the Queensland AORC in '95 and the very best of luck to them. I think they'll probably be asking some advice from some of the off-roaders in BSCC, and I hope that they can get all the help they need.

Without going into details, the report on the ARC was a little less than inspiring from the CAMS observer, but from all accounts the competitors were quite happy. In the inclement weather and with some minor problems, the general consensus from this side of the fence is that it was a good event.

I don't think we've heard the last of this one!!

By the time you get this magazine, the final round of the RRRR Series should be on in Coochin Creek in the north of Beerburum under the watchful eye of Tony Best.

It's not over till the fat lady sings and Mike Page/Ian Syme will have to keep up their impressive performance to take out the top prize. Good Luck, guys.

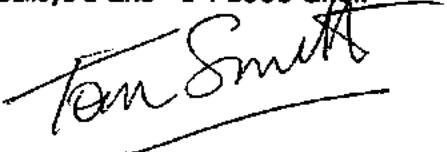
A number of other Queenslanders will be heading for Perth including the Hyundais of Bruce Fullerton and Greg Horton. Greg will have Darran Hyland along in the hot-seat as Darran's Daihatsu has still not been fixed after it's SA inversion.

I was informed just the other day that the third round of the QRC may actually be cancelled, not just postponed.

Apparently there are some problems with the organisation that cannot be overcome, but we will see how things go over the next month or so.

This would reduce the QRC to a three-round BSCC QRC, which I don't really think is in the best interests of the sport. What do you do though, when no other club has the resources or the desire to run an event??

Let's hope there's something in the wind for 1995 - I guess we could con Barrie Burr into making the Baileys a QRC - a 4 BSCC QRC!!



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CONGRATULATIONS!!!!

On behalf of the club I wish to offer best wishes to another couple who have recently taken the plunge and moved one step closer to the big 'M' - marriage.

Greg Tebble and Leander Turvey celebrated their engagement recently with a huge bash for several hundred people at a fancy yacht club...no only kidding! It was a party at their house in McDowall.

THE "HOW MANY DRIVERS HAVE YOU NAVIGATED FOR?" COMPETITION.

Peter Garbett points out that his period of active participation in rallying began in 1974. His introduction to rallying was from the navigator's seat of this own car. Peter recalls this event being run around Mt Stanley and brother Trevor was "showing him the ropes".

Peter recalled the following people he'd navigated for until he gave it away at the end of 1988.

John Barr	Datsun 1200 Coupe
Wilson Boyd	Datsun 1600
Phil Brock	Commodore
Phil Coleman	Datsun 1600
Alan Cutts	Stanza
Meg Davis	Civic
Trevor Garbett	Renault R8, Datsun 1600's
Laurie Garth	Mazda FX2
Dave Guyatt	Datsun 1200 Coupe, Datsun 1600
Kevin Harvey	Datsun 1600
Peter Janson	Lancer
Rosine Jewels	Subaru GSR
Paul Jones	Mazda FX2
Henk Kabel	Mazda 323 Rotary
Simon Kabel	Mazda 323 Rotary
Barry Lawrence	Corona Turbo
Doug Malcolm	Datsun 1200 Coupe
Peter Marcovich	Escort
Paul Mason	Corona Turbo
Lisle Neumann	Datsun 1600
Peter Phillips	Datsun 1600's
Jim Rose	Datsun 1600
Norm Singleton	Mazda R100
Ross Walsh	Mazda FX2
Geoff White	Mazda 808 Coupe
Margaret Whiteside	Datsun 1600



Neal Bates/ Coral Taylor - winners of "Yokohama
Rally Queensland".

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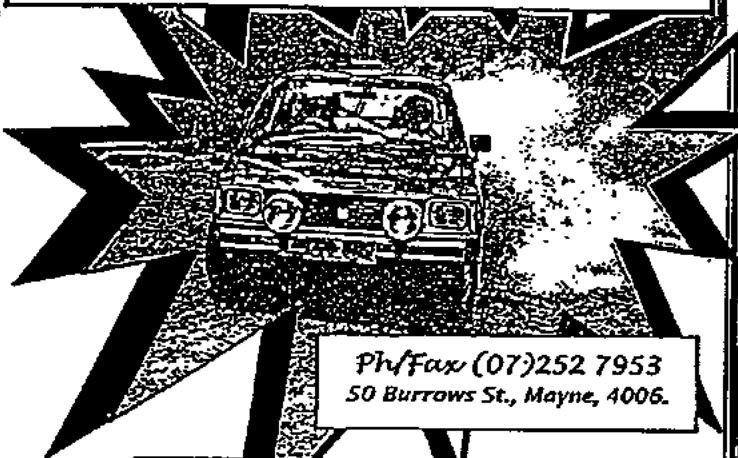
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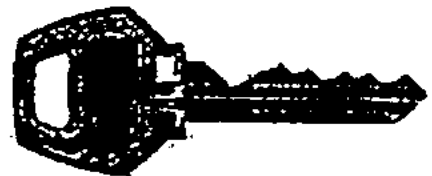
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Well it's over now (Thank God!)

When Esme phoned me early in the year and asked if I would like to have a whack at directing one of the 1994 Rallysprints I guess I got all sentimental (should be semi-mental - ED.) and said "yes".

The idea sounded like fun so I looked at a couple of venues as I described in an earlier issue of Brisport and ended up heading for trusty old Beerburum.

With my course set, those buggers went and ran an ARC and used my roads. Not to worry for there were two weeks between events and the roads were sure to dry out.

The usual ten thousand phone calls went out for roadblocks and controllies and the usual complete lack of interest was encountered - "No, I think I'm possibly not goin to be available that day, because I've got to wash my goldfish!"

Anyway, unperturbed I ended up with what I thought was enough people on paper thanks to some help from Esme in conning some regulars out for the controls.

It's amazing that for an ARC there might be forty people at any one time just doing controls and we barely managed to get three sets for the sprint.

A big plethora of thanks to Margaret and Keith Mackay and squad, and to Kerrie Ferguson and her trusty band who volunteered to come up on the day.

A just as big thanks to Chris Waters who rocked up by himself to help out on a control and to Lyndall Tighe, who graciously consented to be out first aid person on the day and ended up being a stop control for five hours.

Without you all I wouldn't have been able to put the event on.

Also I must thank those who did come up to do the inglorious job of road-blocking - Ken Warren, Tim Anderson, Ron van Opstal, Matt James, Cameron Thompson, Brad and John Leeson (and other halves), Barrie Burr and Tony Graham and Dave Grundy. (I think that was everyone?)

Meryl Rogers helped out greatly at scrutiny with Peter Stringfellow and Tony Best was there but sounding croaky.

Unfortunately his illness caused him to miss the day, and I should have called in sick as I'm sure everyone will verify that my words were hard to hear, at the very least.

I raced up to the forest at 5.30 am (still dark) and started to set up the course.

By the time I had finished the HQ was busy so I made myself known. The officials more or less set themselves up and staffing on the day was light on. Pete 'the Book' Smith was there to be my scorer and he performed like a thoroughbred.

With just me on the HQ control things got fairly busy but everything seemed to fall into place.

We had, as usual, four runs over the two five kilometre courses with two runs over each to be actually timed.

In amongst the fifty cars and crews we had the regular pace-setters - Mike Page and Ian Syme, Barry Cook and Wes Depper, Ian Bremner and Berenice Linton and a few extras like Paul Goodwin, Ken Smith, Garry Marshall and others.

Everything seemed to go pretty well after a half-hour delay to the start. Unfortunately I couldn't let the cars start until I knew my road-blocks etc. were in place.

At 9.30 the event kicked off and from word I received back, there were a few hundred spectators during the day who saw some action.

We had a few rollovers (no-one was hurt), one of which caught fire for a few minutes under the bonnet, a couple of sizeable crashes and some mechanical failures.

I'd like to once again thank everyone who was involved and who helped in the event. This series is a great thing and I hope everyone gets up to the final round on 28 August in Coochin Creek (weather allowing).
TOM SMITH

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Round 3 - Beerburrum 31/7/94

RESULTS

Class R1 (in finishing order)

No.	Crew	SS1	SS2	SS3	SS4	Total	O/right
9.	N Singleton/N Singleton	3:25.9	3:38.8	3:23.8	3:38.5	14:07.0	15
38.	R Dyba/B Randell	3:41.9	3:51.0	DNF(Rollover)			
19.	A Johnstone/M Johnstone	DNF(LHF Suspension)					

Class R2 (in finishing order)

50.	R Bekker/G Isaac	3:13.3	3:19.6	3:12.2	3:24.7	13:09.8	5
17.	D Bates/T Warner	3:17.9	3:22.4	3:15.8	3:25.9	13:22.0	9
46.	G Horton/D Tighe	3:20.8	3:33.0	3:18.9	3:29.5	13:42.2	12
15.	T Crase/W Leadbitter	3:26.2	3:36.1	3:19.3	3:32.0	13:53.6	13
16.	B Crase/F van den Brink	3:26.9	3:39.4	3:25.5	3:36.1	14:07.9	17
28.	B McCulloch/P Ferguson	3:24.2	3:43.0	3:27.9	3:37.6	14:12.7	19
32.	I van der Strat/A Paton	3:32.0	3:45.7	3:30.1	3:43.5	14:31.3	22
20.	R Galley/S Galley	3:37.5	3:49.1	3:31.7	3:48.9	14:47.2	24
47.	C Smith/E Sibley	3:35.8	3:53.4	3:31.9	3:48.3	14:49.2	26
35.	L Thompson/B Mills	3:51.3	4:04.2	3:41.8	4:00.2	15:37.5	29
49.	P Hillman/A Bates	3:53.4	4:04.9	3:52.5	4:01.9	15:52.7	30
40.	E Freudenberg/F McNaughton	3:53.8	4:07.4	3:54.5	4:08.7	16:04.4	31
42.	B Davidson/T Gillick	4:04.3	4:17.0	3:50.1	4:04.6	16:16.0	32
43.	G Sanburg/J Rex	3:30.4	3:44.6	3:31.6	6:02.7	16:49.3	34
25.	J Rogers/K Taylor	3:45.7	7:15.8	3:50.6	4:08.2	19:00.3	35
41.	W Martin/D Knight	7:48.2	4:02.4	3:46.7	4:03.9	19:41.2	36
39.	T Errington/R Allan	DNF - Reason unknown??					
51.	T Dutton/G Howe	DNF - Radiator hoses, engine?					

Class R3 (in finishing order)

10.	I Bremner/ B Linton	3:14.4	3:26.8	3:20.9	3:39.9	13:42.0	11
21.	M Guest/P Woodward	3:26.8	3:38.9	3:21.4	3:36.5	14:03.6	14
12.	L Killer/K Beardmore	3:22.6	3:41.8	3:20.9	3:47.0	14:12.3	18
24.	A Schafer/D Schafer	3:33.2	3:48.3	3:35.7	3:46.2	14:43.4	23
26.	R Reid/W Reddicliffe	3:35.2	3:50.1	3:35.7	3:51.7	14:52.7	27
30.	F Aubineau/T Kay	3:29.0	3:31.2	3:42.8	DNF - kaputski?		
34.	R Cresdee/D Ferraro	Did Not Start					

Class R4 (in finishing order)

5.	P Goodwin/A Bauer	3:10.1	3:26.5	3:07.3	3:19.1	13:03.0	4
14.	P Mapstone/R Perry	3:11.2	3:23.0	3:06.8	3:20.6	13:21.6*	8
11.	S Yarrow/D Yarrow	3:15.4	3:28.7	3:13.6	3:33.5	13:31.2	10
13.	G Bishop/P Bishop	3:32.6	4:01.4	3:49.2	4:17.5	15:40.7	30
2.	B Cook/W Depper	3:04.7	3:16.2	3:07.2	Retired - rear susp.		
8.	J Guest/B Fowler	3:19.7	3:30.4	Retired - Harmonic Balancer			
4.	G Marshall/A Stean	3:07.0	3:14.3	3:06.0	3:12.8	Excluded#	

Class R5 (in finishing order)

7.	B Crisp/C Lane	3:05.9	3:18.6	3:02.7	3:25.9	12:53.1	3
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Class R6 (in finishing order)

1.	M Page/I Syme	3:02.7	3:14.7	3:01.4	3:22.4	12:41.2	1
48.	K Smith/R Avery	3:05.2	3:19.8 +	3:09.2	3:15.9	12:50.1	2
6.	P White/A Goodreid	3:11.2	3:22.1	3:13.0	3:24.5	13:10.8	6
3.	B Hodgson/R Brotchie	3:14.8	3:25.9	3:12.2	3:23.3	13:16.2	7
45.	M Barry/N Langton	3:24.6	3:37.3	3:23.1	3:42.2	14:07.2	16
31.	J Cameron/P Hine	3:30.1	3:39.4	3:27.6	3:37.2	14:14.3	20
33.	J Walk/D Walk	3:29.1	3:42.7	3:34.0	3:39.8	14:25.6	21
44.	D Roe/S Cornoy	3:35.9	3:50.4	3:34.8	3:47.4	14:48.5	25
36.	M Hocking/M Carbine	3:50.0	3:58.8	3:39.5	3:58.0	15:26.3	28
18.	T Howard/D Lapworth	3:31.2	3:42.4	3:35.2	3:41.0	16:29.8@	33
23.	R Berardo/T Boardman	3:17.9	34:39.7	Retired rear half shaft			
22.	R Bryson/R Bryson	Retired - crashed and burned					
27.	K Taylor/T Taylor	Retired - Suspension failed upon hitting tree					
29.	A Thomas/D Heckenberg	Retired - rollover					
37.	D Gibson/J Gibson	Retired - head gasket?					

Note:

- * car 14, late penalty - 4 mins = 20 seconds
- @ car 18, late penalty - 24 mins = 120 seconds
- # car 4, excluded for not covering 100% of route
- + Allowance of 10 seconds for stopping to lend fire extinguisher

Outright:

1st	Mike Page/Ian Syme	Escort (R6)	12:41.2
2nd	Ken Smith/Richard Avery	Rodeo 4x4 (R6)	12:50.1
3rd	Brian Crisp/Chris Lane	Mazda GTX (R5)	12:53.1
4th	Paul Goodwin/Andrew Bauer	Datsun 240Z (R4)	13:03.0
5th	Rob Bekker/Gordon Isaac	Trueno (R2)	13:09.8
6th	Perry White/Adrian Goodreid	Stanza (R6)	13:10.8
7th	Bruce Hodgson/Rob Brotchie	Falcon GT (R6)	13:16.2
8th	Peter Mapstone/Ross Perry	Commodore (R4)	13:21.6
9th	David Bates/Todd Warner	Datsun 1600 (R3)	13:22.0
10th	Spencer Yarrow/Derek Yarrow	Commodore (R4)	13:31.2

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VACC Compulsory Third Party Rally

Due to circumstances beyond the control of the organisers, the VACC Historic rally was changed in format from a six day event to a single day. The route followed was that originally intended for the first of the six days. The lack of entries for the original rally was not reflected in the changed event with 39 cars entered. Considering the short notice for the change, this field was impressive in both quantity and quality of machinery and personnel. In excess of 20 marques (makes) were represented with the largest contingents from Alfa Romeo and MG (4). Austin Healey, BMW, Citroen, Ferrari, Holden and Triumph also had multiple representation.

Fresh from the Repco Mountain Rally were Murray Arundell in his MG, Ian Ferguson in the silver SAAB, Peter and Patricia Smith in the Valiant and Ken Philp on the "wrong" side of his Fulvia. Fronting the rally in car number 1 were K.Surridge and A.Franklin in Jim Reddix, ex works, UDT World Cup Rally winning Citroen. Two other ex works cars were entered. One was the ex BMC Austin 1800 (crewed by B&JHage) which ran in both the London Sydney 1968 and the London to Mexico World Cup Rallies. The other was the immaculate ex Pat Moss Healey 3000 of P.Moore and L.Collins.

Commencing at the main offices of VACC the cars transported to Boondall Entertainment Centre for several competitive motorkhana sections. The "Maypole" and "Parking Bay" may not be in the CAM's motorkhana manual but still provided a test for driver and navigator. The Vitesse of D.Claes and B.Sterry triumphed over all others in the combined time of 80.5s.

Transport # 2 took the cars on a scenic drive through the City, to Mount Cootha (a pleasant morning tea break allowed crews to compare notes and the ABC camera crew to catch the cars on film), Mount Crosby and finally to the start of the first navigation stage outside Karrabin. The first "competitive" 1.3 (44.35 km) followed the railway line past Walloon, headed north to Haigslea to via # 1 then west to Marburg. Only 10 crews recorded the Marburg via (off the highway), with a similar number succeeding in locating the route check on the old highway (Mountain View Road) west of Minden. A total brain fade at Plainlands meant that all crews fell to the wiles of the organisers. In hindsight, most competitors probably now realise that just because the hotel, garage, fruitbarn and butchers shop say "Plainlands", doesn't necessarily mean that place is the mapped Plainlands. End of section, north-west of Laidley saw 6 cars with only the Plainlands via missing. Of these, only the Cooper S of T.Perrett /B.Goodwin and Fulvia of M.Gardner/K.Philp were without time penalties.

Navigation stage 1.4 (48.85km) took the field to the north of Forrest Hill to via 1 on the old alignment adjacent to Laidley Creek (this via had Tony Best written all over it). Only one car located this VRC. Via 2 was at "cemetery bend" to the east of Gatton College and claimed all but 3 cars. Ferguson, Gardner and Owen being the only cars through the passage control. Vias east of Gatton, Lake Clarendon, Glenore Grove, north west of Tarampa (another win to the route setters with no cars locating the old alignment) and onto stage finish at Mount Tarampa. 11 cars recorded W.D.s into the EOS control and only Perrett/Goodwin, M.&C.Martin (Lotus), R.Helm/P.Brocker(Alfa) and A.&T.Potter (Mustang) did not record time penalties.

Navigation stage # 1.5 (3.35km) followed the old Lowood racing circuit. A stop at the monument to both the WW 2 bomber crews and 1960 Australian Grand Prix drivers allowed crews to reflect on the past uses of what is now a densely settled rural residential area.

Navigation stage # 1.6 (14.75 km) took the cars to the meal break at Lowood. Only 11 crews recorded the via which was placed about half way along the stage.

Section 1.7 following the lunch break returned the cars to the finish at Southbank via 6 checkpoints. The shortest mapped route between East Lowood and Fernvale caught out all but 4 cars; Perrett/Goodwin, R.&S. McKeon(BMW), A.&J. Lowe(Citroen)and B.&J. Hage were the only crews through the passage south of the railway line. Wivenhoe Pocket via was recorded by 15 crews including the XJ6 of T.Hurst/K.Carige who had also located the elusive via prior to the meal break. Via 4 at the western end of the Northbrook parkway led all crews over the Summit and Mt Glorious through what must be one of the most exhilarating and demanding roads in the south-east corner of the state. Kamakazi motorcyclists added to the hazards on the route. Via 6, which was the route number to Samford Village was only answered correctly by 2 out of the top eleven finishers and 9 crews overall. A route chart then took all crews to the finish.

Following a day of confusion and frustration for most crews, Ferguson and Fuller in the SAAB were the outright winners from Perrett/Goodwin in the Cooper S and Owen/Owen in the Sprite. G&S Hughes (Dino 246), A&S Slattery (MG 1100) and D.Burnett/G.Schweikert (BMW) rounded out the top six.

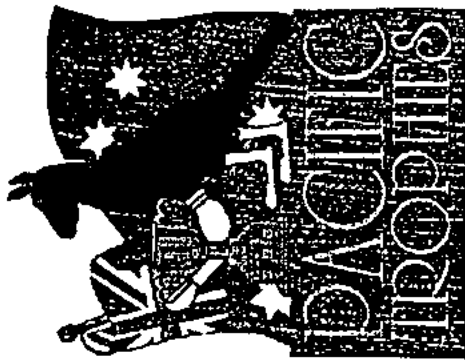
Team Barvaria, J&R.McKeon, R&S.McKeon and Burnett/Schweikert in the yellow, burnt orange and white BMWs took out the team trophy.

The award to those who can think about more than one thing at a time by answering the questionnaire during the event went to A&S Slattery in the MG 1100.

Overall it appeared to be a most successful event and thanks must go to the organising committee Jim Reddix, Peter Marshall, Mike Mitchell; event secretary Jeannette Egerton; course checker Tony Best and administrative office Esme Gibson.

Special thanks to VACC Insurance for supporting the event.

ALO (Andy Owen)
26-7-94.



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A Very Slow Learner!!

From Margaret and Keith Mackay.

The hounds have run again!! A few months back my companion and I were lured into the forest yet again! Our past experiences had not taught us to say NO!

We did receive a promotion, past experiences allowed us to play leap frog and participate in the setting up of the course. We were even permitted to return to a MOTEL, have a shower and rest. Then we set out for the afternoon and evening's entertainment.

Just to make things a little different Dip Stick was allocated a sprog for company as Depth Gauge. Though stationed out of sight around a bend in the road, we were really only metres apart and connected by an Eddison Umbilical which allowed some pithy repartee at times. Competing cars had the separating metres for touch down and most did - right on the grid BANG!

One vehicle parked short of the clock in a most unusual manner. Yet another went forest harvesting after touching a high spot on the grid. Fair enough, but did he have to drive over our phone line not once or twice but thrice! And then not break it...

At my station it was most interesting to observe the fluids flowing from the vehicles and navigators when they came to a stop. Some of the motors were not well, leaking copious quantities of green, and we did not see them again. Several of the navigators looked even less well than the cars...decidedly green.

A picnic meal between the day and night run set us all in a good frame of mind until about 9.00pm Local inhabitants decided to go night shooting in the very near vicinity.

Having presented ourselves as targets I really thought we might have learned our lessons once and for all. Alas..not so.. we were enticed into the forest once more. The carrot being dangled this time was the promise of being able to return and sleep in our own bed.

Upon setting up in the enchanted forest we were veiled in a cloak of cloud and moisture...the leeches advanced and the wind rustled the leaves and more moisture fell. It was wet, windy, cold and convivial under our hootchie. We partook of a hearty, hot meal with the trimmings, expecting the first car through any minute as we had been able to monitor the progress of the rally on a second radio set.

ALLAKAZZAM!! our section was cancelled, just like that, without any action and not one car. What a let down. Something new every time without a doubt.

Really Keith, it is going to have to be a good one to get us out ever again. Will be interesting to see the lure the next time the hounds run.

Dip Stick and Depth Gauge.

Motorkhana Results

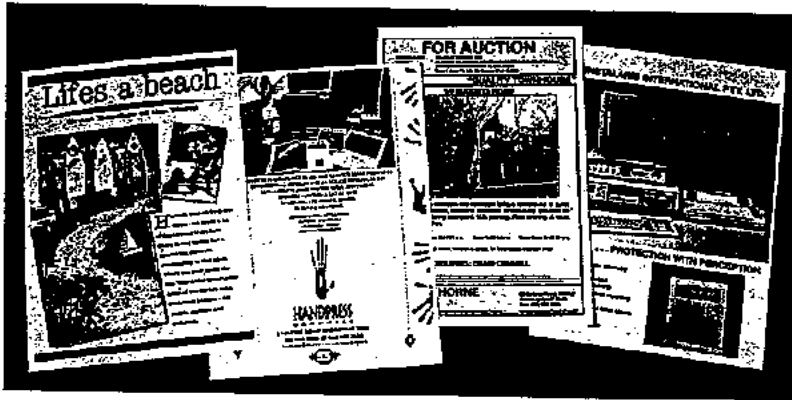
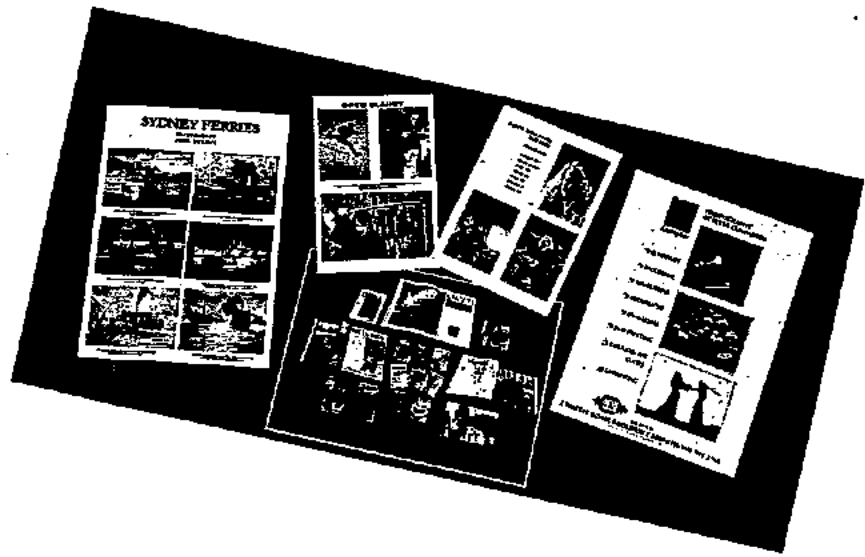
Event of 14 August directed by Fred Aubineau (Venue - Boondall):

<u>Driver</u>	<u>Test 1</u> <u>Double</u> <u>Garage</u>	<u>Test 2</u> <u>Open Slalom</u>	<u>Test 3</u> <u>Manoeuv-</u> <u>ring</u>	<u>Test 4</u> <u>Star</u>	<u>Test 5</u> <u>Reverse</u> <u>Lezy S</u>	<u>Test 6</u> <u>Waltz</u> <u>Slalom</u>	<u>Total</u>
1.A Paton	49.64	29.36	30.21	26.83	27.86	37.98	201.88
2.Mick Hocking	49.70	29.74	31.68	27.33	28.46	40.73	207.64
3.Mark Pearce	48.96	30.33	32.14	27.89	30.02	46.18	215.52
4.Ken Warren	58.18	28.95	29.37	25.33	30.05	48.14	220.02
5.Andrew Pearce	59.08	29.30	31.71	27.02	30.05	46.45	222.77

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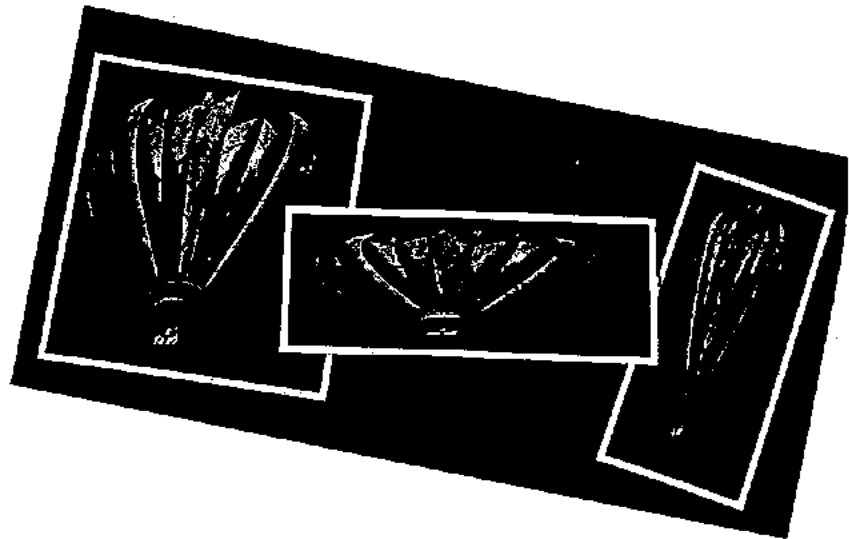
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OFF-ROADING AT OXFENFORD

While there can be little doubt the off-riding section of B.S.C.C. has fallen into a state of sharp decline over recent years, the Oxenford Enduro, held on the 14th of August showed there is enough enthusiasm and motivation remaining in the club to spearhead a resurgence, hopefully back to something like that which existed in the 1980's when B.S.C.C. was off-riding in Queensland. The event even succeeded in bringing such people as Steve Blackburn and Brian Mannion back to the fold, as spectators.

Oxenford, similarly to Inglewood, eventuated after a last minute change in venue and, once again, Rodney Sams and Patrick Hetherman stepped in to save the day. Anyone who has ever directed an event can appreciate the efforts of Rod and Patrick in organising the event within two weeks. Congratulations to both of you and to your assistants.

The event was held in mountainous territory behind Movieworld, with views to the coast for those who had the opportunity to appreciate them. Imagine, an off-road event just 30 minutes from home. The pit area, while short on space, was beside one of the few Queensland creeks still boasting running water. No doubt the physical environment contributed to the relaxed and social atmosphere, that pervaded. Horse power (the c.c. variety) mingled successfully with horse power (the four legged variety). Competitors were taken aback to see a group of 70+ horses and riders milling around the perimeter of the pit area waiting for the all clear from race organisers before picking their way through the assembled competition vehicles, tow vehicles and trailers, then along the race track before resuming their more tranquil ride through the forestry trails. Race officials, in turn, did their bit for public relations by delaying the start of the third section to allow the trail riders time to clear the area. *Cooperation par excellence.* The organisers apparently also had little difficulty in convincing local joggers, cyclists and trail-bike riders of the benefits of abandoning the many criss-crossing roads for the better part of the day.

While the track was, in the main, on formed roads, those roads comprised a good combination of fast, twitchy and enjoyable rally type surfaces, virgin track and full blown off-riding conditions over deeply eroded and rocky forestry tracks. Those competitors without the benefit of the latest in suspension technology would have suffered severely. However, most competitors finished and there were no complaints at the end of the day - a very satisfying situation for the organisers.

The decision to allow competitors to reconnoitre the prologue track was a surprise and welcome innovation. In my view, at long last, common-sense prevails. Prologue is of necessity a no-holds-barred event, with winner taking all with a dust-free run. If to reconnoitre the main track provides for greater safety, this must surely be even more so for the prologue track.

It is true that the entry list was small (eighteen entrants, seventeen starters) but the competition was fierce. I don't have the official results as yet so will not attempt to comment from memory, but rather will leave the reporting of that aspect of the event in Esmé's hands. No doubt every driver had his/her own story, but Steve Willett's flat tyre in the fourth lap certainly made him get the digit out in the last two laps to ensure he got the win that he deserved, in front of Lawrence Svenson who dug his single sealer out to collect his 200th trophy, and Michael Collins who, after a slow start, got the feel of how wide his new car is and what engine development still has to be done.

I hope I am not being sexist or patronising to comment on Sabine Brand's fourth outright and third in class one. Off-riding is a tough sport and not one that has much appeal to many women. Sabine is proving that she has what it takes to mix it with the best. The track was very rough, the pace was fast, and she stayed right up there with the leaders. Good on you Sab.

We (the Collins family) will now be taking a break from competition for the rest of this year, but look forward to 1995 as members of a very small - exclusive?? - group of B.S.C.C. off-riders. I have little doubt that Rodney Sams will also be looking forward to a well earned rest. The level of involvement in club activities that he has maintained over the past few years would exhaust most people and I think it is true to say that without him, there probably would not be an active off-riding section of B.S.C.C today.

I am sure I can speak on behalf of all off-riders in extending our sympathy to the Hetherman family. Most of us were not aware, until Rodney's announcement at briefing, of the accidental death, late last week, of Patrick and Ann's son-in-law, Barton. Barton was an enthusiastic worker in preparing the Inglewood National track last Easter. Pat (Collins) and I will personally miss the opportunity of sharing future dreams and plans with him over bottles of Grandfather Port.

Desley Collins

**OXENFORD ENDURO. BSCC - 13/8/94
PROVISIONAL RESULTS**

CAR NO	ENTRANT*/DRIVER/NAVIGATOR	VEHICLE	PROLOG	SECTION 1	SECTION 2	SECTION 3	TOTAL	O/POS	C/POS
131	Sabine Brand*/Bill McCarthy	Hi-Jinx	2.46	35.32	34.28	33.56	1.43.56	4	3
137	Michael Collins*/Desley Collins	Jimco	2.35	35.30	33.46	33.13	1.42.29	3	2
141	Steve Willett*/Barry Willett	Rivmaster	2.34	33.18	34.14	31.57	1.39.29	1	1
171	Warwick Mendahm*/Glen Gilliland	H/Rivmaster	2.46	44.11	41.59	DNF	Turbo Fire		
242	Mark Twine*/Tom Eustace	Cobra 100	2.54	48.51					
248	Don MacArthur*/Thomas Rowley	Cobra	2.46	36.18	DNF		Computer		
266	Troy Crane*/Scott Gardiner	Boss	2.43	35.59	DNF		Front End		
304	Russell Hartnett*/Judy Hartnett	Cobra	2.43	35.48	35.14	35.38	1.46.40	5	1
305	Greg Nicoll*/Alan Nicoll*	Cobra	3.03	40.46	38.58	37.58	1.57.38	6	2
321	Dave Armitage*/Penny Armitage	Cheetah	3.37	48.32	DNF		Engine		
412	Keven Hufschmid*/Ian Prescott	VW	2.48	38.10	DNF	(38.01)	Front End		
511	D Tainton*/G Smith	Dalsun	3.47	50.38	51.37	54.03	2.36.18	8	1
645	Malcom Dunnett*/Nicole Dunnett	Buggy	3.35	DNF			Nav. ill		
668	Ben Rankin*/Chris Hutton	Moss Lane	3.21	DNF					
715	Grant White*/Simon Dann	Lada Niva	2.59	46.19	43.15	40.23	2.09.57	7	1
771	John Dare*/Daryl Cole	Suzuki	3.44	52.18	51.22	53.42	2.37.22	9	2
939	Laurence Svenson	Funco	2.34	33.49	33.56	32.45	1.40.30	2	1
949	Shane Otway		DNF						

OUTRIGHT POSITIONS

1st	141	Steve Willett	Barry Willett	1.39.29
2nd	939	Laurence Svenson		1.40.30
3rd	137	Michael Collins	Desley Collins	1.42.29
4th	131	Sabine Brand	Bill McCarthy	1.43.56
5th	304	Russell Hartnett	Judy Hartnett	1.46.40
6th	305	Greg Nicoll	Alan Nicoll	1.58.38
7th	715	Grant White	Simon Dann	2.09.57
8th	511	D Tainton	G Smith	2.36.18
9th	771	John Dare	Daryl Cole	2.37.22

CONGRATULATIONS TO ALL COMPETITORS!!!!

THANKS EVERYONE FOR YOUR HELP AND SUPPORT.

VALE

The club wishes to express it's sincere condolences to the family and friends of Barton Tew who was involved in an accident in early August and lost his life. Barton was a past club member and rally competitor and was the son-in-law of Patrick and Anne Hetherman.

Although he had not competed for some time he made many friends during his active rallying days and will be missed by all who knew him.



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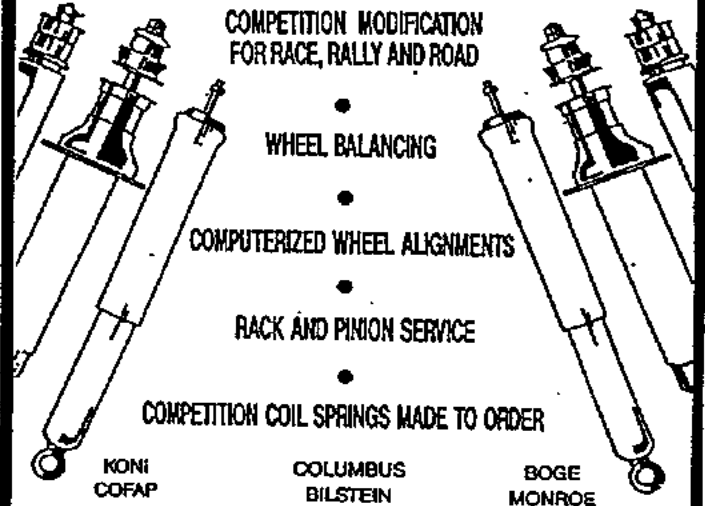
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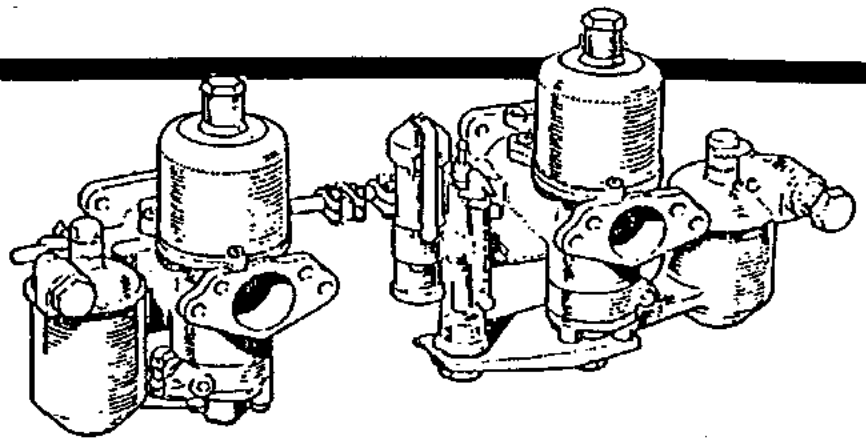
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Its Apprenticeship Training Time

To make such a sport as rallying possible a great number of people are needed - each with their own very special talent which linked together make a chain. That chain in turn makes the difference between a great event and one maybe that just needs that little bit of fine tuning.

Really its no different from running a good business where managers delegate tasks to their respective employees who carry out that task to the very best of their ability. Sensible isn't it when you think about it! You're wrong you know we aren't paid to go rallying we do it for the love of the sport, that is our only commitment.

Unfortunately that commitment gets a little way laid from time to time. Things happen. Suddenly the links in our chain break and we have that event that needed that little bit of fine tuning.

To help alleviate that problem I'm looking for volunteers at Gallangowan that can assist in all areas. I believe that all rallies should have a nucleus of apprentices learning the ropes. However, it is a long term commitment - that word again!!! but the fun and rewards are there, I know I've been rallying for only 3 years.

I will be asking, as part of the entrants Entry Form, to nominate a person who can be called upon at short notice to act as a road block or perform another task over the weekend at Gallangowan this year. No name - no entry. Tough hub! don't forget competitors the event is for you!!

Other areas that need apprentices; at scrutineering, learning how to be a Stage Commander, Course Car, Double Zero, Zero, Sweep and Recovery personnel all need support or just a plain old "gofer" could help. Some of our more experienced people may want to help in the "Radio Shack" with Peter Marshall and John Murphy.

We have a small number of ladies that help Kame scoring, same faces every year! I'm sure that there are other ladies that don't mind "roughing it" a little to help perform that very important task.

The BSCC has some of the most experienced people involved in rallying and I must say that I have learnt and am still learning from each event. But and its a Big But they are the same names and faces event after event after event.

This is a gentle way to prod the conscience of competitors and supporters alike to take stock of your special talent and just maybe we'll see you at Gallangowan or at the Cooloola Classic or the A.R.C. event next year or at one of our many club events.

I can be contacted on 07 870 3355 during the day or phone me at home on 07 376 6563 should you find that COMMITMENT.

Craig Porter



BSCC CHRISTMAS PARTY!!



Let's go (to the) BRONCOS!!

BRONCOS LEAGUES CLUB
FULCHER ROAD, RED HILL - (NOT ANZ STADIUM!)

When: Saturday 10 December '94 (The Saturday after Gallangowan).

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Go and write this in your calenders and come along for a great evening.

**Berenice Linton.

Ed Ondyynski at large

Co-drivers in rallying do not drive the car. Co-drivers used to be called navigators, a term with which I was much more comfortable. 'Co-driver' implies that the person in the left hand seat is actually going to have the occasional steer, a horrifying thought to the majority of drivers.

There are few things more daunting than being driven by your co-driver. A co-driver is used to going suddenly lost while having total trust in others for their safety. Two-wheeled km/h tools the same of 20km/h to most co-drivers. To them, cornering felt-out down a cliff-side track looks normal. They are champions of being completely rezzed while their skin peels on the inner side of their door skin.

Most co-drivers have exceptional short range vision. They can read poorly printed instructions with perfect accuracy in the middle of the darkest night, even when the reading light doesn't work. Unfortunately the quality of their long range vision is inversely proportional to that of their short range. Imagine someone who is immune to high speeds and has complete and utter faith they will magically miss or solid objects. You now have a picture of a co-driver let loose behind the wheel.

It is impossible to advise a co-driver, who may simply be driving you home from a post-event celebration, that they could be having just a tad too fast on the pavement in the rain. Co-drivers believe a driver has absolutely no right whatsoever to comment on their driving since they put up silently with whatever happens to them during an event. The term 'co-driver'

suggested 'navigator' when rally sport moved away from navigational mapping events to today's closed-road forest sprints. A navigator was usually some sort of eccentric buffoon, a person who only materialized in the night from their secret lair of maps from the dark ages.

Navigation was the most feared aspect of crash helmets, daylight rifles and electronic instruments. Their idea of the golden era of rallying was being sent out to the middle of a remote forest in an EH Holden, armed only with a 1936 survey map and a VW Beetle restorable project. The navigator did all the hard work in returning the driver to civilization and when successful, vanished back underground. For a while, navigators attempted to become co-drivers. Many had haircuts, shaved and maybe purchased a loose-fitting two-piece driving suit, but today's co-driver is a new breed altogether. Unrequited to either drive a car or read a map, co-driver nonetheless means 'of equal status to the driver.'

They are multi-media personalities, expert on all facets of car preparation and manager of the entire team. To a co-driver, a driver is simply an extra arm and leg to operate the controls which they themselves can't reach.

Event organizers around Australia have to follow exacting and identical layers of instructions that even the newest and most novice co-drivers can follow.

Co-drivers even have their own professional association, appropriately named, CODASS. Immaculately groomed, polished public speakers with vital sponsorship dollars, the new era co-drivers are recognized amongst themselves as the most important part of rally sport. Many hold senior positions in rally administration of state, national and international level. They may not know the names of the mechanics in their team but they can quote the number of minutes on time they received on satellite TV throughout Asia.

Co-drivers have strong opinions on where the sport is headed, how it should be promoted and which colour car is for TV exposure. Upon receiving an award of presentation rights, co-drivers still allow the driver to speak first. Celebrated drivers can usually manage, unaided, to bring together a thousand list of their mates who helped them. The co-driver then steps forth and in a few succinct sentences, wins the audience over to their sponsor's products, chokes on intense enthusiasm amongst competitors to return next year and fills the organizers with confidence and new directions for future events.

Co-drivers introduced colour-coordinated, triple layer driving suits and team uniforms. Co-drivers installed service trucks with high-pressure cleaning equipment to ensure the cars are washed before work commences. I am not certain, but I believe a co-driver designed the first light-pod, the styler designer was replacing the crude but effective light bar. A navigator usually welded an iron bar for the new halogen lights, a bar that could turn trees and deflect kangaroos.

Sadly a navigator would rather have to light at all, lest they be seen by other competitors. For sure, the

bonnet mounted light-pod is a co-driver product, sturdy and a responsibly crafted to be seen in daylight when you don't need lights. Significantly, many of the most successful co-drivers are female. The legendary, former world champion, Ad Vatanen, had teamed up this year with Fototea Pons. Vatanen immediately became the most competitive of the mighty Group A Escort Co-drivers in the recent Acropolis Rally in Greece.

Our current Australian champion co-driver is Clive Taylor, successfully guiding the youthful Neal Bates of Team Toyota through his fledgling years. Bates had won few races of major significance until teaming with co-driver Taylor in 1993. Bates is a regular sort of bloke who used to have navigators from the golden age. I was behind Bates in one of his first events with Taylor. Just before the finish line, but can't recall who was crushed into line. Neal and Clive were silhouetted in the car in front.

With about two minutes to championship spraying, Neal proffered a hair brush to Neal. The block outline of Neal's head shook in decline. Neal shook his head again and, for a moment, my golden age navigator, Mark Slacey and I thought she would brush his hair for him. But no, Neal relented, even adjusting the mirror to a genuine attempt to fit his closely cropped head.

The moving experience symbolized what has happened to rallying. The co-driver has shaken free of the navigator era and with many a whimper, the sensitive new age rally driver has arrived.

Co-drivers have their own professional association, appropriately named, CODASS. Immaculately groomed, polished public speakers with vital sponsorship dollars, the new era co-drivers are recognized amongst themselves as the most important part of rally sport. Many hold senior positions in rally administration of state, national and international level. They may not know the names of the mechanics in their team but they can quote the number of minutes on time they received on satellite TV throughout Asia.



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Reprinted in full from "FAST FEWES and ROTARIES" Magazine.

HISTORIC RALLYING

1994 Historic Rally Series

Refrigeration Parts (Old) Classic Driving Trials - Sunday, 4 September 1994
[Old Historic Rally Series - Round 3.]

The Refrigeration Parts Classic Driving Trials will be held at the Bondall Entertainment Complex. The trials will be an event for both driver and co-driver/navigator. Cost per entry will be \$15.00.

Starting at 9.00 (Scrutineering - 8.00am) Entries close Thursday, 1st September 1994.

BP Range Rally Classic - Saturday, 29 October 1994
[Old Historic Rally Series - Round 4.]
[NSW Historic Rally Series - Round 3.]

The BP Range Rally Classic is a Monte-Carlo style event and is billed *The Premier One-Day Historic Rally Event in Australia*. The event starts from both Grafton (as part of the Jeanmunda Festival) and BP Tallebudgers on the Gold Coast. The format is similar to last years event but with a new challenging route and a variety of instructions. Lismore will once again be the base for the lunch stop before the run back to Tweed Heads in the afternoon. \$45 (starting from Gold Coast) or \$35 (starting from Grafton).

The rally has been running since 1991 and is one of the premier one-day historic rally events in Australia. It's format is similar to the Repco Mountain Rallies and with it forming the final rounds of both the New South Wales and Queensland Historic Rally Series it promises to be a close run affair! Even the crews from Port Macquarie and Coffs Harbour may surprise a few people. *Accommodation lists available for interstate crews.*

More details will be available next month so start planning now!

Supported by: **BP Australia**

Nissan Z Car Workshop 07-906-3535 The Rally Connection 07-532-0253

Historic Group Meeting WEDNESDAY September 21st, 1994 (8.00pm)

Other Events and News

Planning is well under way for an even better Historic Rally Series next year. The first event is likely to be held on March 5 (Saturday) with Tony Slattery taking on the director's role.

Ken Philp and Keith Champion will team up for the NSW Classic Spring Rally. Keith won the first Repco Mountain Rally navigating in a Porsche 356 for John Macey.

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 near Gosford and finishing in Newcastle with the overnight stop in the Singleton area.

October 15-18 **Snowy Mountains Classic**

Winter Classic Rally (NSW Historic Series Round 1.)

If the first round of the NSW series is anything to go by the sport is in for some exciting events. Around 23 crews lined up at Paramatta Park and as expected they were dominated by Triumphs of all shapes and sizes. The TSOA organised event used 1:250,000 maps. The route checks were a combination of unmanned and manned passage checks. The unmanned checks showed innovation with PINK post boxes on the side of the road, clearly marked with 100 boards. You just couldn't miss them!

The ferry crossings in the first division were a novelty and caused very little disruption to your progress. The scenery at the lunch stop at Wisemans Ferry was quite spectacular with a welcome BBQ awaiting competitors. The afternoon division included 1.3kms of dirt but most crews didn't slow as the quality was good. The route then continued past Cessnock and onto some of the roads used on the first Repco Rally. They reminded us of the Northern Rivers area of NSW but still proved tricky particularly in the wet and dark conditions late in the day. Most crews were pleased to see the metal that night after a long day.

Day Two dawned with the wet conditions still with us. The route headed further north towards Duagog and Brookfield before arriving at Kingwood Hillclimb. This was our first look at the hillclimb and so took it easy under the wet conditions although later crews enjoyed a near dry track. The idea of both the driver and co-driver having two runs at the hill was great and one I'm sure we will see more of.

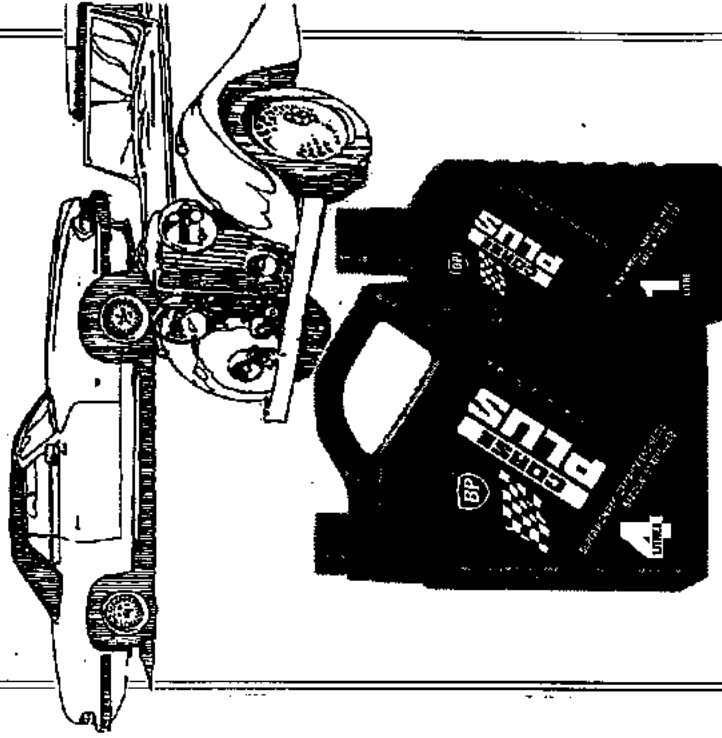
After the hillclimb was the 170km economy run back to Sydney along much of the old Pacific Hwy and those hills which seemed endless. The finish at Hornsby where the scores were almost complete as we arrived.

For the winners, John Robertson / Graham Mooney (Jaguar) it was a close but well earned win from Ken Philp / Tony Galletly (Lancia Fulvia 1.3) by a mere two seconds. Graham O'Connor/Jocelyn Vettoretti (Lancia Fulvia 1.6HF) were third. The Team victory by the Jaguar Club of John and Graham, Geoff Bott/John Pearson, Bob Williams/Phillip Williams and Ken Philp/Tony Galletly had been long awaited by IDC and led home Team Triumph and Team MG.

..... Tony Galletly.

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CLUB C/SHIPS

-83

Table with 10 columns: POSITION, NAME, H, M, N, O, R, S, TOTAL. Lists various individuals and their scores for Club C/SHIPS.

Table with 10 columns: D IRVING, O NICHOLSON, ROONEY CROSS, CAMPBELL SMITH, PAUL WILLIAMSON, NORM SINGLETON, TROY CUTTON, ROBERT CRESDOE, DEAN TICHE, LYNDALL TICHE, LEE EVANS, KEITH HONOUR, BARRY MASSEY, JOHN MASSEY, DAVID HOOD, TERRY SCOTT, ERSOL BAILEY, IVAN DE STRAAT, GEOFF MCACHAM, PAUL BERGMAN, SHAM GILL, G HORTON, GRANT HARVEY, ADRIAN MCCARTNEY, JUDY HARTNETT, GRANT WHITE, JOHN DARE, DARYL COLE. Includes a 143 on the left.

MOTORCRANA C/SHIPS

at 18/08/94

Table with 12 columns: POSITION, NAME, FEB, MAR, APR, MAY, JULY, AUG, TOTAL. Lists individuals and their scores for MotorCrana C/SHIPS.

JUNIOR C/SHIPS

at 18/08/94

Table with 10 columns: POSITION, NAME, H, M, N, O, R, TOTAL. Lists individuals and their scores for Junior C/SHIPS.

OFF ROAD C/SHIPS

at 18/08/94

Table with 10 columns: POSITION, NAME, APR, AUG, TOTAL. Lists individuals and their scores for Off Road C/SHIPS.

LADIES C/SHIPS

at 18/08/94

Table with 10 columns: POSITION, NAME, H, M, N, O, R, S, TOTAL. Lists individuals and their scores for Ladies C/SHIPS.



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PROMOTIONS & MARKETING

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BRISBANE SPORTING CAR CLUB LIMITED'S CLUBROOMS are located at
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 and are open **EVERY WEDNESDAY** from 8.00 p.m. onwards.

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BRISBANE SPORTING CAR CLUB LIMITED

1994 PROPOSED CALENDAR

Affiliated with
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Course

HISTORIC SERIES

4 SEPTEMBER	Classic Driving Trials			Ian Ferguson
29 OCTOBER	BP RANGE RALLY CLASSIC			Tony Galletly
16 NOVEMBER	Historic Rally Group Presentation Night			

OFF ROAD

27 NOVEMBER	SHORT COURSE - Ettamogah Pub Series			Rod Sams
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RALLY

8 OCTOBER	BAILEY 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 -

28 AUGUST - Beerburra

MOTORKHANA

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

NIGHT RUNS

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



Refrigeration Parts (Old) Pty. Ltd.

CLASSIC DRIVING TRIALS

4 SEPTEMBER 1994

ROUND THREE

BSCC HISTORIC SERIES

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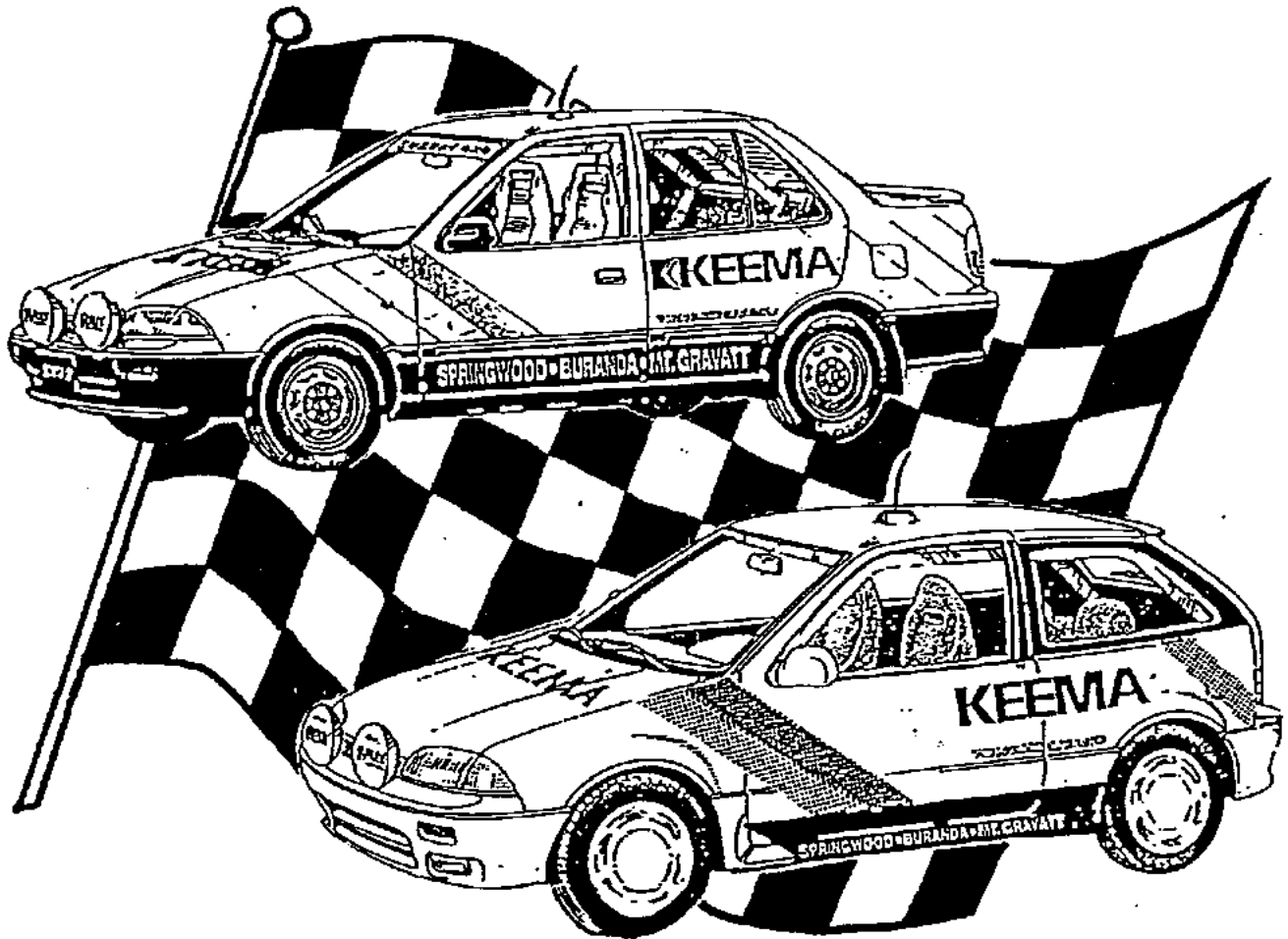
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