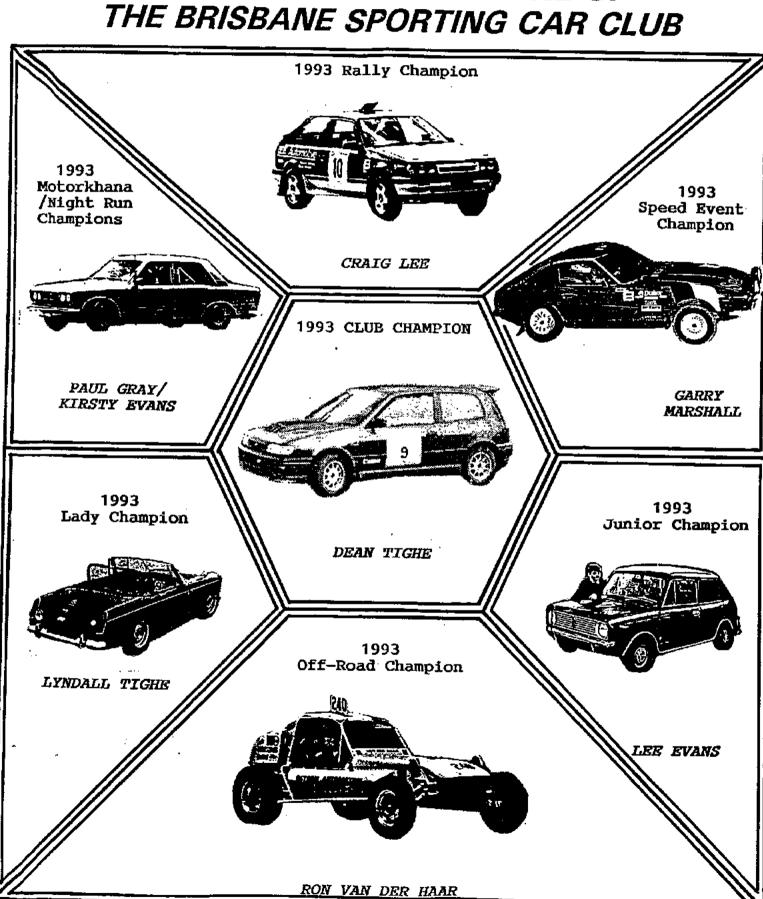
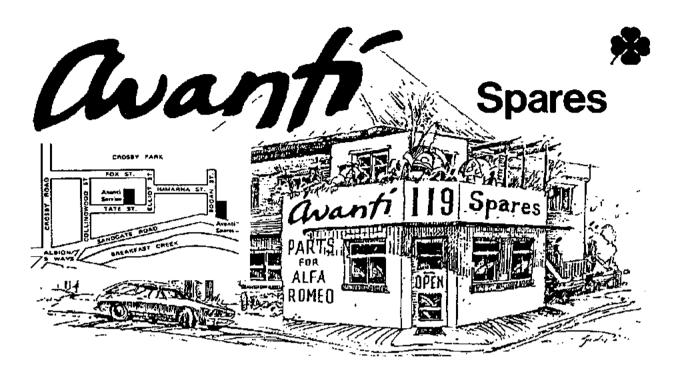
## BRISPERT

THE MONTHLY MAGAZINE OF THE BRISBANE SPORTING CAR CLUB

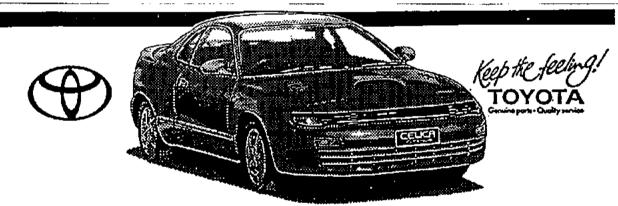




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#### The First Bit of the Magazine.

ľ

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 f..airly 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 boyl)

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 Beerburrum 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 <u>not</u> 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 Beerburrum under the watchful eye of Tony Best.

It's not over till the fat lady sings and Mike Page/lan 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 haow things go over the next month or

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 QRQI!

fan Smith

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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
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
Datsun 1200 Coupe

Doug Malcolm
Peter Marcovich
Paul Mason
Lisle Neumann
Peter Phillips
Corona 1 troo
Datsun 1200 Coupe
Escort
Corona Turbo
Datsun 1600
Pater Phillips
Datsun 1600's

Jim Rose Datsun 1600
Norm Singleton Mazda R100
Ross Walsh Mazda RX2
Geoff White Mazda 808 Coupe

Margaret Whiteside Datsun 1600



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

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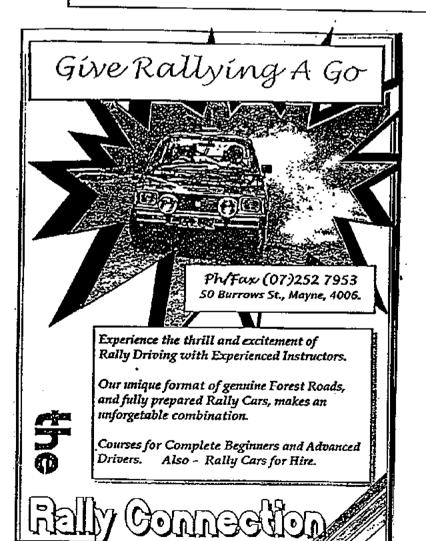
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Cleveland Ray & Sally Pilcher Store 2, 16 Doig St Phone: 821 3388

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

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#### Well it's over now (Thank Godi)

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 semimental - 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 Beerburrum.

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 gratiously 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).

#### REVOLUTION RACEGEAR ROAD and RACE SPARE PARTS RALLYSPRINT SERIES

#### Round 3 - Beerburrum 31/7/94

#### RESULTS

Class	RI (in finishing order)						
No.	Crew	SS1	<b>\$\$2</b>	SS3	<b>\$</b> \$4	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(Rol			
19.	A Johnstone/M Johnstone	DNF(LH	F 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	14:47.2	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		
40.	E Freudenberg/F McNaughton	3:53.8	4:07.4	3:54.5	4:01.9	15:52.7	30
42.	B Davidson/T Gillick	4:04.3	4:17.0	3:54.5	4:04.6	16:04.4	31
43.	G Sanburg/J Rex	3:30.4	3:44.6	3:30.1		16:16.0	32
25.	J Rogers/K Taylor	3:45.7	7:15.8	3:50.6	6:02.7	16:49.3	34
41.	W Martin/D Knight	7:48.2	4:02.4	3:30.0	4:08.2 4:03.9	19:00.3	35
39.	T Errington/R Allan		esson unknov		4703.9	19:41.2	36
51.	T Dutton/G Howe		adiator hoses,				
Class I	R3 (in finishing order)			-			
10.	I Bremner/ B Linton	2.14.4	2060				
21.	— ————	3:14.4	3:26.8	3:20.9	3:39.9	13:42.0	11
12,	M Guest/P Woodward	3:26.8	3:38.9	3:21.4	3:36.5	14:03.6	14
12. 24.	L Killer/K Beardmore	3:22.6	3:41.8	3:20.9	3:47.0	14:12.3	18
	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 - I	kaputski?	
34.	R Cresdee/D Ferraro	Did Not	Start				
Class 1	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	3:17.2	3:23.0	3:06.8	3:20.6	13:21.6*	8
<b>I</b> 1,	S Yarrow/D Yarrow	3:15.4	3:28.7	3:13.6	3:33.5	13:31.2	
13.	G Bishop/P Bishop	3:32.6	4:01.4	3:49.2	4:17.5		10
2.	B Cook/W Depper	3:04.7	3:16.2	3:07.2		15:40.7 - rear susp	30
8.	J Guest/B Fowler	3:19.7	3:30.4			- rear susp Balancer	٠.
4.	G Marshall/A Stean	3:07.0					
-14	O WINDSHIP OF SHE	3:07.0	3:14.3	3:06.0	5:12,8	Excluded#	
Class I	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

#### 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
<b>3</b> 3.	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 s	haft	
22,	R Bryson/R Bryson	Retired -	- crashed and b	burned			
27.	K Taylor/T Taylor	Retired -	- Suspension fa	iled upon hit	ting tree		
29.	A Thomas/D Heckenberg		- rollover	-	_		

Retired - head gasket?

#### Note:

37.

car 14, late penalty - 4 mins = 20 seconds

D Gibson/J Gibson

- @ 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
10曲	Spencer Yarrow/Derek Yarrow	Commodore (R4)	13:31.2

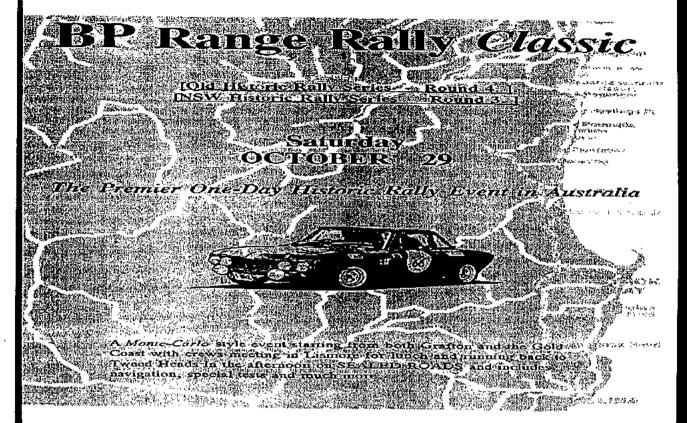
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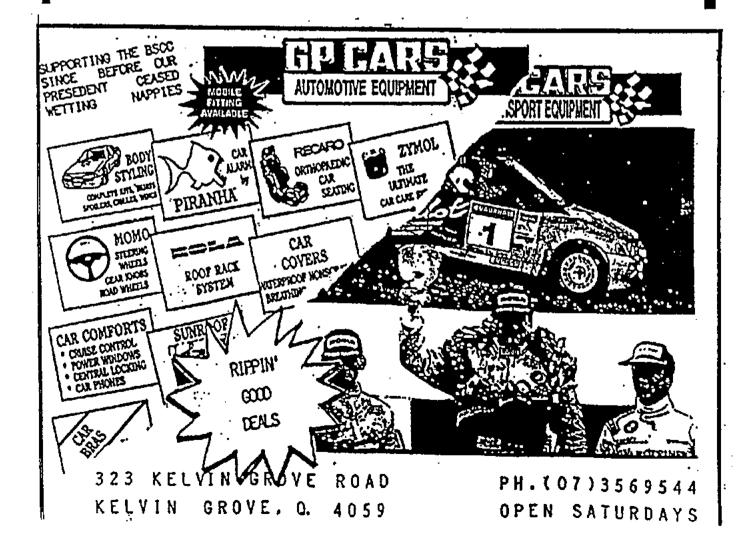
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#### 1994



#### HISTORIC RALLYING



#### VACC Compulsory Third Party Rally

Due to circumstances beyond the control of the organisers, the VACC Historic raily 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 raily 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 Furguson 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.Suridge and A.Franklin in Jim Reddiex, 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 Rallys.. 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 "Patking 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 each 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. Furguson, 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 Petrett/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 crows through the passage south of the railway line. Wivenhoe Pocket via was recorded by 15 crows including the XJ6 of T. Hurst/K. Carige who had also located the clusive via prior to the meal break. Via 4 at the western end of the Northbrook parkway led all crows over the Summit and Mt Glorious through what must be one of the most exhibitating 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 crows overall. A route chart then took all crows to the finish.

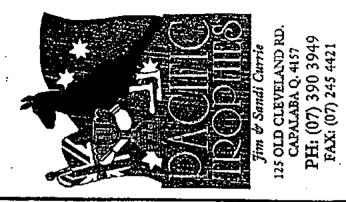
Following a day of confusion and frustration for most crews, Ferguson and Fuller in the SAAB were the outright winners from Perrett/Goodwin in the Cooper S and Owen/Owen in the Sprite. G&S Hughes (Dino 246), A&S Slattery (MG 1100) and D.Burnett/G.Schweikert (BMW) rounded out the top six.

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 Reddiex, 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.



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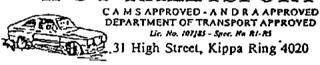
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#### A Very Slow Learner!!

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 recieve 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 entired 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 raily 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 bounds run.

Dip Stick and Depth Gauge.

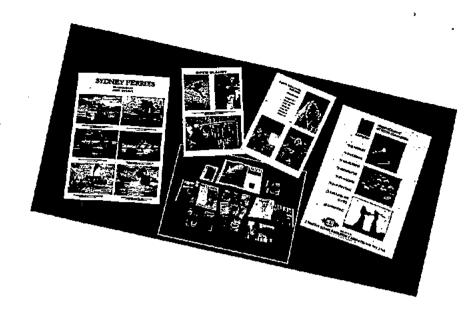
#### Motorkhana Results

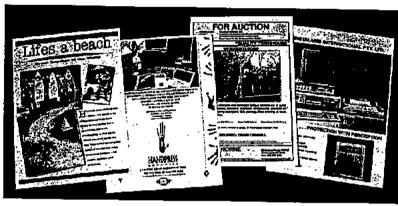
#### Event of 14 August directed by Fred Aubineau (Venue - Boondall):

<u>Driver</u>	Test 1 Double Garage	Test 2 Open Stalom	Test 3 Mencey- ring	Test 4 Star	Test 5 Reverse Lezy 8	<u>Test8</u> <u>Waltz</u> <u>Slaiom</u>	Total
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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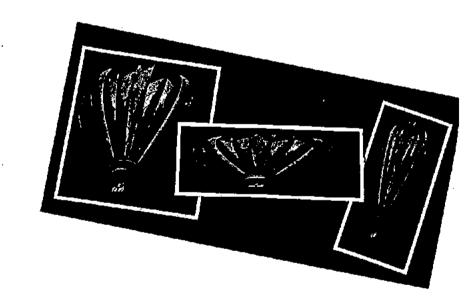
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## **OFF-ROADING AT OXENFORD**

While there can be little doubt the off-roading 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-roading 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.

views to the coast for those who had the opportunity to appreciate horse power (the four legged variety). Competitors were taken aback of the pit area waiting for the all clear from race organisers before abandoning the many criss-crossing roads for the better part of the The event was held in mountainous territory behind Movieworld, with 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 to see a group of 70 + horses and riders milling around the perimeter 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 exellence. The organisers apparently also had little difficulty in convincing local joggers, cyclists and trail-bike riders of the benefits of

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-roading conditions over deeply erroded 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 recommoitre 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 Esme'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 seater 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-roading 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-roaders. I have little doubt that Rodency 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-roading section of B.S.C.C today.

I am sure I can speak on behalf of all off-roaders 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 enthuslastic 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	ENTOANTOODEDATAVIOATOD	VENICIE	PROLOG	SECTION 1	SECTION 2	SECTION 3	TOTAL	O/POS	C/POS
THE THE	ENTRANT*/DRIVER/NAVIGATOR	VEHICLE	PAULUG	SCOTION 1	SECTION 2	SECTION 3	TOTAL	U/PUS	WPUS
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	<b>33</b> .13	1.42.29	3	2
141	Steve Willett*/Barry Willett	Rivmaster	2.34	33.18	34.14	31.57	1.39.29	1	i
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		
<b>266</b>	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	38.56	37.56	1.57.38	6	2
321	Dave Armitage*/Penny Armitage	Cheetah	3.37	48.32	DNF		Engine	•	
412	Keven Hulschmid*/lan Prescott	٧w	2.48	36.10	DNF	(38.01)	Front End		
511	D Tainton*/G Smith	Datson	3.47	50.38	51.37	54.03	2.36.18	8	1
645	Malcom Dunnett*/Nicole Dunnett	8uggy	3.35	DNF			Nav. III		
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. <b>3</b> 7.22	9	2
939	Laurence Svenson	Funco	2.34	33.49	33.56	32.45	1.40.30	2	1
949	Shane Olway		DNS						

#### **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 Nicoli	Alan Nicoll	1.58.38
7th	715	Grant White	Simon Dann	2.09.57
8th	511	D Tainton	G Smìth	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.



#### TECHNICAL SERVICE CENTRE

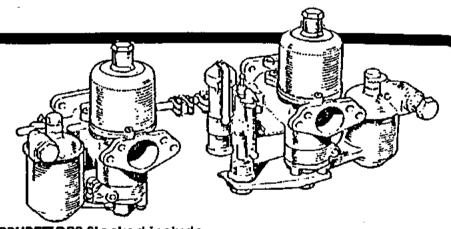
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#### Its Apprenticeship Training Time

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 Esme 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 PARTYN





Let's go {to the} BRONCOS!!

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

Saturday 10 December <sup>'</sup>94 (The Saturday after When: Gallangowan).

BRONCOS Leagues Club is located 2 kilometres from the city centre. The renovated clubhouse with full club facilities, 250 poker machines, function rooms, sports lounge, TAB, bistro, coffee lounge etc etc.

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

\*\*Berenice Linton.

\*

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presentation rights, co-

commentation is a real to continue sale above the driver to speak field. Celebroried divises can usually remonge, uncided, its simple logether at the property side of make tradies who heaped shem. The continue has been seen as the second sent to few supported shem. The continue was the supported sent their sponsors products, creates on interior sent their sponsors products, creates on interior sent products, and new directions for their opposites with confidence or interior sent products of their sent products and learn uniforms. Co-drivers would be sent their sent to commended in on the sent to commended in the sent to commended in the sent sent sent products of their sent products on their sent products of their sent products.

bonnet mounted light-good is a co-driver product, superby and exponsively crotted to be seen in dayfold when you don't need lights. Sprificantly, many of the may successful co-drivers

most successful co-calves one femilie. The legendary, former world champion, Ad Votanen, has beamed up this year with Fabricia Pons, Volganes immediately become the most decome me most competitive of the mighty Group A Escari Coevants in the recent Acropolis Sally In

Team Toyota through his Redging years. Bottes had won few miles of major symitomace until teaming with co-driver Taylor in 1993. Bettery it on seguiar and of blobs who used to have nexigates from the guiden age. I was behind Bates in one of his first events with Taylor, Just before the mask norm, our cars were smootheled into less, Head and Cool were pithousted in the cas in Itani. With about two minutes to champages sproying. Cool published in the last in North.

carcingogne sprayers, cooking protected only brush to Neot. The block outline of Neot's head shook in declare. Cood's own and halbrush were guite undetened and shock back softers outballatinely. Heal shook his head again seed, or a committing to seed, or a committing to seed, or a committing to concept of the seed of con-

end, for a moment, my golden age nantgaler, Mark Stacey and I thought she would brush his hor for him.



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#### AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER No.4-1994

Confederation of Australian Motor Sport



For the lateness of this Newsletter that is,

With the National Off Road Committee meeting a formight after Kempsey, your hamble executive officer has been fairly busy of late. It is only now, some two and half weeks after Kempsey, that I am starting to catch up on the

To those of you who have waited patiently for the point scores to come out, without ringing the tree point scheeps to some state of the me up and asking the for them, go my sincere thanks and appreciation. Hopefully I will a fittle more organised for the rest of the year.

#### Beldgstone International

Even for Kempsey this was a tough one! From all reports the dust was as bad as it has ever both at Kernpsey and this, together with the introduction of a couple of new features such as the refuelling procedures, certainly kept competitors from becoming complacess.

It would also have to be said that this was not the happiest of Kempseys. Perhaps the cause of most concern was the significantly lower than normal number of finishers. Those who just missed out in this respect were understandably disappointed, and in some instances vocally critical of what they felt to be an unacceptably short time in which to complete the

This matter was discussed at considerable length at the recent National Off Road Committer meeting, and the director acknowledged the competitors' concerns, undertaking to address the issue next year.

OUTRIGHT DRIVERS

Perhaps more time could have been allowed, and perhaps those competitors who just missed out might have some justification for their disappolarment. However to put the issue into perspective, it is early very rarely that any problems with the running of the event occur at Kempsey. Kempsey's overall track record over the last several years is still pretty good, and this should not be forgotten.

A number of people complained after the event about infingements of the refuelling regulations. Whilst there can never be any guarregulations. Which there can never be any gover-ance that all infringements result in action being taken, four or five such infringements were brought to the notice of the director, and subsequently substantiated. In each case the competitors involved were excluded from the event.

Two Points. Firstly, the director did all he could by acting on substantiated cases that were brought to his attention. Secondly, when was the last time a significant number of competitors was excluded from an event?!

As some of you will be aware noise checks were carried out at Kempsey. Some of you will most certainly be aware of this, as those compelitors whose cars gave readings in excess of the permined 95 dB(A) would have received written advice to this effect from the organisers. The noise meter will be taken to Mt Gambier. and there are no prizes for guessing which cars are most likely to be checked there.

#### National Off Road Committee Afrening

The National Off Road Committee met in Melbourne over the weekend 6th-7th August. Obviously many issues were discussed, and many of the recommendations will need to be ratified by the National Council before they can be implemented. However, the following will most likely be of immediate interest to regular national championship competitors.

#### 1995 AORC Calendar

The recommendation to be per to the National Council will be that the 1995 Australian Off Road Championship be conducted on the

16th April -Kempsey Goondiwindi b. 28th May 16th July Coiffith d. 11th September -Mt Gambier TBA November -Puckepunyal.

It is imperative that you understand that this has not yet been ratified by the National Council, and until this occurs the calendar cannot be regarded as being from. However early advice of the anticipated dates may possibly help you commence planning your 1995 competition year.

#### Breaches of Rules

As some people found at Kempsey, those caught breaking the rules can expect to be dealt with accordingly.

The AORC directors attended the NORC exing, and were very strongly encouraged to take action against any competitors caught infringing the rules. They undertook to do this, and NORC members at remaining rounds will be supporting them in this regard.

It is acknowledged that this is unpleasant, erhaps even draconian, but the National Off Road Committee feels very strongly that those competitors who do in fact comply with the regulations should be protected from those who

might seek to gain an untair advantage by acting Outside the rules

Championship Classes Most of you will remember that over the last several years different classes have 2 20 on notice at different times.

This notice has taken the form of a requirement for a class to average a minimum of six entries per round in order to be recognised as a championship class in the following year.

What has happened is that the less well represented classes most likely to be afforted by this have increased their numbers during the year, they were on notice, only to see these numbers fall away dramatically the next year,

To overcome this problem the NORC will be recommending to the National Council that from next year, if a particular class does not achieve the specified minimum average of six entries per round it will not be recognised as a championship class for that year.

This has been brought to something of a head this year by entries from Class 6, which are near time year by offices from class o, where are currently averaging only two per event. Although a Class 6 champion will still be recog-aised at the end of this year, there is clearly a question of the viability of Class 6 as a national changioashia class

2.4 Andy Clark Executive Officer - Off Road

AC:Iw-580 A16/18 12th August 1994

#### 1994 AUSTRALIAN OFF ROAD CHAMPIONSHIP PROGRESSIVE POINTSCORE

ROUND

#### After Round 3

					<u> </u>		
PLACE		1 1	1 2	_ 3	. 4	Ī 3	TOTAL
	Mark Burtows	20	15	20			55
2	Hayden Benday	1 6	T -	15	<del></del> -	+	21
3	Glenn Owen	"-"	20	T -		1—	20
4	Les Brown	1 8	1	12	-	+-	1 20
_ 5	Terry Rose	<u> </u>	10	1 8	<del>-</del> -	┾┈	110
_5	Neville Boyes	15	1	<del>  -</del>	:	_	16
7	Neil Montson	12	<del>-</del> -	┿-	<del></del>	┼—	12
8	Stave Willett	-	12"	┿-	<del></del>	ֈ —	
9	Kevin Lee	10		<del> </del> -	<del>†</del>	┼	12
9	Mark Bush	<b>—</b>	1 <u>-</u>	10	┿	├	10
7	Doug McMillan	┪-	1	<del>↑ :</del> *	<del></del>	<del>  -</del> -	10
. 12	Fábio Zariati	<del>                                     </del>	T 6	<del>  _</del> -	+	<del> </del>	<del>  </del>
13	David Templeman	<del></del>	<del></del>	1 6		<b>├</b>	5
14	Les Siviour	12	2	2	<del>+</del> -	<del>  -</del>	
15	Michael Boaden	1	<del>                                     </del>	+ -	<del>-</del>	· -	6
16	Mark Warren	<del></del> -	1 4	<del>  -</del> -	<del></del>		4
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3	Michael Shannon	20	-	-		_	20
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13	Bracky Cook	1-3	<del>-</del>	1		<del>: -</del>	3
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3	Mari Mares	12	15	<u> </u>	_	_	27
4	Gary Westbelley	•	10	•		_	10
5	Terr McWillem	<del>                                     </del>	1	1 . 1		i —	

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,	Fabio Zaras	15	20				135
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5	Gentley & Picturing	<del>  -</del>	·	12	<del></del> -		12
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7	Fles Jones	1 -	10	-		$\vdash$	10
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	Hewart Ford	1 37	· •				12
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### Queensland

# HISTORIC RALLYING

## 1994 Historic Rally Series

Refrigeration Parts (Old) Classic Driving Trials . Sunday, 4 September 1994

[Qld Historic Relly Series · Round 3.]

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

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

3P Range Rally Classic - Saturday, 29 October 1994

[ Qid Historic Rully Series - Round 4.] [ NSW Historic Rully 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 Jacaranda Festival) and BP Tallebudgora 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 linal 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 1

Supported by: BP Australia

Nissan Z. Car. Workship (07:2008:2755);; [Te Rally Connection (07:45:7953)] 1

Historic Group MIKKITING

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 Phitp and Keith Champion will team up for the NSW Classic Spring Rally. Keith won the first Repectionate in Rally navigating in a Porsche 356 for John Macey.

September 17,13 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 Singlaton area.

October 15-18 Snowy Mountains Classic

## Winter Classic Rally (NSW Historic Series Round L.)

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 forry 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 motel that night after a long day.

Day Two dewned with the wet conditions still with us. The route headed further north towards Dungog and Brookfield before arriving at Ringwood Hillelimb. This was our first look at the hillelimb and so took it easy under the wet conditions although latter crews enjoyed a near dry track. The idea of both the driver and co-driver having two runs at the hill was great more of.

After the hillolimb 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,

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

BP Corse Plus a classic high performance engine oil for classic marques

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BP Corse Plus
Protection for your pride and joy

Tony Galietly.

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75	MICHAEL COLLINS VEY COLLINS OF PARSHALL BRIAN EVERITT POTER MAALLEY BOB CRASE MATT JAMES BRICE BAMSON JIM REDOIEX JOHN FYEE BANNY GOLOGIN RICHARD GALLEY KEYEN TAYLOR ANDREW OWEN MERRAY ARAMOELL RON VAN OPSTAL RISSELL HARTHET JAN VAN DE STRAL LORRATHE FULLER RATRICTA SMITH CON MILNER ROCK EROWES Y COLLINGWOOD RO REONIEX	92 01 01 01 02 62 02	02 04 02 02 02 03	02		04 04 04 05 91 02 02 02 01 03	01	04 04 04 04 04 04 04 04 04 06 03 03 03 03 03 03 03 03 03 03	POSITION 01 02 03  OFF F  POSITION 01 03 04 06 07	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROAD C/SHII:  MANE STEVE VILLETT PARRY VILLETT R SAMS	53 PS APR 10 10	23 10 AUG 11 11	11 107A 21 21 18		B	101A 44 33 10	L
75	MICHAEL COLLINS DESLEY COLLINS DESLEY COLLINS VIV GEES HOEL GEES GARY MASHALL BREAN EVERITI PETER MALLEY BOB CRASE MAIT JAWES BALEE MASSON JIM REDOIEX JOHN FYSE BANNY GALLEY KEYIN TAYLOR ANDREW OWEN HURRAY ASUNGELL RON VAN OPSTAL LORACINE FULLER PATRICTA SHITH CON MILIER PATRICTA SHITH CON MILIER PATRICTA SHITH CON MILIER POLLINGWOOD R COLLINGWOOD	92 01 01 01 02 62 02	02 04 02 02 02 03	02		04 04 04 05 01 02 02 02 02 01 03	01	04 04 04 04 04 04 04 04 04 04	POSITION 01 02 03 04 06	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROADO C/SHIII  NAME  STEVE VILLETY RAMY VILLETT R SAMS GREG NICOLL ALAN NICOLL JIH V ADMESS LAURENCE SVENSON HICHAEL COLLINS DESLEY COLLINS DESLEY COLLINS	DS APR 10 10 10 07 07 11	23 10 10 11 11 08 07	11 21 21 18 14 14 10 09		R	101A 44 33 10	L
75	MICHAEL COLLINS DESLEY COLLINS DESLEY COLLINS VIV GEES NOEL GEES NOEL GEES GARY MASSMALL BRIAN EVERITT PÈTER MAGLEY BOB CRASE MATT JAMES BRICE BAMSON JIM RECOIEX JOHN FYEE BAMBY GEODGIN RICHARD GALLEY KEYEN TAYLOR ANDREW OWEN MERRY ARAMGELL RON VAN DESTAL RUSSELL HARTNET JAN VAN DE STRAL LORPATHE FULLER PATRICIA SMITH DON MILNER DICK GROVES T COLLINGMOOD RO REODIEX HARREN CARRIGAN H REARRON-SMETH GLEN DUTHIE RON PETERS BRUCE FULLERTON	92 01 01 01 02 62 02	02 04 02 02 02 03	02		04 04 04 05 91 02 02 02 02 01 03	01	04 04 04 04 04 04 04 04 04 04	POSITION 01 02 03  OFF F  POSITION 01 03 04 06 07	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROADO C/SHIII  NAME  SIEVE VILLETT BARRY SIEVE SVENCY HICHAEL COLLINS DESI EY COLLINS DESI EY COLLINS ROSS WATSON HAURA VATSON	23 APR 10 10 07 07 11	23 10 10 11 11 09 07 07 07	10 AU		R	101A 44 33 10	L
75	MICHAEL COLLINS DESLEY CORSTALL BRIAN EVERITT DESTLE MALLEY BOB CRASE MATT JAVES BRICE SAMSON JIM REDOIEX JOHN FYSE BARRY GOLOGIEN RICHARD GALLEY REYIN TAYLOR ANDREJ OWEN NARRAY ARAMOELL RON VAN COSTAL ROSSEL HARTWET JAN VAN DE STRAL LORRAINE JOLLER RATRICIA SMITH CON MILIER DICK GROVES Y COLLINGMODO RO REDOIEX WARREN CARRIGAN H REARRON-SMITH GLEN DUTHIE GLEN DUTHIE GLEN DUTHIE GLEN DUTHIE GRON PETERS BRICE FULLERTON DAVE AMEROSE JOHN SPENCER	92 01 01 01 02 62 02	02 04 02 02 02 03	02		04 04 04 91 02 02 02 02 01 03	01	04 04 04 04 04 04 04 04 04 04 05 03 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02	POSITION 01 02 03  OFF F  POSITION 01 03 04 06 07	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROAD C/SHII:  WANT  STEVE VILLETY BARRY VILLETT R SARS GREG NICOLL JIH V ADMESS LAURENCE SVENSON HICHAEL MITSON HAURA WATSON PAT BEREDEMAN RUSSELL BARINEIT	23 PS APR 10 10 10 99 07 11	23 10 10 11 11 11 10 07 07 10 09	11 21 21 21 14 14 14 14 14 16 09 09 09 09 09 09 09		R	101A 44 33 10	L
75	MICHAEL COLLINS VESLEY COLLINS VESLEY COLLINS VESLEY COLLINS VESLEY COLLINS VESLEY VES	92 01 01 01 02 62 02	02 04 02 02 02 03	02		04 04 04 01 02 02 02 02 01 03	01	04 04 04 04 04 04 04 04 04 04 04 05 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	POSITION 01 02 03 04 06 07 06 13	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROADD C/SHII:  MARE STEVE VILLETY RARRY VILLETY RARRY VILLETY R SAMS GREG NICOLL JIM W ADMESS LAUFENCE SVENSON MAURA WATSON PAT BERTEMAN PAT BERTEMAN RUSSELL HARDNETT JUDY BURNNETT BRYAN BASEAM	233 PSS 100 100 100 100 100 100 100 100 100 1	23 10 11 11 11 09 07 07	11 21 21 14 14 14 10 09 09 09 09 08 08 08		R	101A 44 33 10	L
75	MICHAEL COLLINS DESLEY COLLINS VIV GEES NOEL GEES GARY MARSHALL BRIAN EVERLIT PETER MAALLY BOB CRASE MATT JAMES RULCE DANSON JIM REDOIEX JOHN FYFE BARRY GUODJIN RICHARD GALLEV KEYNN TAYLOR ANDREW OWEN MERRY ARAMOELL RON VAN OPSTAL RONSELL MARTNET JAN VAN DE STRAX LORRAINE FULLER PATRICIA SMITH DON MILNER DICK GROVES T COLLINGMODO ROB REDOIEX MARRIEN CARRIGAN H REARRON-SWETTE GLEN DUTHLE RON PETERS BRUCE FULLERTON DAYE ANGROSE JOHN SPENCER CHERT LICKIPHON G MELANE CHERT MELENDORF	92 01 01 01 02 62 02	02 04 02 02 02 03	02		04 04 04 01 02 02 02 02 01 03	01	04 04 04 04 04 04 04 04 04 04	POSITION 01 02 03 04 06 07 06	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROALD C/SELLI  MARE  STEVE VILLETT R SAMS GREG NUOLL ALAN NICOLL JIH V ADMESS LAUERNE SVENSON HICHAEL COLLINS ROSS VATSON HAURA VATSON PAT REFERMAN RUSSELL RARIMENT JUDY BARDMETT BRYAN BASBAM JELITE RONOR GRANT WITTE	233 APR 10 10 10 09 07 11	23 10 10 11 11 07 07 10 09 09	10 AU		E	101A 44 33 10	L
75	MICHAEL COLLINS DESLEY COLLINS DESLEY COLLINS VIV GEES NOEL GEES GARY MARSHALL BRIAN EVERITT PETER MAALLEY BOB CRASE MATT JAMES BRICE DAWSON JIM RECOIEX JOHN FYEE BARRY GODOMIN RICHARD GALLEY KEYNI TAYLOR ANDREW OWEN NARRAY ARABGEL RON VAN DE STRAL LORRATHE FULLER PATRICIA SMITH DON MILNER DICK GROVES TOOL TINGMOOD RO COLLINGMOOD RO REDOIEX WARREN CARRIGAN H REARRON-SWETTE GLEN DUTHIE RON PETERS BRUCE FULLERTON OAYE AMBROSE JOHN SPENCER DOWN SPENCER BRUCE FULLERTON CHERT, MCKIPHON C MICHAEL C MICHAE	92 01 01 01 02 62 02	02 04 02 02 02 03	02		04 04 04 01 02 02 02 02 01 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	01	04 04 04 04 04 04 04 04 04 05 05 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	POSITION 01 02 03 04 06 07 06 13 16	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  HANG  STEVE VILLETT R SAMS GREG NICOLL ALAN NICOLL JIH W ADMESS IAMIENCE SVENSON HICHAEL COLLINS HOSS WATSON PAT REGREEMAN RUSSELL RARINETT JUDY BARTNETT BRYAN BASEAM KEITH HONOUR GRAFT WHITE JOEN DARE DARILLOUE  DARILLOUE  SARAGE  ANDREW  GRAFT WHITE JOEN DARE DARILLOUE	23 APR 10 10 10 99 97 77 77 77 71 11	23 10 11 11 10 90 90 90 90 90 90 90 90 90	21 21 14 14 10 09 09 09 09 08 08 06 06 06 05 05		E	101A 44 33 10	L
75	MICHAEL COLLINS DESLEY COLLINS DESLEY COLLINS VIV GEES NOEL GEES GARY PARSHALL BRIAN EVERITT PETER MAALLEY BOO CRASE MATT JAMES BRICE DAMSON JIM REDDIEX JOHN FYEE BARRY GOLOGIEN RICHARD GALLEY KEYEN TAYLOR ANDREW OMEN MURRAY ARAMOELL RON VAN OPSTAL RASSEL HARTHET JAN VAN DE STRAL LORRATHE FULLER RATHETIAN VAN DE STRAL LORRATHE FULLER RATHETIA SMITH CON MILNER DICK GROVES T COLLINGMOOD RO REDOIEX MARREN CARRIGAN H REARRON-SMETE GLE DUTHIE RON PETERS BRICE FULLERTON DAVE AMBROSE JOHN SPENCER CHERYL MICKIRNON G MELANE CHRIS LAME CHRIS LAME CHRIS LAME CHRIS LAME CHRIS LAME CHRIS LAME CARRIS CHRIST CHRIS LAME CHRIS LAME CARRIS CHRIST CHRIS LAME CARRIS CHRIST CHRIS LAME CARRIS CHRIST CRASS CHRIST CHRIST CRASS CHRIST CRASS CHRIST CRASS CHRIST CRASS CRAS	92 01 01 01 02 62 02	02 04 02 02 02 03	02		04 04 04 01 02 02 02 02 01 03	01	04 04 04 04 04 04 04 04 04 04 05 03 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	POSITION 01 02 03 04 06 07 06 13 16	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROAD C/SHII:  WANT  STEVE VILLETY BARRY VILLETT R SARS GREG NICOLL JIH V ADMESS LAURENCE SVENSON HICHAEL JULIUS ROSS WATSON PAT BEREDHAN RUSSEL BARINETT JUDY BARRY BEYAN BASEAM REITH HONOUR GRART WITTE JOEN DARE	233 PSS 100 100 100 100 100 100 100 100 100 1	23 10 11 11 11 10 9 9 07 07 10 09 09	11 10 10 10 10 10 10 10 10 10 10 10 10 1		R	101A 44 33 10	L
75	MICHAEL COLLINS DESLEY COLLINS DESLEY COLLINS VIV GEES NOEL GEES GARY MARSHALL BRIAN EVERLIT PETER MAALLEY BOB CRASE MATT JAMES BOB CRASE MATT JAMES BRILEE DAWSON JIM RECOIEX JOHN FYEE BARRY GODOMIN RICHARD GALLEV KEYNI TAYLOR ANDREW OWEN NARRAY ARABGEL RON VAN OPSTRAL RONS VAN OPSTRAL LORRATHE FULLER DON MILNER DICK GROVES TOOL INGMOOD RO GLINGMOOD RO REDOIEX WARREN CARRIGAN H REARRON-SWETT GLEN DUTHIE RON PETERS BRILEE FULLERTON DAYE ANBROSE JOHN SPENCER ROLE FULLERTON CAME ON PETERS BRILEE FULLERTON CAME ON PETERS BRILEE FULLERTON CAME ON PETERS CHERT MCKIPHON C MCLANE CHERT MCKIPHON C MCLANE CHERT LAKE BARRY NEUENDORFF CRAIG FORTER TONY KABEL GREG TEBRE ADRIAN MICAY JOH TRINER RALCE BANALCA CAMERON HOMPSON	92 91 91 91 7 92 92 92 92	02 04 02 02 02 03	02		04 04 04 05 01 02 02 02 02 01 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	01	04 04 04 04 04 04 04 04 04 04 05 03 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	POSITION 01 02 03 04 06 07 06 13 16	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROALD C/SHII:  MARE STEVE VILLETY RARRY VILLETY RARRY VILLETY R SAMS GREG NICOLL JIH V ADMESS LAUFENCE SVENSON MAURA WATSON MAURA WATSON PAT BEFRIEMAN RUSSELL RARIMETT JUDY BURNNETT BRYAN BASEAM KETTE ROADER GRANT WHITE JOEN DARE DAREL COLL BARRY MASSEY	233 2PS 2PS 10 10 10 10 10 10 10 10 10 10 10 10 10	23 10 11 11 11 10 9 9 07 07 10 09 09	11 101Al 21 14 14 14 14 10 09 09 09 08 06 06 06 06 06 06 06 06 06 06 06 06 06		E	101A 44 33 10	L
75	MICHAEL COLLINS DESLEY CARSHALL BRIAN EVERITT PETER MAGLEY BOB CRASE MATT JAMES BARTY GEODIEN THE REDOTEX JOHN FYEE BARRY GEODIEN RICHARM GALLEV KEYEN TAYLOR ANDREW OWEN NURRAY ARAMGELL RON VAN OPSTAL RUSSELL HARTNET JAN VAN DE STRAL LORRATHE FULLER DON MILNER DESCLL HARTNET DON MILNER DESCLL HARTNET DON MILNER DESCLL SAPTH DON MILNER DOLLINGWOOD RO REDOTEX HARREN CARRIGAN H REARDON-SMETH GLEN OUTHIE RON PETERS BRUCE FULLERTON DAVE AMBROSE JOHN SPENCER CHERYL MICKINHON G MILNER BARRY MELENDORFF CRASE PORTER TONY KABEL GREG TESRE ADRIAN MICKAY JOH TURNER RICHE BANGICK CAMERON THOMPSON ALEX MICKAY MICHAEL HOXAY	92 91 91 91 7 92 92 92 92	02 04 02 02 02 03	02		04 04 04 05 01 02 02 02 02 02 02 02 02 02 02 02 02 02	01	04 04 04 04 04 04 04 04 04 04 05 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	POSITION: 01 02 03 0FF F  POSITION: 01 03 04 06 07 06 13	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROALD C/SHII:  MARE STEVE VILLETY RARRY VILLETY RARRY VILLETY R SAMS GREG NICOLL JIH V ADMESS LAUFENCE SVENSON MAURA WATSON MAURA WATSON PAT BEFRIEMAN RUSSELL RARIMETT JUDY BURNNETT BRYAN BASEAM KETTE ROADER GRANT WHITE JOEN DARE DAREL COLL BARRY MASSEY	93 APR 10 10 10 99 97 11 11 99 99 99 99 99	23 10 11 11 11 10 9 9 07 07 10 09 09	11 101Al 21 14 14 14 14 10 09 09 09 08 06 06 06 06 06 06 06 06 06 06 06 06 06		R	101A 44 33 10	L
75	MICHAEL COLLINS DESIEY COLLINS DESIEY COLLINS VIV GEES NOEL GEES NOEL GEES GARY MYASSMALL BRIAN EVERITT PÈTER MAALLEY BOB CRASE MATT JAMES BRICE BAMSON JIM RECOIEX JOHN FYEE BAMBY GEOOGIN RICHARD GALLEY KEYEN TAYLOR ANDREW OWEN MERRY ARAMGEL RON VAN OPSTAL RUSSELL HARTNET JAN YAN DE STRAA LORRATHE FULLER PATRICIA SMITH CON MILNER DICK GROVES T COLLINGMOOD RO REOOIEX HARREN CARRIGAN H REARRON-SMETH GLEN DUTHIE RON PETERS BRICE FULLERTON DAVE AMBROSE JOHN SPENCER CHERYL MCKIPHON G MCLANE BARRY MELENDORF CRASE PORTER TONY KABEL CREG TESBRE ADRIAN MCKAY JOH TURNER BALLE BAMUICA CAMERON THOMPSON ALEX MCKAY IAM GOLOSJORRY SOOTT HORRES CHERYL MCKAY JAM GOLOSJORRY SOOTT HORRES CHERYL MCKAY JAM GOLOSJORRY SOOTT HORRES S	92 91 91 91 92 92 92 92	02 04 02 02 02 03	02		04 04 04 01 02 02 02 02 01 03 02 02 02 02 02 02 02 02 02 02 02 02 02	01	04 04 04 04 04 04 04 04 04 04 05 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	POSITION 01 02 03 04 06 07 06 13 18	NAME  SARA SLATIERY ANDREW PEARCE LEE EVANS  ROAD C/SHII:  WARE  STEVE VILLETT R SARS GREE NICOLL ALAN NICOLL ALAN NICOLL JIH V ADMESS LAURENCE SVERSON HICHAEL COLLINS ROSS WATSON HICHAEL COLLINS ROSS WATSON HICHAEL RETREMAN RUSSEL BARRIWEIT JUDY BARRIETT BRYAN BASEAN JOHN MASSEY  JOHN MASSEY  ES C/SHIPS	233 PSS APR 10 10 10 10 10 10 10 10 10 10 10 10 10	23 10 10 11 11 109 07 07 10 09 09 09	11 21 18 14 14 14 10 09 09 08 08 06 06 06 06 06 06 06 06 06 06 06 06 06	L		######################################	G/08/94 3/08/94
75	MICHAEL COLLINS DESIEY COLLINS DESIEY COLLINS VIV GEES NOEL GEES NOEL GEES GARY PARSHALL BRIAN EVERITI PETER MAALLY BOB CRASE MATT JANES BRICE BAMSON JIM REDOIEX JOHN FYEE BARRY GOLOGIEN RICHARD GALLEY KEYIN TAYLOR ANDREW OWEN MIRRAY ARAMOEUL RON VAN OPSTAL RICHARD GALLEY RASSEL HARTNET JAN VAN DE STRAL LORRATHE FULLER RATRICTA SMITH CON MILNER DICK GROVES Y GOLLINGMODO RO REDOIEX WARREN CARRIGAN H REARRON-SMETE GLEN DUTHIE GLEN DUTHIE GLEN DUTHIE GLEN DUTHIE GLEN DUTHIE CHRIS LAME BARRY NEUENBORFE CRAIG FORTER TONY KABEL CHRIS LAME BARRY NEUENBORFE CRAIG FORTER TONY KABEL GREG TEBRE ADRIAN MICKAY JON TERMER RICE BAMMICA CAMERON THOMPSON ALEX MICKAY MICHAEL HOXAY MICHAEL FETER HOREN FETER	92 91 91 91 92 92 92 92	02 04 02 02 02 03	02		04 04 04 01 02 02 02 02 01 03 02 02 02 02 02 02 02 02 02 02 02 02 02	01	04 04 04 04 04 04 04 04 04 04 04 04 05 03 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	POSITION: 01 02 03 0FF F  POSITION: 01 03 04 06 07 09 13	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROAD C/SHII:  WARE  STEVE VILLETT R SARS GREG NEOUL ALAN NECOLL JIH V ADMESS LAURENCE SVERSON HICHAEL COLLINS ROSS VATSON HAURA VATSON PAT REFERMAN RUSSELL BARINETT JUDY BARTMETT JU	53 APR 10 10 09 07 11 09 09 09 08 06 05	23 10 11 11 11 10 9 9 07 07 10 09 09	11 21 19 14 14 14 10 09 08 08 08 08 05 05 05 05 05		E E	HOTAL 44 23 23 10 10 at 15	8/08/94 8/08/94 10(6)
75	MICHAEL COLLINS DESLEY COLLINS DESLEY COLLINS VIV GEES NOEL GEES GARY MARSHALL BRIAN EVERITT PETER MAALLEY BOB CRASE MATT JAMES BRICE DAWSON JIM RECOIEX JOHN FYEE BARRY GODOJIN RICHARM GALLEY KEYEN TAYLOR ANDREW OWEN NURRAY ARABGELL RON VAN OPSTAL ROSSELL MARTNET JAN VAN DE STRAL LORRATHE FULLER PATRICIA SMITH DON MILNER DICK GROVES WARREN CARRIGAN H REARRON-SHETT GLEN DUTHIE RON PETERS BRUCE FULLERTON OAVE AMBROSE JOHN SPENCER DAME CHERT LAKE BARRY MELENDORFF CRAIG PORTER TONY KABEL GREG TEBRE BARRY MELENDORFF CRAIG PORTER TONY KABEL GREG TEBRE ADRIAN MICHAY JON TRINER RILLE BAMILGA CAMERON HOMPSON ALEX MCKAY JAN GOLDSJORTHY SOUTH HARRISP SRED VAN DEN BRIT	92 91 91 91 92 92 92 92	02 04 02 02 02 03	02		04 04 04 05 01 02 02 02 02 02 02 02 02 02 02 02 02 02	01	04 04 04 04 04 04 04 04 04 04 04 04 05 03 03 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	POSITION: 01 02 03 04 06 07 06 13 18 18 18 19 107	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROAD C/SHII:  HANG  STEVE VILLETT R SAMS GREG NICOLL ALAN NICOLL ALAN NICOLL JIH W ADMESS LAUENCE SVENSON MICHAEL COLLINS HOSS WATSON HAURA WATSON PAT BEGREEMAN RUSSELL BARNINETT JUDY BARNAMET JUDY BARNAMET JUDY BARNAMET JUDY BARNAMET JOHN DARE DARTI, COLE BARNY MASSEY  JOHN MASSEY  SARA SLATTERY Y EVANS	233 PSS APR 10 10 10 10 10 10 10 10 10 10 10 10 10	23 10 10 11 11 109 07 07 10 09 09 09	11 21 18 14 14 14 10 09 09 08 08 06 06 06 06 06 06 06 06 06 06 06 06 06	L		######################################	B/08/94 10(6),
75	MICHAEL COLLINS DESIEY COLLINS DESIEY COLLINS VIV GEES NOEL GEES GARY PARSHALL BRIAN EVERITT PETER MAALLEY BOO CRASE MATT JAMES BRICE BAMSON JIM REDOIEX JOHN FYEE BARRY GOLOGIEN RICHARD GALLEY KEYEN TAYLOR ANDREW OWEN MURREY ARAMOEUL RON VAN OPSTAL RUSSELL HARTWET JAN VAN DE STRAL LORRATHE FULLER RATHETIAN VAN DE STRAL LORRATHE FULLER RON VAN OPSTAL RUSSELL HARTWET JAN VAN DE STRAL LORRATHE FULLER RON VAN OPSTAL RUSSELL HARTWET JAN VAN DE STRAL LORRATHE FULLER RON VAN DE STRAL LORRATHE FULLER RON FULLER ROLL INCACOO RO GROOTEX HARREN CARRIGAN H REARRON-SWETE GLE DUTHIE RON PETERS BRICE FULLERTON DAVE AMBROSE JOHN SPENCER CHEIS LAME BARRY NEUENDORFF CRASE PORTER TONY KABEL GREG TEBRE ADRIAN MICKAY JON TURNER ROLLE BAMAICA LORROTH HARRIS FRED VAN DEN BRI PETER MARTEN STEVEN GALLEY DAVIO LUSHORTHY LEVIN PARTRIDGE DESTRY RALE LAN MOUGE LAN MOUGE LAN MOUGE LAN MOUGE LAN MOUGE LORS TRY RALE LAN MOUGE LORS TRY RALE LAN MOUGE LORS TRY RALE LOR LUSHORTHY LEVIN PARTRIDGE DESTRY RALE LAN MOUGE LAN MOUGE LORS TRY RALE LAN MOUGE LORD TRY LORD T	92 01 01 02 02 02 02	02 04 02 02 02 03	02		04 04 04 01 02 02 02 02 02 02 02 02 02 02 02 02 02	01	04 04 04 04 04 04 04 04 04 04 04 03 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	POSITION: 01 02 03 04 06 07 06 13 16 18 18 19 16 19 17 18 18 18 18 18 18 18 18 18 18 18 18 18	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROAD C/SHIT  RAME  STEVE VILLETT BARRY VILLETT R SAMS GREG NICOLL ALAN NICOLL JIH Y ADNESS LAURENCE SVENSON HICHAEL COLLENS DESLEY COLLENS ROSS WATSON HAURA VATSON PAT RETREMAN RUSSELL RAMINETT JUDY BARRY MASSELL BARRY MASSEY  SARA SLATTERY T EVANS COLLENS SALTERY T EVANS	53 APR 10 10 10 10 10 10 10 10 10 10	23 10 11 11 11 10 09 07 07 09 09	11 10 July 21 21 14 14 14 10 09 09 09 08 08 06 06 06 06 06 06 06 06 06 06 06 06 06	L		######################################	8/08/94 8/08/94 10(AL 43 33 33 21
75	MICHAEL COLLINS DESIEY COLLINS DESIEY COLLINS DESIEY COLLINS VIV GEES NOEL GEES GARY MARSHALL BRIAN EVERITI PETER MAALLY BOB CRASE MATT JANES BRICE BAMSON JIM REDOIEX JOHN FYEE BARRY GOLOGIEN RICHARD GALLEY REYIN TAYLOR ANDREW OWEN MIRRAY ARAMOELL RON VAN OPSTAL ROSSELL HARTNET JAN VAN DE STRAL LORRATHE FULLER RATRICLE MARTHET JAN VAN DE STRAL LORRATHE FULLER RATRICLE MARTHET GLE HARTNET GLE HARTNET GLE DOTHIE GLEN DUTHIE CHRIS LANE BARRY NELENDORFF CRAIG PORTER JOHN SPENCER CHERTL MAKINDON G MCLANE CHRIS LANE BARRY NELENDORFF CRAIG PORTER JOHN SPENCER CHERTL MAKINDON G MCLANE CHRIS LANE BARRY NELENDORFF CRAIG PORTER JOHN SPENCER ADRIAN MICAY JON TERRIER BARRY NELENDORFF CRAIG PORTER JON SPENCER JOHN SPENCER JOHN SPENCER JOHN SPENCER CHERTL MAKINDON G MCLANE CHRIS LANE BARRY NELENDORFF CRAIG PORTER JOHN JOHN SPENCER JOHN	92 01 01 02 02 02 02	02 04 02 02 02 03	02		04 04 04 01 02 02 02 02 02 02 02 02 02 02 02 02 02	01	04 04 04 04 04 04 04 04 04 04 04 04 05 03 03 03 03 03 03 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02	POSITION 01 02 03 04 06 07 06 13 16 18 18 19 02 03	NAME  SARA SLATTERY ANDREW PEARCE LEE EVANS  ROADO C/SHIII  RAME  STEVE VILLETY BARRY VILLETT R SAME GREE NICOLL ALAN NICOLL ALAN NICOLL JIH V ADMESS LAURENCE SVENSON HICHAEL COLLIES DESLEY COLLIES ROSS WATSON PAT BEFREHMAN RUISSELL BARTHET JUNY BARSHAN RETTR BROOM GRANT WHITE JOHN DARE JOHN MASSEY  SARA SLATTERY T EVANS CALLEN SHITH SERENICE LINION PATRICIAS MITH FOOM, KOMULJINION PATRICIAS MITH FOOM, KOMULJINION PATRICIAS MITH FOOM, KOMULJINION PATRICIAS MITH FOOM, KOMULJINION	53 APR 10 10 09 07 11 09 09 08 06 05	23 10 11 11 11 10 09 07 07 09 09	11 21 21 14 14 14 10 09 99 09 08 06 66 66 65 65 65 65	c a	В	######################################	B/08/94 10(AL 43 33 21 19
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CLUB	OFFICIALS	ì

				PHONE		_	
PATRON	THE RT.HON. LORD MAY ALDERMAN JAMES SOORI	OR EY					
PRESIDENT	ALAN BATES		379 345	9804 9075	254 224	1799 3851	
PRESIDENT SECRETARY	LAURENCE SVENSON BARRIE BURR GARY MCLANE NEIL MICHEL GREG HORTON ROD BALLEY		261 862	3349 4668	266	6822	
TREASURER	GARY MCLANE		355 398	5985 1810	848 231	6464 5560	
CLUB CAPTAIN BOARD MEMBERS:	GREG HORTON	018	746	284	268	2914	
ERROL BAILEY TONY BEST	ROD BAILEY ALAN CLUNES BERENICE LINTON CRAIG PORTER KEN WARREN						
PETER HILLMAN PETER MARCOVICH	BERENICE LINTON CRAIG PORTER						
JOHN ROGERS	KEN WARREN			•			
ADMINISTRATION OFFICER	ESME CIBSON		345	3435	391	8881	
CAMS DELEGATE	PETER MARCOVICH		395	1722	274	3647	
EDITOR	TOM SMITH		862	9363	834	2713	
REGISTRAR RREFRESHMENTS OFF/R	ESME GIBSON PETER MARCOVICH PETER QUINN TOM SMITH DEL GARBETT KEN WARREN	074	780	060			
	CRÀIG PORTER TEES:			6563	870	3355	
OFF ROAD	ROD SAMS		345	9075	224	3851	
RALLY	BARRIE BURR		862	4668			
MOTORKHANA) NIGHT RUN)	KEN WARREN	074	780	060			
SOCIAL SUB-COMMITTE CHAIRPERSON	: BERENICE LINTON		208	4971	L		

PROMOTIONS & MARKETING

#### **CLUBROOMS**

BRISBANE SPORTING CAR CLUB LIMITED'S CLUBROOMS are located at Corner of REID and HAWTHORNE STREETS
WOOLLOONGABBA

and are open EVERY WEDNEDAY from 8.00 p.m. onwards.

POSTAL ADDRESS/TELEPHONE/FACSIMILE NUMBERS:

ALL CORRESPONDENCE, ENTRIES, ETC. FOR THE CLUB SHOULD BE ADDRESSED TO: BRISBANE SPORTING CAR CLUB LTD.

P O BOX 8347

WOOLLOONGABBA Q 4102

Telephone: 07 391 8881

Facsimile: 07 891 1401



P 0 Box 8347 Woolloongabba Qld 4102

Clubrooms: Cnr Reid and Hawthorne Street, Woolloogabba

Ph: (07) 391 8881 Fax: (07) 891 1401



BRISBANE SPORTING CAR CLUB LIMITED

1994 PROPOSED CALENDAR

C.A.M.S. 1954

VENUE

Clerk of Course

HISTORIC SERIES

4 SEPTEMBER

Classic Driving Trials

29 OCTOBER 16 NOVEMBER BP RANGE RALLY CLASSIC

Historic Rally Group Presentation Night

Ian Ferguson Tony Galletly

OFF ROAD

27 NOVEMBER

SHORT COURSE - Ettamogah Pub Series

Rod Sams

RALLY

8 OCTOBER 3/4 DECEMBER

BAILEY POWERLINES CLUB RALLY KEEMA CLASSIC RALLY Q.R.C./KEEMA CLUB RALLY

NOTE NEW DATE

IMBIL GALLANGOWAN Barrie Burr Craig Porter

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

28 AUGUST - Beerburrum

MOTORKHANA

Third SUNDAY of the month - Boondall Entertainment Car Park Q Start: approx 9.30 a.m.

Sept. 18, Oct 16, Nov. 20

NIGHT RUNS

First WEDNESDAY of the month: Start 8.00 p.m. BSCC Clubrooms

Sept. 7, Oct 5, Nov 9



#### CLASSIC DRIVING TRIALS 4 SEPTEMBER 1994

ROUND THREE

BSCC HISTORIC SERIES

Bi-Centennial Entertainment Centre - BOONDALL CAR PARK "Q"

## \*\*BODY PANELS \*\*ENGINES \*\*GEARBOXES \*\*TYRES

BODY SHELLS now available on confirmed orders from our yard in Japan

TYRES NEW & USED from \$20 ENGINES 6 months warranty

BODY PANELS, LIGHTS etc John Pinder 266 6699 ENGINES & TYRES call Rob Bekker 266 5255 at our main warehouse 37 Toombul Rd NORTHGATE

TYRES, ENGINES & PANELS AT BRANCHES

Ph Ben 2 Moss St., SLACKS CREEK Ph 808 7988

Ph Kevin 9 Hilldon Crt., NERANG Ph (075) 960485

## EEV AUTOMOTIVE GROUP

## The company that supports motor sport in Queensland



#### **SALES\*SERVICE\*PARTS**

■MITSUBISHI	222 Logan Road, Buranda	PH.	393	1200
<b>■MAZDA</b>	Pacific Highway, Springwood	PH.	208	4333
■HYUNDAI,SUBARU	VW 1532 Logan Road, Mt. Gravatt	PH.	343	5888
<b>*JAGUAR ROVER</b>	1532 Logan Road, Mt. Gravatt	PH.	343	5888
<b>■SUZUKI</b>	222 Logan Road, Buranda	PH.	393	1200
<b>■SUZUKI</b>	Pacific Highway, Springwood	PH.	208	4333