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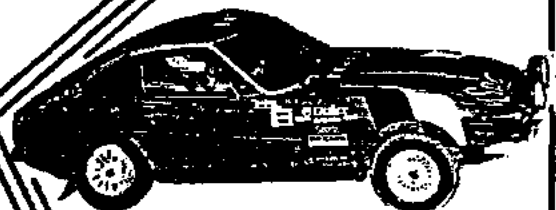
THE MONTHLY MAGAZINE OF THE BRISBANE SPORTING CAR CLUB

1993 Rally Champion



CRAIG LEE

1993
Speed Event
Champion



*GARRY
MARSHALL*

1993 CLUB CHAMPION



DEAN TIGHE

1993
Junior Champion



LEE EVANS

1993
Motorkhana
/Night Run
Champions



*PAUL GRAY/
KIRSTY EVANS*

1993
Lady Champion



LYNDALL TIGHE

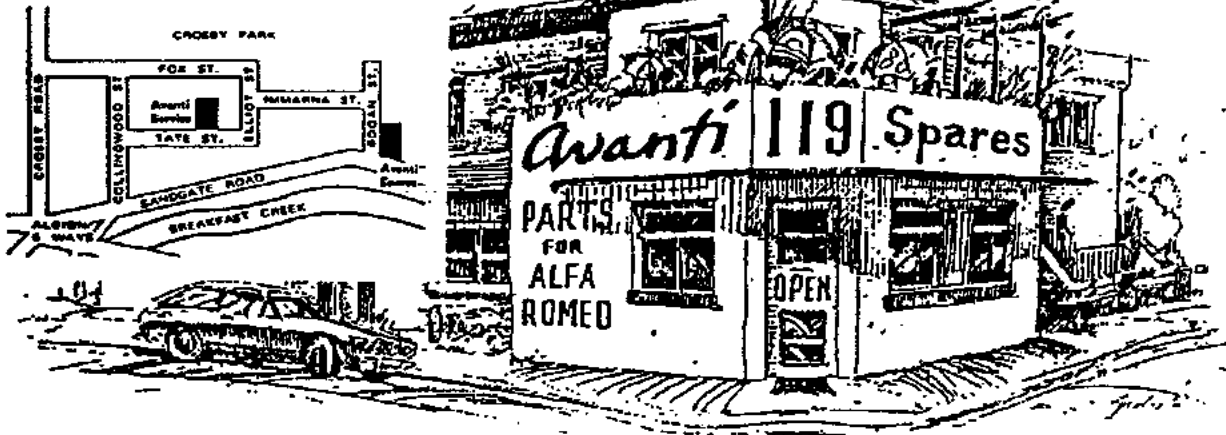
1993
Off-Road Champion



RON VAN DER HAAR

Awanti

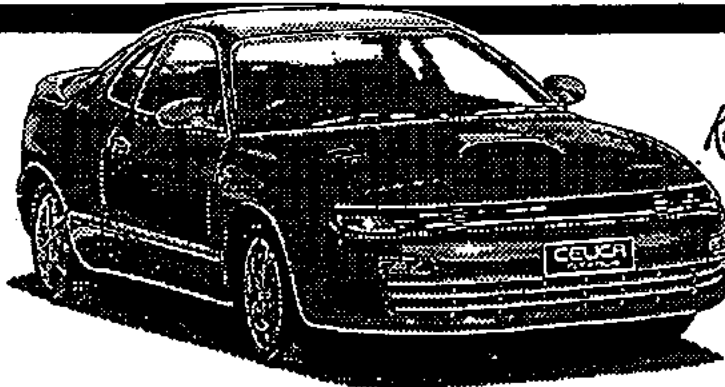
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CHRISTMAS STOCKING.

Well it's December already and the final magazine of the year is upon us. I, for one, am not too upset having compiled a biggie for the last month of the year.

Just to remind you all that the club does not normally publish a mag. in January due to the fact that not much actually occurs during the month in terms of motorsport.

This is traditionally the rest period when all keen competitors spend all their money on refurbishing their competition vehicles.

All members may already know that we managed to squeeze in a rally in November (The Baileys) thanks to the kind hearted Forestry officers. Unfortunately Clerk-of-Course Barrie Burr was quite short of personnel and he was run ragged over the weekend.

Unfortunately the final QRC of the year wasn't able to go because of the big dry, but ironically that weekend it p...ed down in Brisbane.

The plan is now to run the big finale on the first weekend in February to decide the outcome of the Queensland Rally Championship and associated class titles.

This situation arose in 1983? I think when the decider also had to be put off till early the following season. That was the year our own Peter Marcovich won his first state title in the 2.0 Escort.

It will be an exciting month as the 'Rally Connection Rally' has been swapped with the Gympie QRC to give serious QRC runners a chance to get over the first event.

November played host to the Esanda Rally of Canberra, the final deciding round of the ARC. Brisbane's Mark Griffith took Craig Lee along for the ride as I couldn't get time off work.

They finished a great sixth outright (fourth in the ARC) and came home fairly happy. By our calculations the two fourth places Mark obtained in 1994 (Perth and Canberra) should give him National Seeding for the coming year and a start at the pointy end of the field.

I trust everyone enjoyed the Christmas Party organised by Berenice Linton and went away happy, although numbers were a little down on expectations.

Anyway, enjoy your Christmas holiday and drive safely.

See you in 1995.





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1995 RRRR Rallysprint Series Competitor Questionnaire

A questionnaire was sent out to competitors in the 'Revolution Racegear Road and Race Spare Parts Rallysprint Series' to find out what they liked or did not like about the series.

Following is a summary of the answers given (together with the decisions made by the ESCC Board).

.....

QUESTION 1: "WOULD YOU COMPETE IN A SIMILAR SERIES IN 1995?"

100% said "Yes!"

This does not mean that all competitors will be back as those who will not be back obviously did not fill in their questionnaire, but it was quite a positive response and indicates that we should run the series again.

QUESTION 2: FORMAT

SHOULD THE SERIES BE RUN TO THE SAME FORMAT AS 1994?

Over 90% said "Yes!"

Once again a good positive response.

SHOULD THERE BE FOUR ROUNDS, OR MORE, OR LESS?

Approximately 25% wanted four rounds, 25% wanted five, 20% wanted six, and 30% wanted more than six! Nobody wanted less than four.

People would not want more rounds if they did not enjoy the series. Despite this the Board decided that the series next year should still only be five rounds. There are not enough spare weekends in the year and more rounds would mean more work for the organising committee. Rallysprint competitors will be reasonably well catered for in 1995. As well as this series there will be the Keema Rallysprint, and the Teewomba Auto Club is proposing to run a four round series.

SHOULD ALL ROUNDS BE HELD WITHIN FIVE MONTHS (AS DONE THIS YEAR) OR SHOULD THEY BE MORE SPREAD OUT?

Approximately 20% were happy with five months, 5% suggested six months, and 75% wanted the series spread through most of the year.

Confining the series to five months made it easier administratively. Also winter is the best time for Rallysprints, but the competitors' feelings will be taken into account, and the series will be spread out more in 1995.

SHOULD THERE BE TWO COMPETITIVE SECTIONS EACH OF APPROXIMATELY 5 KILOMETRES, EACH RUN TWICE, I.E. 2x KILOMETRES COMPETITIVE?

80% were happy with this type of event, 20% wanted longer competitive sections or more runs.

The same format will therefore be kept in 1995.

SHOULD THERE BE TWO RECONNAISSANCES OF EACH SECTION?

75% were happy with this type of event, 20% wanted one reconnaissance, and 5% wanted three.

SHOULD ALL EVENTS BE RUN IN DAYLIGHT OR SHOULD A NIGHT EVENT BE TRIED?

50% wanted daylight, 25% thought we should possibly try a night event, 20% said the series should definitely have one night event, and 5% said the series should have two night events.

The competitors who wanted daylight felt that there were a large number of night events already on the calendar. Some also felt that the dust problem was worse at night. It is therefore, likely that the series will have all daylight events, but if a suitable venue for a night event is found there is a possibility of trying one (during the warmer part of the year).

QUESTION 3 - CLASSES

SHOULD THE SAME CLASSES BE RUN IN 1995?

Over 90% were basically in favour.

SHOULD WE KEEP THE 1300cc CLASS?

60% said "Yes", 20% said "Yes provided there were enough entries in the class". 20% said "Combine it with the 1600 class".

Possibly there are too many classes and it should be combined with the 1600cc class, but as the majority of competitors want to keep it we should give it a reprieve for 1995. It is now up to the 1300cc competitors to support Rallyprints.

SHOULD WE KEEP THE FOUR WHEEL DRIVE CLASS?

55% said "Yes", 35% said "No", 10% said "Yes; but not for outright points".

The competitors who did not want four wheel drives stressed the amateur nature of rallyprints and felt that the four wheel drives were unfair competition and should stick to the QRC and higher profile events.

In 1994 there were very few 4wd entries and none of them were seriously contesting the series.

The Board felt that the club cannot afford to restrict entries. With the possibility of four wheel drives being banned from rallies at some time in the future, rallyprints could be one of the few events where they are allowed to compete, (similar to the present situation with Group G cars).

ANY OTHER SUGGESTIONS ON CLASSES?

A number of competitors said definitely keep Group G. A very small number wanted to ban Group G or combine it with the 4wd class. Other suggestions were for a beginners class and a Gemini class.

Apart from the series winner none of the Group G cars would be considered significantly quicker than the PRC cars. They should, therefore, not be considered as unfair competition and should be allowed to compete for outright points.

Some competitors did not want a Gemini class because there was already one in conjunction with the Clubman Series. The Board agreed with this suggestion.

Rather than a Beginner's Class, it was decided to approach the sponsor to provide a special trophy for the most successful 'Rookie Driver'. In summary classes should be the same as 1994.

QUESTION 4: REGIONAL SCRUTINY

Over 90% felt that we should have regional scrutiny outside Brisbane as well as Saturday morning scrutiny in Brisbane.

This will be arranged for 1995 provided suitable scrutineers can be found. Competitors living within 60 kilometres of the scrutiny venue will have to attend Brisbane scrutiny. The sponsor will be approached regarding Brisbane scrutiny at a time other than Saturday.

QUESTION 5: VENUES

85% of competitors wanted all rounds to be held close to Brisbane. 15% did not mind travelling further distances.

The 1995 series should, therefore, be reasonably close to Brisbane. As well as suiting most competitors it is easier for spectators and officials.

Other venues that some competitors suggested included Gaven Forest, other areas near the Gold Coast, Benarkin, Imbil, Gatton, Esk, Echo Valley and possibly one bitumen event.

Some of these venues will be looked at before a decision is made for 1995. DOES ANYBODY KNOW ANY GOOD BITUMEN ROADS THAT COULD BE USED??

QUESTION 6: POINTSCORES

40% of competitors wanted series pointscores calculated on outright placings, as was done in 1994, and 60% wanted pointscores based on outright and class placings, as is done in the QRC.

For 1995 it was agreed that class placings should also be used for the outright pointscore.

Some competitors only wanted the best three scores to count.

This is not recommended as it discourages the consistent competitors.

It was also suggested that competitors who ran in only one or two rounds should not be allowed to score series points. In 1994 some competitors who only entered one round and did well ended up with a good outright placing.

For 1995 points for class placings should help the regular competitors. It was decided that competitors who only entered one or two rounds should still be allowed to score points.

QUESTION 7: ANY OTHER SUGGESTIONS

A venue where competitors can spectate between runs.

This will be looked into.

Food available at venue.

This was done successfully at Coochin Creek, and will be done again in 1995 if possible.

Competitors should have to run in 80% of the events to gain points.

The Board did not agree with this suggestion.

Numbers to be on both sides of the car.

This will be done in 1995.

Events to start on time.

The two main problems were the number of vehicles to be scrutineered on the Sunday morning. (Regional scrutiny will help in this regard), and some officials not turning up to on time. (What can we do about this. They are volunteers.) It is quite likely that in 1995 the club could make the advertised starting time a bit later. Even with a late start events in 1994 were still completed by mid-afternoon.

Do the second timed run in the reverse direction.

Not recommended as it would involve too much delay during the event while the course was re-arranged.

Too many long straights. Use more twisty type roads.

This will be looked at and adopted if at all possible.

Better toilet facilities at venues.

This will depend on the venue selected. Coochin Creek had good facilities, but this has to be balanced against the fact that there was a bit of road damage.

More officials needed.

YES, ANY VOLUNTEERS???

GET WELL PETE!!

Most people of any vintage who are members of the Brisbane Sporting Car Club would know Peter Smith, 'Historic Rallyist of repute', past editor of the BSOC magazine and general dog's body.

It has been confirmed that Pete 'The Book' Smith will soon be entering the Wesley Hospital to undergo some surgery to the blood-pump. Yes, the old ticker, the big organ, Mr heart.

The club wishes Pete the best of luck on this surgery and confirms the Valiant will be waiting in the carpark upon his release. Also partner in crime Peter Whally has generously advised that Pete Smith can have his heart if he needs it, as he's not using it anymore!!

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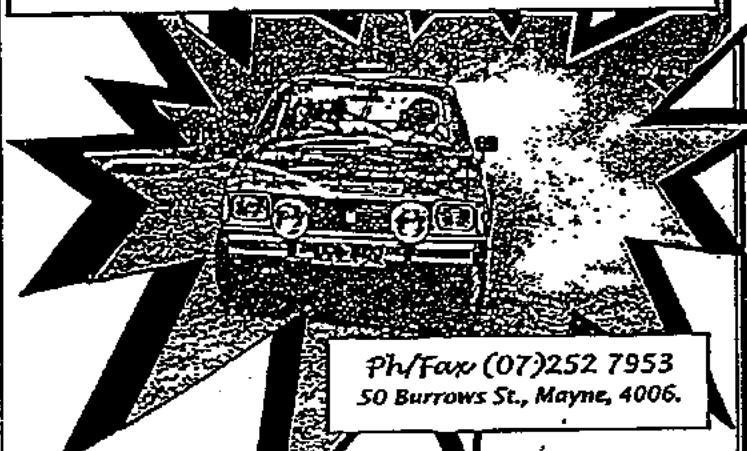
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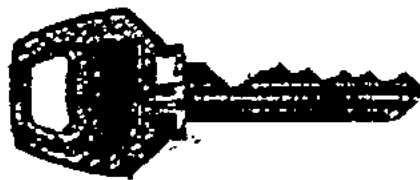
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THE 'HOW MANY DRIVERS HAVE YOU NAVIGATED FOR?' CONTEST

Tony Best has been navigating for over twenty years. He started rallying in Queensland when the state championship events contained a reasonable amount of map reading.

He originally became interested in motor sport in his former home town of Warwick and joined the local car club. After a few years competing in local events he felt that the only way to improve was to compete in events at a higher level, and joined the BSCC in 1971.

He made the progression from map reading to route charts to pace notes, and has competed in events all over Australia (plus one trip to New Zealand). In the early 1980's when map reading rallies lost their popularity in Queensland he made a number of trips to Victoria and Tasmania to compete in their top mapping events.

He is very pleased that the interest in Historic Rallying has brought map reading back, and enjoys everything from a small club event to a round of the World Rally Championship.

Since 1980 Tony has kept a diary of his competition, listing events, clubs, drivers, vehicles and placing. Prior to this he had to rely on his memory, but is fairly sure he has not forgotten anybody.

Here is the list of drivers he has navigated for, in chronological order of the first time he navigated for that particular driver.

Dan Connolly	Corolla, Monaro
Lloyd Robertson	VW, Torana SLR5000
Max Blake	Holden HR
Cec Bardell	Fiat 125
Tony Perrett	Mini Van, Datsun 1600
John Connell	Monaro
Ron Brazier	Holden EH, Mazda 1300
Rod Browning	Renault R8
Brian Palmer	Monaro
Peter Clydesdale	Fiat 125
Bryan Evans	Mazda RX3
Lisle Neumann	Datsun 1600. Honda Civic
Tony Jewells	Subaru
Allan Lawson	Celica, Mazda RX2
Adrian Taylor	Honda Civic
Tom Hayden	Mazda RX2
Rosine Jewells	Subaru
Roger Kimeklis	Torana XU-1
Barry Nixon-Smith	Torana L34
Bevan Weston (Vic.)	Lancer
Tom Cumpston	Galant, Subaru
John Barr	Datsun 1600
Greg Byrne	Mazda RX2
Chris Wall (Vic.)	Datsun 1600
Peter Glennie	Datsun 200B
David House	Corolla, Celica
Les Walkden (Tas.)	Datsun 1600
Peter Graham	Datsun 1600
Jean Jones (Vic.)	Lancer
Alan Cutts	Datsun Stanza, Lancer, Gemini
Bev Uebergang	Torana XU-1
Gary Grealy (Vic.)	Datsun 1600
Mick Ellis (Vic.)	Lancer

Grant Pearson (Vic.)	Lancer
Alan Davies (Tas.)	Escort
Brian Wallace	Datsun 1600
Bob Buck (Vic.)	Escort
Brendan Dreschler (Vic.)	Datsun 120Y
Peter Sudiro	Datsun 1600, Gemini
Robert Knight (Vic.)	Datsun 1600
Ian Stewart	Datsun 200B Turbo
George Kahler	Escort, Mazda RX7, Mazda 323
Karl Robertson (Vic.)	Escort
Terry Lewis	Escort
Ben Cain	Datsun 1600
Ron Hendricksen	Datsun 1600
Murray Cooper	Galant
Dennis Frawley	Datsun 1600
Dave Morrow (NSW)	Datsun 1600
Andrew House	Celica
Chris DeVere	Datsun 1200
Troy Lindley	Datsun 180B
Tim Charambolous	Celica
David West	Suzuki Swift
Rod Cross	Suzuki Swift

In addition to this Tony has navigated in recent Historic events for Liam Collins (Austin Healey), Ian Ferguson (Saab), and Ted Peel (Datsun 240Z).

He also navigated for Don Allison (Range Rover) in one of the early Australian Off-Road Championship events at Goondiwindi. (They treated it as a rally, using the first run to make pace notes.)

Small club events would not have been included and Tony estimates that he would have navigated for about another twenty drivers in Warwick and Toowoomba in the 1970's and 1980's.

So far Tony has claimed the record for the most drivers navigated for, but he feels that one navigator who would be able to beat him would be Laurie Garth.

How about your list Laurie??!!

A BIG THANK YOU to everybody who sold tickets in the BSCC Raffle - the winner was

Mr Nev Whitaker

(his son-on-law Alan Staib bought him the ticket - how to get on with your in-laws!!).

We would like to thank

Revolution Racegear Road & Race Spare Parts,

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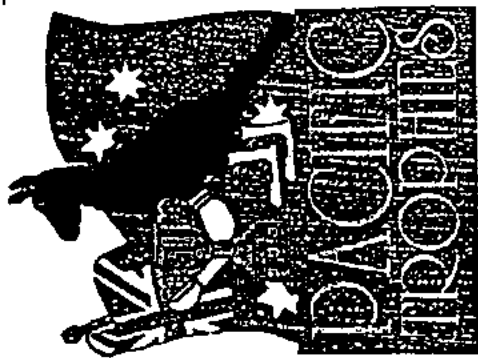
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for their participation.

Best wishes to all members for the Festive Season and a successful motorsporting 1995.

Eric Giblin



Jim & Sandi Currie

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DRIVER	TOTAL
Paul GOODWIN	107
Wayne APPLEYARD	87
Rob BEKKER	60
Craig MOLE	47
Chris CORBEE	46
Graeme OFFER	45
Shane DAY	44.5
Terry BOARDMAN	44
John SPENCER	40
Andrew JOHNSTONE	40
Trevor KING	35
John PROVAN	34
Ben WATKINS	32
Jeff KILBRIDE	30
Peter LOCKHART	26
Ian WRIGHT	25
Steve ROSS	20
Rod CROSS	20
Tony MORRISON	20
Geoff STANAWAY	19
Tony KABEL	19
Spencer YARROW	18
David SCHARF	17
Ian MOGG	16
Bruce BARWICK	15
Michelle GATTON	15
John STOCK	14
Ken McWHA	14
Lee KILLER	13
Darrin GARDINER	12.5
Scott RHODES	12
Keith CARNEY	12
Adrian McKay	10
Chris WATERS	9
Bruce DAWSON	6
Brendon MOLE	6
Rodney REID	6
Horst EFFENBERGER	6
Mark NEARY	6
Peter STEWART	5
Gordon BISHOP	4
Rex FORD	4
Mike THOMPSON	3
Adrian DILLON	3
Bob CRASE	2
Brett MILTON	1
Darren BAUMANN	1

CO-DRIVER	TOTAL
Anthony McLOUGHLIN	95
Mike NEELY	55
Brian BOARDMAN	55
Keith STOKES	54.5
Del GARBETT	54
Greg RANDALL	53
Karen SOXSMITH	49
Andrew GASTON	39
David HOOD	35
Donna HEITMANN	35
David NASH	32
John DEMPSEY	30
Ben HAYDEN	28
Barry GOODWIN	25
Greg TEBBLE	25
Brian SMITH	22
Michael JOHNSON	21
Tony BEST	20
Destry RULE	20
Cameron THOMPSON	20
Meryl ROGERS	20
Steve ROSS	20
Debbie DILLON	19
Mick BRUCE	18
Steven VINES	17.5
Tony WILSON	16
John HAYDEN	16
Ian CAPPS	14
Brad DAVISON	14
Claire SWALLOW	12
John TURNER	12
Brad FOWLER	10
Simon TEED	10
Derek YARROW	8
Paul BISHOP	6
Peter LETTICE Jnr	6
John RUTCH	5
Darren COOK	4
David WALSH	4
Jeff THRUPP	4
Fred VANDERBRINK	2
Scott WISEMAN	1

Class: PRC 1B (1301-1600cc)

DRIVER	TOTAL
Wayne APPLEYARD	50
Rob BEKKER	32
Graeme OFFER	30
Shane DAY	29
Geoff STANAWAY	16
Ian WRIGHT	15
Steve ROSS	12
Ken McWHA	12
Darrin GARDINER	12
John STOCK	10
Peter STEWART	8
Horst EFFENBERGER	8
Rex FORD	4
Adrian DILLON	3
Peter STEWART	2
Bob CRASE	2
Darren BAUMANN	1
Brett MILTON	1

CO-DRIVER	TOTAL
Anthony McLOUGHLIN	55
Greg RANDALL	33
Keith STOKES	31
Andrew GASTON	25
Michael JOHNSON	18
Debbie DILLON	14
Steven VINES	14
Brian SMITH	12
Tony WILSON	12
Peter LETTICE Jnr	6
John RUTCH	5
David WALSH	4
Jeffery THRUPP	4
Fred VANDERBRINK	2
Scott WISEMAN	1
John HAYDEN	1

1994 Qld Clubman Rally Series

Class: PRC 2A (1601-2000cc)

DRIVER	TOTAL
Terry BOARDMAN	40
Craig MOLE	35
John PROVAN	34
Ben WATKINS	20
John SPENCER	20
Ian MOGG	16
Lee KILLER	13
Adrian McKay	10
Chris WATERS	9
Brendon MOLE	6
Rodney REID	6
Mark NEARY	6
Mike THOMPSON	3

CO-DRIVER	TOTAL
Brian BOARDMAN	47
Ben HAYDEN	27
David HOOD	20
Destry RULE	20
David NASH	20
John HAYDEN	15
Ian CAPPS	14
John TURNER	12
Simon TEED	10
Cameron THOMPSON	6
Darren COOK	4

Class: PRC 2B (2000+ cc)

DRIVER	TOTAL
Paul GOODWIN	60
Chris CORBEE	38
Peter LOCKHART	25
Spencer YARROW	18
David SCHARF	15
Kerlan CARNEY	12
Bruce DAWSON	6
Gordon BISHOP	4

CO-DRIVER	TOTAL
Karen SOXSMITH	42
Del GARBETT	20
Mick BRUCE	20
Brad DAVISON	16
Barry GOODWIN	15
Cameron THOMPSON	15
Brad FOWLER	12
Derek YARROW	8
Paul BISHOP	8

1994 Qld Clubman Rally Series

Class: PRC 1A (0-1300cc)

DRIVER	TOTAL
Trevor KING	35
Andrew JOHNSTONE	20
Michelle GATTON	15
Bruce BARWICK	15
Scott RHODES	12

CO-DRIVER	TOTAL
Mike NEELY	40
John DEMPSEY	30
Meryl ROGERS	20
Claire SWALLOW	12

Class: PRC 3 (Four Wheel Drive)

DRIVER	TOTAL
Jeff KILBRIDE	20
Tony KABEL	15

CO-DRIVER	TOTAL
Donna HEITMANN	20
Greg TEBBLE	15
Del GARBETT	12

Class: N1 (Group N 0-1300 cc)

DRIVER	TOTAL
Rod CROSS	20
Tony MORRISON	20

CO-DRIVER	TOTAL
Tony BEST	20
Steve ROSS	20

QUEENSLAND SEEDING LIST 1994

LEIGH ACHTERBERG	0.9344	1	STEWART REID	1.0000
RICHARD ANDERSON	0.9367	2	WAYNE HOY	0.9973
WAYNE APPELYARD	0.9060	3	PETER GLENNIE	0.9895
IAN BAILEY	0.9165	4	MARK GRIFFITH	0.9887
ROD BAILEY	0.8489	5	DEAN TIGHE	0.9752
RAYMOND BAKSHER	0.8205	6	MARREN CARRIGAN	0.9747
BRUCE BARNWICK	0.8268	7	PETER PHILLIPS	0.9689
DARREN BAUMANN	0.8496	8	CRAIG LEE	0.9671
ROB BECKER	0.9217	9	DAVID JOHANSON	0.9660
ROBIN BERARDI	0.7967	10	CRAIG LUCEY	0.9641
PAUL BERGMAN	0.7956	11	BRUCE DUMMETT	0.9624
GORDON BISHOP	0.8442	12	ROD BROWNING	0.9483
TERRY BOLANMAN	0.8829	13	DAVID CARLTON	0.9451
ERROLD BOONUDA	0.8994	14	GEORGE KRAMSE	0.9431
TREVOR BOWDEN	0.8355	15	GLENN DUMTIE	0.9430
IAN BREWSTER	0.8556	16	MIKE PAGE	0.9391
MICHAEL BRIDGEMAN	0.8326	17	RICHARD ANDERSON	0.9367
GLENN BRITTON	0.8597	18	NORM FRITTER	0.9362
ROD BROWNING	0.9483	19	LEIGH ACHTERBERG	0.9344
RANDALL BRYSOR	0.7959	20	JOHN GOASDOU	0.9268
MARTIN BURNONS	0.8760	21	JOHN SPENCER	0.9260
VIC BURNER	0.7684	22	LIAM MANDREY	0.9248
ALEXANDER CAMPBELL	0.8651	23	MARK TAYLOR	0.9228
JOHN CARELESS	0.8961	24	ROB BECKER	0.9217
DAVID CARLTON	0.9451	25	GARRY MARSHALL	0.9215
KIERAN CARNEY	0.8218	26	IAN BAILEY	0.9165
MARREN CARRIGAN	0.9747	27	PAUL GOODWIN	0.9137
TIM CARRALAMBOUS	0.8330	28	DAVID NASH	0.9122
ALAN CLUNES	0.8651	29	JEFF KILBRIDE	0.9104
RICHARD COLLINGWOOD	0.8295	30	JOHN GIBSON	0.9082
TIM COLLINGWOOD	0.8674	31	WAYNE APPELYARD	0.9060
CHRIS CORBEE	0.8758	32	IAN WRIGHT	0.9057
ROBERT CRASE	0.8437	33	ALLEN JONES	0.9045
TREVOR CRASE	0.8951	34	MARVEY POTTS	0.9040
BRIAN CRISP	0.8526	35	JOHN EDDY	0.9031
ROD CROSS	0.8368	36	VIVIAN GEES	0.9030
BRUCE DAMSON	0.8683	37	PAUL WILLIAMSON	0.9021
SHANE DAY	0.8768	38	ERROLD BOONUDA	0.8994
ADRIAN DILLON	0.7625	39	JOHN CARELESS	0.8961
BRUCE DUMMETT	0.9624	40	STEVE ROSS	0.8953
GLENN DUMTIE	0.9430	41	TREVOR CRASE	0.8951
TROY DUTTON	0.7179	42	JOHN MARTIN	0.8910
JOHN EDDY	0.9031	43	NORM SINGLETON	0.8891
NORST EFFENBERGER	0.8626	44	GRAHAM OFFER	0.8862
S ENSON	0.8543	45	PETER KAHLER	0.8856
BRIAN EVERITT	0.8075	46	TONY WALKER	0.8856
KEITH FACKRELL	0.8467	47	PETER STAMMAY	0.8829
MAYNARD FARMAN	0.8047	48	DEE MACKENZIE	0.8815
WARREN FLETCHER	0.8308	49	CRAIG MOLE	0.8813
NEK FORD	0.8724	50	PEARY WHITE	0.8810
FABIO FRANCHINI	0.8053	51	ANDREW GASTOR	0.8797
PIA FRANCHINI	0.7408	52	GLENN WESTON	0.8776
WOM FRITTER	0.9362	53	JIM GUEST	0.8772
BRUCE FULLERTON	0.8579	54	SHANE DAY	0.8768
RICHARD GALLEY	0.8163	55	MARTIN BURNONS	0.8760
DARREN GARDINER	0.8480	56	CHRIS CORBEE	0.8758
ANDREW GASTON	0.8797	57	REX FORD	0.8724
MICHELLE GATTON	0.7265	58	DAVID SCHARF	0.8705
VIVIAN GEES	0.9030	59	GEORGE MEACHAM	0.8702
JOHN GIBSON	0.9082	60	JOHN STOCK	0.8691
MARTIN GIBSON	0.7931	61	GEORGE STAMMAY	0.8689
PETER GLENNIE	0.9895	62	GREG POOLE	0.8687
JOHN GOASDOU	0.9250	63	BRUCE DAMSON	0.8683
IAN GOLDSWORTHY	0.8103	64	PAUL LEE	0.8675
PAUL GOODWIN	0.9137	65	TIM COLLINGWOOD	0.8674
TONY GRAHAM	0.6914	66	BRETT HILTON	0.8672
G. GREYELL	0.6852	67	JIM PILGRIM	0.8668
MARK GRIFFITH	0.9887	68	LARRY LITTLEWOOD	0.8666
DAVID GRUNDY	0.8123	69	DARRAN NYLAND	0.8658
JIM GUEST	0.8772	70	ALEX CAMPBELL	0.8651
MICHAEL GUEST	0.8082	71	ALAN CLUNES	0.8651
GREG GORTON	0.8216	72	GRANT YARROW	0.8651
TONY HOWARD	0.8388	73	LEE WILLIAMS	0.8637
WAYNE HOY	0.9973	74	NORST EFFENBERGER	0.8626
JEFF HUTCHINGS	0.8240	75	TREVOR KING	0.8618
DARRAN NYLAND	0.8658	76	GLENN BRITTON	0.8597
DONALD IRYING	0.7699	77	JOHN PROVAN	0.8588
GRAHAM JACKSON	0.7366	78	COL O'BRIEN	0.8586
ANDREW JOHANSON	0.8180	79	BRUCE FULLERTON	0.8579
DAVID JOHANSON	0.9660	80	ADRIAN MCKAY	0.8573
ANDREW JOHNSTONE	0.8375	81	RICHARD TAYLOR	0.8571
ALLEN JONES	0.9045	82	IAN BREWSTER	0.8556
TONY KABEL	0.8956	83	KEN MCMA	0.8553
PETER KAHLER	0.8856	84	S ENSOR	0.8543
P. KENNEDY	0.8027	85	SPENCER YARROW	0.8537
STEPHEN KENNEDY	0.7988	86	MIKE HEARY	0.8536
JEFF KILBRIDE	0.9104	87	BRIAN CRISP	0.8526
LEE KILLER	0.8470	88	PETER LOCKHART	0.8520
BRUCE KING	0.7159	89	DARREN BAUMANN	0.8496
TREVOR KING	0.8618	90	BRENDON MOLE	0.8491
MATTHEW KNIGHT	0.8032	91	ROD BAILEY	0.8489
GEORGE KRAMSE	0.9431	92	C MICHEL	0.8489
PHILIP LAIRD	0.8358	93	WARREN GARDINER	0.8480
MICHAEL LAKE	0.7947	94	J. URGUMART	0.8473
CRAIG LANDSBERG	0.8088	95	LEE KILLER	0.8470
C LAWRENCE	0.6940	96	KEITH FACKRELL	0.8467
CRAIG LEE	0.9671	97	PETER STEWART	0.8445
PAUL LEE	0.8675	98	GORDON BISHOP	0.8442
PETER LETTICE SNR	0.7910	99	ROD CROSS	0.8437
LARRY LITTLEWOOD	0.8666	100	K SCHEERS	0.8436
PETER LOCKHART	0.8520	101	DEE MACKENZIE	0.8388
I LEMIE	0.8116	102	TONY HOWARD	0.8388
CRAIG LUCEY	0.9641	103	ANDREW JOHNSTONE	0.8375
LIAM MANDREY	0.9248	104	CHRIS WATERS	0.8371
GARRY MARSHALL	0.9215	105	PAUL LEE	0.8368

JOHN MARTIN	0.8910	106	ROD CROSS	0.8368
ADRIAN MCKAY	0.8573	107	TREVOR BOWDEN	0.8355
ALEX MCKAY	0.8317	108	TONY ROBERTSON	0.8349
KEN MCMA	0.8553	109	ALAN THOMSON	0.8349
GEORGE MEACHAM	0.8702	110	BILL WILSON	0.8337
IAN MENZIES	0.7940	111	IAN MOGG	0.8332
C MICHEL	0.8489	112	TIM CARRALAMBOUS	0.8330
NEIL MICHEL	0.8286	113	MICHAEL BRIDGEMAN	0.8325
DAVID MILLER	0.7454	114	DAVID ROBERTSON	0.8322
BRETT HILTON	0.8672	115	ALEX MCKAY	0.8317
IAN MOGG	0.8332	116	WARREN FLETCHER	0.8308
BRENDON MOLE	0.8491	117	ROBERT STEVENSON	0.8298
CRAIG MOLE	0.8813	118	RICHARD COLLINGWOOD	0.8295
TONY MORRISON	0.8349	119	CAMPBELL SMITH	0.8287
GLENN MURDOGE	0.8195	120	NEIL MICHEL	0.8286
DAVID NASH	0.9122	121	BRUCE BARNWICK	0.8268
MIKE NEARY	0.8536	122	JEFF HUTCHINGS	0.8240
COL O'BRIEN	0.8586	123	STEWART REID	0.8218
GRAHAM OFFER	0.8862	124	GREG KRAMSE	0.8216
DIRK OLBERTZ	0.8058	125	RAYMOND BAKSHER	0.8205
MIKE PAGE	0.9391	126	KEITH FACKRELL	0.8204
PETER PHILLIPS	0.9689	127	GLENN MURDOGE	0.8195
JIM PILGRIM	0.8668	128	ANDREW JOHANSON	0.8180
GREG POOLE	0.8687	129	RICHARD GALLEY	0.8163
MARVEY POTTS	0.9040	130	TIM WALKER	0.8132
JOHN PROVAN	0.8588	131	DAVID GRUNDY	0.8123
RODNEY REED	0.7812	132	TONY HOWARD	0.8116
STEWART REID	1.0000	133	IAN GOLDSWORTHY	0.8103
SCOTT RHODES	0.6922	134	COLLEEN SMITH	0.8089
DAVID ROBERTSON	0.8322	135	CRAIG LANDSBERG	0.8088
JOHN ROGERS	0.7359	136	MICHAEL GUEST	0.8082
S ROSE	0.6872	137	BRIAN EVERITT	0.8075
STEVE ROSS	0.8953	138	MICHAEL THOMPSON	0.8070
ATHOL SCHAFFER	0.7870	139	DIRK OLBERTZ	0.8058
DAVID SCHARF	0.8705	140	GREG WATERS	0.8056
M SCHEERS	0.8436	141	FABIO FRANCHINI	0.8053
TERRY SCOTT	0.8388	142	HAYDN FARMAN	0.8047
SCOTT SINGLETON	0.8891	143	MATTHEW KNIGHT	0.8032
CAMPBELL SMITH	0.8287	144	P KENNEDY	0.8027
COLLEEN SMITH	0.8089	145	TODD WARNER	0.7995
KEN SMITH	0.7943	146	STEPHEN KENNEDY	0.7988
M SMITH	0.8204	147	RANDALL BRYSOR	0.7969
JOHN SPENCER	0.9260	148	ROBIN BERNARDI	0.7967
GEORGE STAMMAY	0.8689	149	PAUL BERGMAN	0.7956
ROBERT STEVENSON	0.8298	150	KEITH FACKRELL	0.7943
PETER STEWART	0.8445	151	IAN MENZIES	0.7940
JOHN STOCK	0.8691	152	MARTIN GIBSON	0.7931
MARK TAYLOR	0.9228	153	PETER LETTICE SNR	0.7910
RICHARD TAYLOR	0.8571	154	ATHOL SCHAFFER	0.7870
ALAN THOMPSON	0.8349	155	MICHAEL REED	0.7812
MICHAEL THOMPSON	0.8070	156	DORALEE DAVSON	0.7699
DEAN TIGHE	0.9752	157	WIC CAMPBELL	0.7684
DAVID URGUMART	0.8473	158	ADRIAN DILLON	0.7625
TIM WALKER	0.8132	159	MICHAEL LAKE	0.7408
TODD WARNER	0.7995	160	DAVID MILLER	0.7454
CHRIS WATERS	0.8371	161	PIA FRANCHINI	0.7408
GREG WATERS	0.8056	162	GRAHAM JACKSON	0.7366
BEN WATKINS	0.8815	163	JOHN ROGERS	0.7359
GLENN WESTON	0.8776	164	MICHELLE GATTON	0.7265
PERRY WHITE	0.9810	165	TROY DUTTON	0.7179
LEE WILLIAMS	0.8637	166	BRUCE KING	0.7159
PAUL WILLIAMSON	0.9021	167	C LAWRENCE	0.6940
BILL WILSON	0.8337	168	SCOTT RHODES	0.6922
IAN WRIGHT	0.9057	169	TONY GRAHAM	0.6914
GRANT YARROW	0.8651	170	S ROSE	0.6872
SPENCER YARROW	0.8537	171	G. GREYELL	0.6852

POINTSCORE FOR OUTRIGHT DRIVERS AWARD

DRIVERS NAME	ST	CAR	CL	BEST 6
NEAL BATES	N	TOYOTA CELICA GT FOUR	PRC	975
ROSS DUNKERTON	W	MITSUBISHI LANCER RS E2	PRC	900
ED ORDYNSKI	S	MITSUBISHI LANCER RS E2	N	870
MICHAEL GUEST	N	MITSUBISHI LANCER RS E	PRC	770
DAVID OFFICER	V	MITSUBISHI LANCER RS E	N	460
GRAHAM ALEXANDER	V	MITSUBISHI LANCER RS E	PRC	390
WAYNE HOY	N	MITSUBISHI LANCER RS E	PRC	390
STEWART REID	Q	TOYOTA CELICA GT4 ST165	PRC	350
MARK GRIFFITH	Q	SUBARU IMPREZA	PRC	350
GRAHAM WISE	V	FORD SIERRA XR 4X4	PRC	340
GRAHAM VAUGHAN	N	MITSUBISHI GALANT VR4	N	310
STEVE ASHTON	V	MITSUBISHI LANCER RS E	N	210
GREG PLUMRIDGE	V	TOYOTA COROLLA AE 86	PRC	190
BOB NICOLI	W	DAIHATSU CHARADE GT t1	N	190
MARTIN BECKETON	V	MAZDA 323 GTX	PRC	185
TONY FLOOD	W	TOYOTA CELICA GT FOUR	PRC	160
LEIGH HYNES	W	DAIHATSU CHARADE GT t1	N	160
IAN DOUGLAS	N	MITSUBISHI GALANT VR4	PRC	150
DENIS DUNLOP	W	MITSUBISHI LANCER RS E	N	135
NORM FRITTER	N	TOYOTA CELICA GT FOUR	PRC	135
TOM WOLF	T	MITSUBISHI GALANT VR4	PRC	130
ANDREW LOVELL	S	MAZDA 323 GTX	PRC	120
GERARD MCGROARTY	W	MITSUBISHI LANCER RS E	N	120
BARRIE SMITH	N	MITSUBISHI GALANT VR4	PRC	120
ROBERT HERRIDGE	W	HYUNDAI LANTRA	PRC	115
JIM HARDEN	W	SUBARU LIBERTY RS	PRC	100
RON CREMEN	N	SUBARU IMPREZA WRX	PRC	95
ROSS MCKENZIE	W	DAIHATSU CHARADE GT t1	N	95
ROSS ALMOND	T	MITSUBISHI LANCER RS E	N	90
LYNN RATTRAY	T	SUBARU LIBERTY RS	PRC	90
RICHARD MC NAY	V	TOYOTA CELICA ST 162	PRC	85
TREVOR STILLING	N	MITSUBISHI GALANT VR4	N	85
RICK BATES	N	TOYOTA CELICA GT FOUR	PRC	80
PETER EVANS	V	NISSAN PULSAR GT1R	PRC	80
FRANK JOHNSON	W	MITSUBISHI LANCER RS E	PRC	80
DAVID GREIG	V	MITSUBISHI GALANT VR4	N	75
GLEN CUGLEY	T	SUBARU LIBERTY RS	PRC	75
SIMON EVANS	V	NISSAN PULSAR GT1R	PRC	75
PETER GLENNIE	Q	NISSAN PULSAR GT1R	PRC	75
WARREN RIDGE	N	MITSUBISHI LANCER RS E	PRC	75
ROD BROWNING	Q	HOLDEN CAMIRA 2000i	PRC	70
BRETT MIDDLETON	N	DAIHATSU CHARADE	A1	70
ALAN MCCARTHY	W	SUBARU LIBERTY RS	PRC	60
PETER TAYLOR	N	MAZDA 323 GTX	PRC	60
TIM SULLIVAN	V	SUZUKI SWIFT GT1	PRC	60
MARK HAYBITTLE	W	MITSUBISHI GALANT VR4	PRC	60
DAVID MC DONOUGH	S	MITSUBISHI GALANT VR4	N	60
LINDSAY COLLITS	N	NISSAN PULSAR GT1R	PRC	50
MICHAEL THOMPSON	N	SUBARU IMPREZA WRX 555	PRC	50
PETER DIMMOCK	N	SUBARU LIBERTY RS	N	50
WARREN CARRIGAN	Q	FORD LASER TX3 4WD	PRC	50
DARYL SOSA	W	MITSUBISHI GALANT VR4	N	45
WAYNE BELL	N	HYUNDAI LANTRA	A1	40
GLEN DUTHIE	Q	MAZDA RX3	PRC	40
JUSTIN MIDDLETON	W	MAZDA FAMILIA BFMR	PRC	40
GARY KENDRICK	V	HOLDEN COMMODORE VP V8	PRC	40
STEVE WINWOOD	S	FORD FALCON EB XR6	PRC	40
DAVID CARLTON	N	NISSAN PULSAR GT1R	PRC	40
JOHN SPENCER	Q	DATSUN H510 SSS	PRC	30
JACQUELINE DINES	W	MITSUBISHI GALANT VR4	PRC	30
MICHAEL LUSCOMBE	T	FORD ESCORT RS 2000	PRC	30
ANDREW MURFETT	T	MAZDA FAMILIA BFMR	PRC	30
MILES SANDY	N	TOYOTA CELICA GT4 ST165	PRC	25
JOHN FARRELL	W	MITSUBISHI GALANT VR4	PRC	25
JOHN GOASDOUE	Q	DAIHATSU CHARADE G102	N	20
BARRY COLLINS	V	HOLDEN COMMODORE VH V8	PRC	20
PETER ROBERTS	N	HOLDEN COMMODORE	PRC	20
JOHN MARTIN	Q	HOLDEN COMMODORE VH V8	PRC	15
JAMIE SARGENT	S	MITSUBISHI GALANT VR4	N	15
MAL CROCKENBERG	W	MITSUBISHI LANCER A175A	PRC	15
BRUCE HOGARTH	T	FORD FALCON XV GT	PRC	15
MARK RODGERS	V	SUBARU RI TURBO	PRC	15
IVAN REGISTER	V	MAZDA FAMILIA BFMR	PRC	10
SCOTT MCCLOY	N	TOYOTA COROLLA AE86	PRC	10
JKH MIDDLETON	N	HOLDEN COMMODORE VP V8	PRC	10
PHILLIP MESSER	V	MAZDA 323 GTX	PRC	10
JUSTIN BARHAM	N	TOYOTA COROLLA AE92	A1	10
WAYNE ELVIN	N	HOLDEN COMMODORE VK V8	PRC	10
SHANE SENARD	W	OPEL ASTRA GTE	A1	10
STEVE TURNER	S	FORD LASER TX3 4WD	PRC	10
VIVIAN GEES	Q	FORD FALCON XA GT	PRC	10
CRAIG MOLE	Q	NISSAN STANZA HA10	PRC	5
ROB DEVINISE	V	DATSUN 240Z	PRC	5
DAVID DRAPER	V	SUZUKI SWIFT GT1	N	5
CHRIS LOWE	S	HOLDEN COMMODORE VH V8	PRC	5
JASON BUCHAN	W	TOYOTA COROLLA LEVIN	PRC	5
ALAN LAVERICK	N	DATSUN 240Z	PRC	5
CHRIS MYERS	T	FORD LASER TX3 4WD	PRC	5

CO-DRIVERS NAME

ST BEST 6

CORAL TAYLOR	N	975
FRED COCENTAS	N	900
MARK STACEY	S	770
DAVID GREEN	N	770
KATE OFFICER	V	460
IAN STEWART	Q	350
ROD HORSLEY	N	330
DALE HYNES	W	310
SCOTT CAUSER	N	270
ANDREW BENNETT	N	270
HELEN WYLIE	V	265
TOM SMITH	Q	200
PAUL HUMM	V	190
GLENN MACNEALL	W	160
GREG FLOOD	W	160
SOPHIE HANDLEY	N	150
CRAIG LEE	Q	150
STEVEN O'BRIEN-POUND	N	140
JACQUIE DUNLOP	W	135
EDIO OSAWA	V	130
ANDREW KUC	T	130
BOB MCGOWAN	W	120
ANDREW BENNETT	N	120
BRIAN ORTLEP	S	120
STEPHEN YOUNG	V	110
DAMIEN LONG	N	105
RON RIGBY	W	100
RO NIXON	V	100
RON COENAN	T	100
CHRIS RANDELL	V	95
TONY JACKSON	T	90
BOB KOBELT	T	90
SUE BRICK	V	85
ANDREW MCNAY	T	85
ROB BEEGMAN	V	80
ADRIAN STAFFORD	W	80
JOAN PERCIVAL	W	80
JENNY BRITIAN	N	80
OMAR HASAN	T	75
DANNY MURPHY	V	75
PAUL TIRANT	V	75
GARY VINTEN	N	75
ANTHONY GARVEY	Q	75
BARRIE BURR	Q	70
JIM GLESSON	N	60
IAN DOUGLAS	V	60
DAVID STEWART	V	60
IAN LAWSON	S	60
TONY BORG	V	60
COLIN TRINDER	N	60
PHILLIP CROTHERS	N	55
TUI HORO	W	50
GLENN BENNETT	N	50
MICK HARKER	N	50
NICK VARDOS	N	50
HUGH REARDON-SMITH	Q	50
ELIO DELLA MADDELENA	W	45
PAT ROBERTS	N	45
JIM CARLTON	W	40
RAT TEMPLE	N	40
RON PETERS	Q	40
PAUL VAN DER NEY	W	40
DAVID BODDY	N	40
DARRYL SMITH	N	40
RON GOTTSCHALK	V	40
GORDON KLEBBA	N	35
PAUL HELM	W	30
PHILLIP COPPIN	N	30
GREG PREECE	T	30
DAVIS NASH	Q	30
VICTOR HUDDLESTONE	T	30
ROGER CLOSE	W	25
DIANE ELVEN	T	20
ROD WINFIELD	S	20
HARALD DREWS	Q	20
JOHN MACDONALD	V	20
TONY AVERY	N	20
GARY MCLAIN	Q	20
BRUCE WALTER	T	15
PETER RASMUSSEN	Q	15
RICHARD GAY	S	15
GEOFF BERKHOUT	W	15
PAUL MAHONEY	V	15
ANGELA MURREY	V	10
LEIGH RILSTONE	S	10
RON MCMAHON	N	10
NOEL GEES	Q	10
IAN FULTON	V	10
STEVE SYSON	W	10
MALCOLM HOBBOURGH	V	5
ARHET UZUNOGLU	V	5
JAMES POLLOCK	S	5
ROBERT WEBER	W	5
ADRIAN GOODREID	Q	5
CHRIS MYERS	T	5
JOHN LYONS	N	5

Inter-club Short Course Challenge 27th November 1994

Well, as they say, the job's not over until the paper work's done, so this report can't be put off any longer.

A few weeks prior to the event, I was approached by Esme to take over the Clerk of Course position for the B.S.C.C. round of the Off-Road, 'Inter-Club Challenge Series'. Once again Rodney Sams, the current one man team for off-roading in our club, had done all the ground work. He had negotiated with Toowoomba Auto Club to hire their excellent facilities for the day, and all the preliminary paperwork had been completed. A quick trip to Toowoomba to see the Toowoomba Auto Club's round and to assess what work would have to be done prior to and during our event, left me feeling that this would be the lowest work-load event I had ever taken on. I was right. Toowoomba Auto Club members set up and operated the P.A., provided the catering, hired the radios and charged the batteries, and organised someone to control the gate. A small band of their club members, led, of course, by Fred Berge, Pat Murray and Noel Robertson, gave us every assistance both prior to and during the event

We chose Toowoomba track for obvious reasons, its availability and proximity to Brisbane, its facilities, and because it is an excellent track for competitors and spectators alike. I am aware there was some dissent over the decision to use "Echo Valley", but my feeling is, if it's a good track and everyone likes it, why not use it. Circuit racers don't reject Lakeside because they've run one round of a series there. I don't think there were too many unhappy faces among competitors at the end of the day.

I met Rodney at the track at lunch time on Saturday the 26th. By 10.00p.m. we had finished erecting bunting, moving tyres, watering the track, seeding entrants and setting up and running the bar. It was with a great sense of relief that I left Rod with the bar and joined my family just as they arrived at our motel.

By 6.00 a.m. on the Sunday, we were back at the track to prepare for scrutineering. The first cars rolled in to the scrutineers right on time and set the standard for cooperation and punctuality that continued throughout the day. Off-roaders have a strong reputation for being 'casual' about the formalities, but that is one of the attractions of the sport, no matter how frustrating it may be for officials. On that day they excelled. Throughout the day, competitors responded promptly to calls to the marshalling area, thus allowing us to maintain a fast

moving program that certainly provided value for money for spectators and a full day's racing for competitors.

An original entry list of 34 dropped to 31 starters. This was somewhat short of the hoped for numbers, but just enough to break even financially (as long as the organisers didn't claim any expenses - including printing and postage) . There were two major reasons for the drop in numbers. The high attrition rate among the class 5 vehicles in the 2nd round, and the clash of dates with the last round of the National long-course series at Puckapunyal. The former was unavoidable, the latter might have been. I can go along with a club event clashing with Nationals, but not one round of a series. It just doesn't make sense, take away the five weekends of the Nationals, all of December and January and we still have another 39 available weekends. Maybe this is something worth considering for future years. We need to attract as many competitors as possible to our events in order to keep costs down and to provide good competition.

Rod Sams put together a terrific series - one which deserves to continue. It has a good following and is keenly contested. It also serves to provide a focus for unity between the three participating clubs and that must be good for the sport in the long term.

Each class provided its share of excitement. The so called 'big-boys' (appologies to Sabine Brand) of Class 1 always provide good close racing. But this Sunday was just the next round in a long-running battle for supremacy between Rodney Brand and Michael Collins. Rodney's prior experience on the track definitely showed up in the early heats, but position on the grid was the real decider by the time they got to the last heat and the 'shoot out' - One round to Rodney. The battle is certainly not over, in fact I doubt it ever will be. The friendship between these two drivers definitely does not extend to the track, in fact they seem to go through some wierd metamorphosis, resulting in their lining up on the starting grid with teeth barred and horns protruding through their helmets. I haven't detected any retractable blades on their front wheels yet, but I guess there's always the next race.

Unfortunately, the withdrawal of Ron Vanderhaar and the high attrition rate among Class 1 competitors meant the potential drama of this class was never fully realised. Class 2 was another matter altogether. Our clocks only time to the second, so they do not reflect the true closeness of these heats. Russell MacArthur was the eventual winner, while Troy Crane was the one who went on to challenge the Class 1 drivers in the final "Shoot Out". It was also interesting to note

that Class 3 winner, Keith Honour's fastest heat was a mere 5 seconds behind Russell's best.

It was nice to see Andrew Hickson's car in the hands of it's new young owner, Douglas MacDonald, who at, as he puts it, 16 and a half, nearly, had his first drive. The poor car hardly had time to take a breath with Andrew, Douglas and Shane Otway all taking turns. It called for some particularly fancy footwork in the 'Shoot Out' with 696 expected to line up against 696A. I'm afraid I had to read the results to find out who finally which 696 finally won.

Tin Tops , to me, are an unknown quantity. I've never competed in one but it seems that they need a special breed of driver, hopefully, with very well protected spines and other internals, but definitely with a death wish. They appear happy to put their Land Cruiser, Falcon, or whatever, over the toughest of jumps knowing that they have little, if any, control over where or how they land. The spectacle is obviously something that gets the spectators in. I guess it's some sort of identification thing, like imagining Dick Johnson's Falcon is "just like mine". Whatever it is, the drivers turn it on and the spectators love it. Once again James Corbett shone. His much modified Renault 10, in spite of landing with some shuddering thuds and very unhealthy noises, seemed to survive it's pounding at least long enough for him to again win his class. Three rounds, and three 1st in Class - gave James a total of 60 points and the Series win in front of Keith Honour with 55 points and Tim Unstead with 45 points.

As previously mentioned, the day ran like clockwork. This, of course, was due to the efforts of the small but very efficient group of people who assisted Rodney Sams and myself throughout the day. Rodney, as series organiser and assistant Clerk of Course, must have just about reached 'burn-out'. He has put in a tremendous amount of work over the past few years to ensure the continuation of off-roading in B.S.C.C. I sincerely hope his efforts are not fruitless. Thank you, Rod, for your assistance. Also thanks to Greg Nicoll, Steve Willett, and John and Meryl Rogers the other club members who, along with Esme Gibson and family and friends of Rod and myself donated their day.

Let's get all the negatives over at once. You can't run an event without helpers. B.S.C.C. has in excess of 300 members, about 45 of whom are off-roaders. We could not get enough helpers together to run the event. The following list of helpers tells it's own story.

B.S.C.C. members	7 members
	6 family & friends of organisers
	Esme Gibson

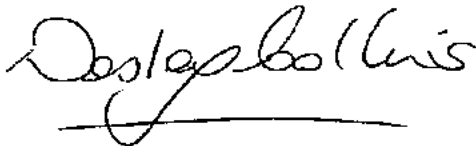
S.E.Q.O.R.R.A.

1 member (plus 2 competitors who helped with track watering on the Saturday night)

Toowoomba Auto C. 15 members

There will always be members who are more than willing to help but for genuine reasons are unable to assist on a specific date. But 7 out of 300+ is a bit much. It's not viable for Esme to telephone all members prior to every event. Maybe we could establish a system where members, along with the renewal of their annual membership, nominate which events they WILL BE helping with during the coming year? Could this be the New Year Resolution for B.S.C.C. members?

Merry Christmas to all, and to all a good night!



Queensland

HISTORIC RALLYING

=====

B.S.C.C. HISTORIC UP-DATE

We seem to have had a gremlin or two in our dates so listed below are the corrected dates.

Qld Historic Rally Series

Sunday 5 March - House of MG Mountain Rally	- Tony Slattery
Sunday 2 April - (not 16 April)	- Brian Kruiger
Sunday 25 June - Classic Driving Trials	- Ian Ferguson
Sunday 3 September - VACC	- Jim Reddiex
Saturday 28 October - BP Range Classic	-

Sorry for the confusion but hope we will see you at all(?) of the above!

BP were delighted with your support at their Drive Safe Day 3 December and on behalf of the Club take this opportunity of thanking all members who gave a little back to our sponsor.

**Interclub Shortcourse Challenge 1994
Round 3 27/11/94 RESULTS**

Total is Best 3 Heats # Heat dropped

CAR	DRIVER	HEAT 1	HEAT 2	HEAT 3	HEAT 4	TOTAL#	C/P	O/R
110	Ron VANDERHAAR	Withdraw						
131	Sabine BRAND	4.14	4.35#	3.42	3.41	11.37	4	12
131A	Rod BRAND	3.49#	3.39	3.30	3.30	10.30	1	1
137	Michael COLLINS	3.54#	3.48	3.37	3.29	10.54	2	2
141	Michael WILLETT	3.58	3.58	DNS	DNS	-	-	-
171	Warwick MENDHAM	3.59	DNF	4.05	DNS	-	-	-
197	Des ROWE	3.53	3.55	DNF	DNS	-	-	-
197A	Ian MacDONALD	3.54	3.51	3.43	DNS#	11.28	3	8
234	Tony McNICOL	4.54	4.11	4.02	DNS#	13.07	6	20
242	Mark TWINE	3.48#	3.48	3.44	3.48	11.20	3	5
242A	Tom EUSTACE	4.39	4.14	DNF	DNS	-	-	-
248	Donald MacARTHUR	3.57#	3.54	3.43	3.39	11.16	2	4
248A	Russel MacARTHUR	4.10#	3.46	3.39	3.38	11.03	1	3
266	Troy CRANE	4.02#	4.01	3.45	3.39	11.25	4	7
277	Tony PARKER	3.54	3.52	3.43	DNF#	11.29	5	9
304	Russell HARTNETT	4.01	3.53	DNF	DNS	-	-	-
327	Ben De BRUEYS	DNF	DNF	4.18	4.13	-	-	-
327A	Chris De BRUEYS	5.15	4.25	4.15	5.52#	13.55	2	23
335	Kieth HONOUR	4.23#	4.00	3.48	3.43	11.31	1	11
412	Keven HUFSCHMID	DNS	-	-	-	-	-	-
511	Don TAINTON	4.21	4.34#	4.19	4.03	12.43	3	16
558	Tim UNSTED	4.07#	3.59	3.45	3.47	11.31	2	10
581	James CORBETT	4.14#	3.53	3.46	3.44	11.23	1	6
696	Andrew HICKSON	4.31	DNS#	4.04	3.58	12.33	1	13
696A	Shane OTWAY	4.21	4.34#	4.19	4.03	12.43	1	14
696B	Douglas MacDonald	DNF#	4.31	4.19	4.13	13.03	3	19
715	Grant WHITE	4.27	4.55#	4.18	4.09	12.54	1	17
721	Ross PATIENCE	Withdraw						
740	Jean Pierre BOULONGER	4.37	5.07	4.20	DNF#	14.04	3	24
770	Robbie BUTLER	DNF	DNS	-	-	-	-	-
789	John GRAHAM	4.51	DNF#	4.29	4.22	13.42	2	22
811	Trevor DAVIES	4.19	4.24	4.16	4.28#	12.59	2	18
817	John LUSCOMBE	4.24	DNF#	4.29	4.24	13.17	3	21
827	Darren LOW	4.25	4.42#	4.04	4.11	12.40	1	15

Buggy Shootout

1st 131A Rod BRAND
2nd 137 Michael COLLINS
3rd 266 Troy CRANE

Tin Top Shootout

1st 581 James CORBETT
2nd 558 Tim UNSTED
3rd 827 Darren LOW

Outstanding Driver of the Series

581 James CORBETT

PTO

1994 INTERCLUB SHORTCOURSE CHALLENGE POINT SCORE

Class	Car	Driver	RD 1	RD 2	RD3	Total	C/P
<u>Class 1</u>	131B	Rod Brand	#	15	20	35	1
	110	Ron Vanderhaar	15	20	-	35	2
	131	Sabine Brand	#	12	10	22	3
	115	Tony Felhaber	20	#	#	20	4
	140	Michael Collins	#	#	15	15	5
	197A	Ian MacDonald	#	#	12	12	6
	171	Warwick Mendham	12	-	-	12	7
	172	David Mendham	-	#	#	-	-
	197	Des Rowe	#	#	#	-	-
	141	Steve Willett	#	-	-	-	-
	141	Michael Willett	#	#	-	-	-
<u>Class 2</u>	266	Troy Crane	20	8	10	38	1
	248	Don MacArthur	#	20	15	35	2
	248B	Russel MacArthur	#	15	20	35	3
	277	Anthony Parker	15	12	8	35	4
	242	Mark Twine	12	10	12	34	5
	266B	Scott Gardiner	10	#	#	10	6
	234	Tony McNicol	#	4	6	10	7
	242B	Tom Eustace	#	6	-	6	8
	210	Des Armitage	#	3	#	3	9
	239	Brett Plant	#	2	#	2	10
<u>Class 3</u>	335	Keith Honour	20	15	20	55	1
	327B	Chris De Brueys	#	12	15	27	2
	303	Russell Hartnett	#	20	-	20	3
	327	Ben De Brueys	#	10	-	10	4
<u>Class 4</u>	412	Keven Hufschmid	#	20	-	20	1
	402A	George Croucher	20	#	#	20	2
	402	Nev Taylor	15	#	#	15	3
<u>Class 5</u>	581	James Corbett	20	20	20	60	1
	558	Tim Unstead	15	15	15	45	2
	511	Don Tainton	12	6	12	30	3
	535	Warren Lowe	#	12	#	12	4
	574	Greg Oakes	#	10	#	10	5
	591	Peter Hine	#	8	#	8	6
	557	Rod Eyers	#	4	#	4	7
	574	Les Marshall	#	-	#	-	-
	522	Greg Green	#	-	#	-	-
	567	Moss Lane	#	-	#	-	-
<u>Class 6</u>	617	George Croucher	#	20	#	20	1
	696	Andrew Hickson	#	#	20	20	2
	666	Ben Rankin	20	#	#	20	3
	696A	Shane Otway	#	#	15	15	4
	617A	Peter Best	#	15	#	15	5
	696B	Douglas MacDonald	#	#	12	12	6
<u>Class 7</u>	715	Grant White	20	-	20	40	1
	770	Robbie Butler	15	20	-	35	2
	789	John Graham	#	10	15	25	3
	740	Jean-Pierre Boullanger	#	12	12	24	4
	710	Wayne Schultz	#	15	#	15	5
	721	Ross Patience	#	#	-	-	-
<u>Class 8</u>	827	Darren Lowe	#	15	20	35	1
	811	Trevor Davies	20	-	15	35	2
	817	John Luscombe	#	20	12	32	3
<u>Class 9</u>	920	Steve Hilton	20	20	#	40	1
	914	Nev Marshall	15	#	#	15	2
	987	Shane Otway	-	-	#	-	-

The Class Outright positions are determined by finishing position in each Class for each round with points allocated as per 1994 Australian Championship Points allocation - 20,15,12,10,8,6,4,3,2,1. In the event of a tie after the rounds have been run the class outright position will be decided on a count back on overall outright position.

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The Brisbane Sporting Car Club have been asked to assist and following is a list of how many, when and where we require helpers.

Thursday 8 June	Friday 9 June	Saturday 10 June	10 people
to help with DOCUMENTATION at Scrutiny 8am - 6 pm.			
Friday 9 June	Saturday 10 June	Sunday 11 June	10 people
to help MARSHALL at Scrutiny 8 am - 6 pm			
Monday 12 June	8 am - 5 pm	12 people	
	5 pm - 9 pm	6 people	
MARSHALLING in Queen Street Mall			
Tuesday 13 June	Start of Mobil 1 Trial		
MARSHALLING		4 people	
START CONTROL		4 people	
STAGE COMMANDER and team		1 stage	
Friday 30 June, Saturday 1 July, Sunday 2 July	to assist with RESULTS		8 people
Saturday 1 July	STAGE COMMANDERS and team		4 stages
FINISH CONTROL, Brisbane			4 people
MARSHALLS - Parc Ferme, Brisbane			4 people
Sunday 2 July	START CONTROL		6 people
MARSHALLS			4 people
RE-GROUP - Surfers Paradise			8 people
FINISH CONTROL - Broadbeach Mall			12 people

Also looking for persons who would like to be Competitor Relations Officers.



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Direct Line : 07 364 7131
Direct Fax : 07 364 7101
Reference :

8 December, 1994

Dear Tony

Re: DRIVE SAFE DAY

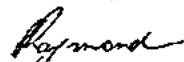
On behalf of the BP Car care Dealer Group in Brisbane and Gold Coast I wish to express my sincere appreciation to firstly yourself for co-ordinating and secondly to your members for their participation and assistance in our Drive Safe Day on Saturday 3rd December.

As you know I drove around to all sites in Brisbane and it was a pleasure to personally meet your volunteers and to thank them for their assistance on the day. For the volunteers that I missed could you please pass on my personal thanks and also the appreciation of the Car care dealers who they assisted on the day.

As you will know the concept had a varied acceptance by the community, with the day's activity by site reflecting that response, some busy some quiet. All in all we feel that it was a successful day for BP Car care as a group.

Once again Tony, thank you to you and your members for their valued assistance on Saturday 3rd.

Yours sincerely,


Philip Raymond
Merchandise & Promotions Officer



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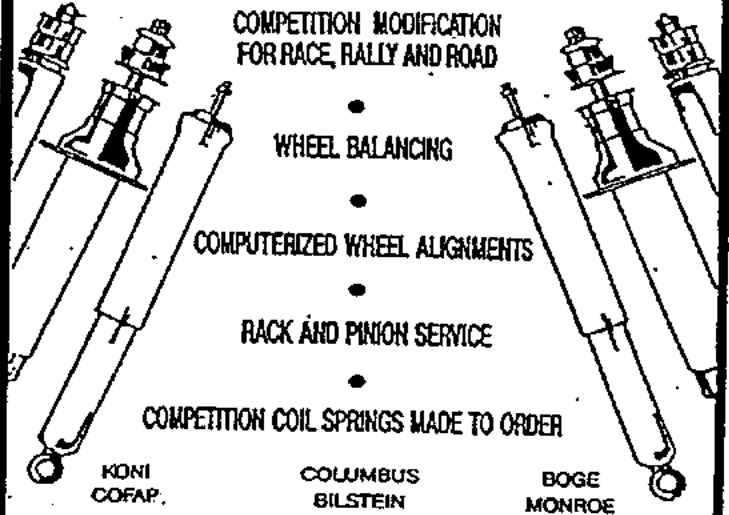
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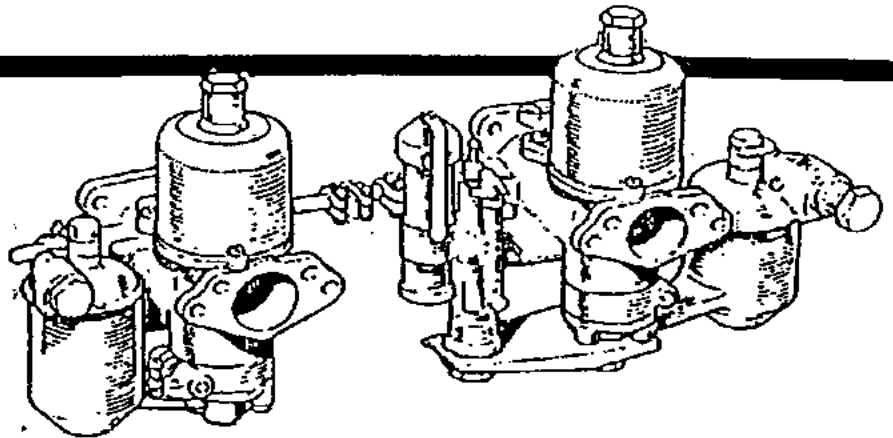
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1994 ROADCRAFT STAGE TEAM POINTS SCORES.

Way back in the early months of 1994 as many of know the Roadcraft Qld Driver Training Complex in Gympie was a part sponsor and HQ venue for QRC1 (the longest titled event for 1994), the Shell Kallangur-Shell Bribie Road Cooloola Classic Rally.

During the running of that event Charles Wilson (Roadcraft's Executive Director) asked me how the Brisbane Sporting Car Club ever managed to attract so many 'behind the scenes' personnel to man the various controls and road block positions. He didn't believe it when I couldn't really answer him; except to suggest that it was probably their commitment to the competitors and the sport.

When I added that it was probably this commitment that also sees them standing in the rain (although not much this year) or dust, and more often than not in the middle of the night offering a smile and good cheer, congratulations, coffee cold drinks and Minties to the crews, that Charles became convinced rally buffs really are a strange breed indeed!

It is because of these little known 'behind the scenes' type persons that you and other competitors are able to satisfy our competitive urges and mobile enjoyment of motorsport.

Fortunately for us these masochists (for want of a better word) don't know any better, and it was this type

of commitment that prompted Roadcraft to think about some sort of reward for their services.

This is how the Roadcraft 'Stage Team Point Score Award' came into being.

With the help of the Brisbane Sporting Car Club, and as a result of all the sprints, club rallies and the single QRC and ARC events during the year, a register of all persons who physically assisted with these important jobs was made.

If you were a stage commander or were part of a stage team or even joined in as a seemingly unimportant road block you probably unknowingly automatically signed onto the register. (And you thought that was only for other reasons).

From this list of names was kept a pointscore, where, for different jobs, certain points were accrued towards the end of year 'Award'. Sounds simple doesn't it?!

Well I can tell you, for someone with worse typing skills than our own Tom Smith it wasn't a pretty sight. However I have survived the ordeal!!

It was determined that Stage Commanders would receive 5 pts, Assistant Stage Commanders 3 pts, and stage team personnel (including roadblocks) 1 pt each. A little like the current co-efficient system operating

in the ARC events (only better).

The appropriate points have been added up, and the Awards have been decided. After checking and re-checking the results, the following people can consider themselves Champions in the field of Assistants Extraordinaire and winners of the :-

quickly see that just the human logistics involved in setting up even a Rallysprint can become a nightmare!!

Let's face it guys - if you the stage team members weren't out there devoting your time and energies, then

1994 "Roadcraft Stage Team Point Score Award":

Stuart Ferguson	21 pts from 5 events
Keith Mackay	19 pts from 5 events
Margaret Mackay	19 pts from 5 events
Kerry Ferguson	17 pts from 5 events
Ian Gorski	15 pts from 3 events
Tony Best	15 pts from 3 events

These top 6 point scorers will receive free

a 2 day Driver Training package.

compliments of

Roadcraft: Old Driver Training Complex.

Further to the results of the register, some trivial information might be of interest to those thinking of conducting events next year, or to help answer some competitors' questions why event organisers are in constant search of Stage Assistants;

Of the 250 names listed on the register,

Sprint events required an average of 25 stage personnel,

Novice and Club events required an average of 35 stage personnel,

the QRC (in February) required 54 stage personnel,

the ARC required a total of 152 stage personnel.

Add to this all the other personnel needed to run a successful event and you can

us the competitors certainly wouldn't be out there enjoying our hobby!

So, on behalf of the event competitors I congratulate all those members of stage teams for their hard work, long hours and dedication to the sport. It is only a pity that all of the people on the register couldn't have won top places.

They certainly deserve it!!

I for one hope to see you all in the forests next year!

Stay safe have a merry Xmas and a winning 1995.

From Brian Everitt, Charles Wilson and Roadcraft.

AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER No 6 - 1994

Confederation of Australian Motor Sport

November, 1994

BF Goodrich V6 Jackaroo 400

Throughout the Australian Army the famous Puckapunyal dust has long been very well known. After the 1994 BF Goodrich V6 Jackaroo 400 last weekend, its notoriety will no doubt spread equally widely through off roading circles! Having had virtually no rain for the past twelve months, Puckapunyal was as dry and dusty as it has ever been, although a reasonably strong wind helped to disperse this somewhat, and made life a little more bearable for competitors, if not spectators.

Even so, Rob Knott and his team from VORRA worked hard to put on a good event and certainly overcame the time problem of last year.

Event honours went to Glenn Owen and Brent Hill, ahead of Mark Burrows and Mick Shannon. Daren Wells continued his recent return to good form to finish third, ahead of Les Brown and Hayden Bentley filling the first five places.

For the first time since the national championship was established, the reigning outright champion has refused to step down and let someone else wear the crown for a year, as Bridgestone's Mark Burrows continues to dominate the sport. Three wins and two second places is not at all bad. Mark decided to share the navigating duties between Ross Waller and Mick Shannon, with the result that Ross won the navigator's championship, with Mick the runner-up!

As mentioned earlier, Mark retains the outright title for 1995, ahead of Glenn Owen. Third place was decided on a countback, with Les Brown getting the nod ahead of Terry Rose. Fifth place goes to Hayden Bentley.

Class champions for 1994 are

Class 1	Mark Burrows
Class 2	Andrew Ziemis
Class 3	Mark Warren
Class 4	Neville Taylor
Class 5	Ross Watson
Class 6	Ken Houston
Class 7	Les Siviour
Class 8	Peter Hadlow
Class 9	Toxy Horlings

To all the 1994 champions go our congratulations and best wishes for a successful 1995.

Competitors' Meeting

Apart from the race itself, the big thing to come out of Puckapunyal was the competitors' meeting.

The most contentious issue discussed was the future of the smaller classes, essentially classes 4, 6 and 7. It emerged quite clearly from the meeting that what the National Off Road Committee believed to be in the best interests of off roading overall is not what the competitors want. Consequently, the NORC will recommend to the National Council that all existing classes continue to be recognised as championship classes for perhaps the next two years, in which time the issue can be further researched and more competitor input obtained.

The other topics raised, particularly prize money distribution and point score structure, will also be taken on board by the National Off Road Committee, and the input from the meeting given further consideration.

One of the major points to emerge was the benefit of such meetings, which will certainly be scheduled in the future on a more frequent basis than in the past. Three meetings per year was suggested by one competitor, but this is probably more than necessary. One or two meetings per year, properly run, should suffice.

Driver Briefings

As a number of competitors know, the stewards are adopting a progressively firmer position with regard for signing on for drivers' briefings. A number of competitors were fined \$100 for not signing on at the Saturday briefing.

The requirement for both crew members to sign on was spelt out quite specifically in the event regulations. Numerous reminder calls were put across the public address system immediately prior to the briefing, so there can be little excuse for anybody not complying.

Also anybody who might be paying attention to penalties being imposed would have noticed that the penalty for not signing on at a drivers' briefing went up from \$50 at Mt Gambier to \$100 at Puckapunyal. There is every likelihood that the trend will continue, so all competitors are reminded of their obligations to be familiar with all facets of event regulations, and also to comply with them.

It is also relevant that the requirement to sign on at drivers' briefings is not new. The requirement has existed for many years. What is new is that the requirement is now being enforced.

This recent enforcement is not intended as a means of raising more money for CAMS, nor is it intended as a form of bastardy for competitors. Drivers' briefings are important, and it is essential to both your own safety and the smooth running of the event that all competitors attend drivers' briefings and be aware of their content. It is therefore very much in your own interests to attend, and also to ensure that all crew members sign on as required.

Change of Navigators

On at least two occasions during 1994 the stewards were approached with a request for a change of navigator immediately prior to the start of the event. Under the present rules the stewards had no option but to not allow such changes.

This has been considered by the National Off Road Committee, and next year's AORC Standing Regulations will allow a little more flexibility in this regard. In essence, an additional navigator who has already been entered in a national

championship round may, with the permission of the director, act as a navigator in another vehicle.

The intent of this change is to provide for circumstances where a navigator becomes ill or incapacitated immediately before the event and his entrant does not have a spare navigator entered. The entrant can then "borrow" a spare navigator from another team or entry to replace the incapacitated navigator. It is meant to apply in emergency situations only, and what constitutes an emergency will be determined by the director of the event at the time.

Competition Numbers

Competition numbers will not be re-allocated for 1995. If you had a competition number for 1994, it will automatically be yours for 1995.

Competitors such as Glenn Owen, who is now entitled to 102, will have their regular numbers, in Glenn's case number 123, retained for them until such time as they need them again.

Competitors who have gone the other way, ie. can no longer use one of the first three numbers in their class, should contact Susan Cuthbert on (03) 889 2327 to either confirm the availability of their old numbers, or arrange a new one.

And finally ...

Well that appears to be about it for 1994. On behalf of Warwick Collis, John Paterson and the National Off Road Committee, may I wish each and every one of you a happy Christmas and a successful 1995. I look forward to seeing as many of you as possible at Round 1, which next year is Kempsey at Easter.

Andy Clark
Executive Officer - Off Road

AC:sc - 847
A16/18
29 November 1994

1995 CAMS LICENCE

Those of you who will have to renew your CAMS licences next year should be aware that the discount of \$20.00 only applies until 1 January.

This is really clever because it has never been this way in the past and CAMS is going to make a windfall. Also, by 1 January we will possibly not have paid our BSCC membership!!!

**1994 AUSTRALIAN OFF ROAD CHAMPIONSHIP
PROGRESSIVE POINTSCORE**

After Round 5

OUTRIGHT DRIVERS

PLACE	NAME	ROUND					TOTAL
		1	2	3	4	5	
1	Mark Burrows	20	15	20	20	15	90
2	Glenn Owen	-	20	-	-	20	40
3	Les Brown	8	-	12	-	10	30
4	Terry Rose	-	10	8	12	-	30
5	Hayden Bentley	6	-	15	-	8	29
6	Daren Wells	-	-	-	15	12	27
7	Neville Boyes	15	1	-	-	3	19
8	Kevin Lee	10	-	-	4	4	18
9	Neill Morrison	12	-	-	-	-	12
10	Steve Willett	-	12	-	-	-	12
11	Mark Bush	-	-	10	-	-	10
12	Eric Schmid	-	-	-	10	-	10
13	Bob Mowbray	-	-	3	6	-	9
14	Doug McMillan	-	8	-	-	-	8
15	Shane Cottee	-	-	-	8	-	8
16	Les Siviour	2	2	2	1	-	7
17	Fabio Zarfati	-	6	-	-	-	6
18	David Templeman	-	-	6	-	-	6
19	Steve Graydon	-	-	-	-	6	6
20	Andrew Ziems	-	-	4	2	-	6
21	Mark Warren	-	4	-	-	1	5
22	Michael Boaden	4	-	-	-	-	4
23	Derrick Kennedy	3	-	-	-	-	3
24	Trevor Crisp	-	3	-	-	-	3
25	Murray England	-	-	-	3	-	3
26	Tony Horkings	-	-	-	-	2	2
27	Robert Graham	1	-	-	-	-	1
28	Peter Hadlow	-	-	1	-	-	1

NAVIGATORS

PLACE	NAME	ROUND					TOTAL
		1	2	3	4	5	
1	Ross Waller	-	15	20	20	-	55
2	Michael Shannon	20	-	-	-	15	35
3	Maureen Rose	-	10	10	12	-	32
4	Ian McPhee	-	-	-	15	12	27
5	Owen Lloyd-Wright	6	-	15	-	-	21
6	Matthew Owen	-	20	-	-	-	20
7	Brent Hill	-	-	-	-	20	20
8	Coleen Roper	15	2	-	-	3	20
9	Eric Syrjanen	10	-	-	6	4	20
10	Amie Brown	8	-	-	-	10	18
11	Jeanette Mowbray	-	-	6	8	-	14
12	Geoff Heather	12	-	-	-	-	12
13	Mick Willett	-	12	-	-	-	12
14	Leigh Jones	-	-	12	-	-	12
15	Josh Golsby-Smith	-	6	4	2	-	12
16	Alex Ziems	-	-	8	3	-	11
17	Kathy Walker	-	-	-	10	-	10
18	Greg Campbell	-	8	-	-	-	8
19	Neville Day	-	-	-	-	8	8
20	Daryl Warren	2	3	-	-	2	7
21	Tracey Tyley	-	-	-	-	6	6
22	Les Boaden	4	-	-	-	-	4
23	Tony Crisp	-	4	-	-	-	4
24	Kevin Casement	-	-	-	4	-	4
25	Sharon McMillan	3	-	-	-	-	3
26	Glen Hadlow	-	-	3	-	-	3
27	Scott McNeil	-	-	2	-	-	2
28	Aldo Simonato	1	-	-	-	-	1
29	Allen Carlledge	-	1	-	-	-	1
30	Katie Barrett	-	-	1	-	-	1
31	John Spinks	-	-	-	1	-	1
32	Janelle Svenson	-	-	-	-	1	1

For Sale

Gemini - 1979 TD 'RTS' 4 door sedan. Good basis for 'Gemini Series' car or club car.

1600 engine, 4 speed gearbox, dual outlet exhaust manifold, steel torque-tube, 50 Amp alternator.

All rust cut out and repaired.

Reconditioned Halda Twinmaster, alloy full cage, alloy sumpguard, Marsh 'batwing' fibreglass driver's seat, 4-point harnesses, Cibie Super Oscars, H4 headlights, Sports steering wheel, Tokico gas front shocks, fly-off handbrake.

Spares include Short motor suit reco, bootlid, front and rear screens, cables, lenses, doors fuel tank etc.

Registered to April 1995 - Not perfect, but presents well.

\$2500 phone Tom Smith on (07) 834 2713 work or 862 9363 home.

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Professionally prepared Group N Pulsar GTi-R 4wheel drive, turbocharged rally car.

This car has been built with no expense spared and has been prepared to factory specifications. Full multi-point chrome-moly roll cage, fitted with everything required to commence rallying at any level.

This car finished second in the 1993 Queensland Rally Championship (outright winner - round 1) and has competed in W.A. World Rally Championship round in 1992 and 1993.

Complete and never crashed, this car has a 100% finishing record.

The car is realistically priced at \$35,000 or near offer.

Call Dean Tighe on 018.071.991 or home 391 2470.

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ESCORT RS2000 RALLY/COMPETITION CAR.

White with racing stripes, scoop and mouldings, limited production vehicle, 1993 cc engine capacity, toughened windows, downdraft double barrel carburettor, 41 litre fuel tank, racing interior, adjustable buckets, full certification/modification approval papers.

G/C, inspection will not disappoint - \$6,800.

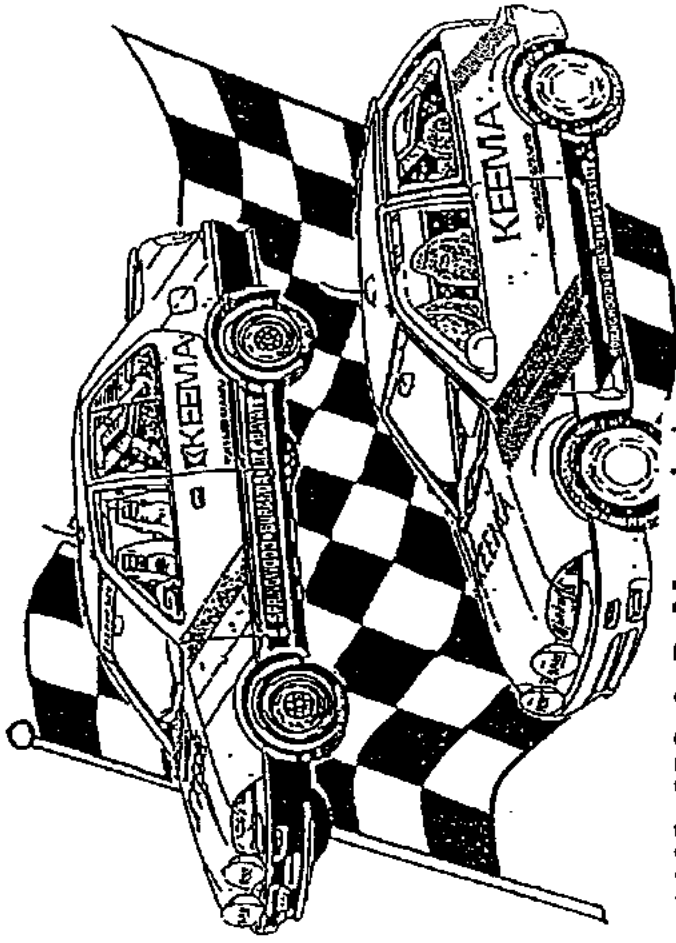
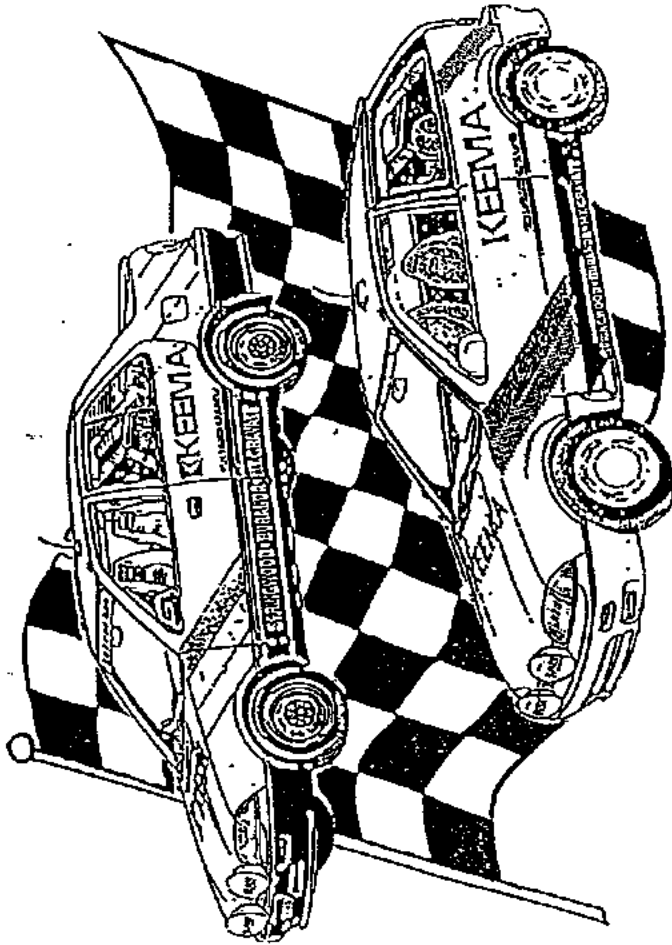
Phone Karen Radman on (07) 397 6880.

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5 February 1995
SUPPLEMENTARY REGULATIONS

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KEEMA RALLY SPRINT
4 February 1995
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PROPOSED BSCC 1995 CALENDAR OF EVENTS

QUEENSLAND RALLY CHAMPIONSHIPS
Saturday 4 February 1995 Final '94
Saturday 25 March 1995 Rd 1 '95
Saturday 2 December 1995 Final '95

AUSTRALIAN RALLY CHAMPIONSHIP
Saturday/Sunday 27/28 May 1995

CLUB RALLIES
Saturday 25 February 1995
Saturday 9 September 1995
Sunday 3 December 1995

RALLYPRINTS
Sunday 7 May 1995
Sunday 18 June 1995
Sunday 30 July 1995
Sunday 24 September 1995
Sunday 5 November 1995

OFF-ROAD
Saturday 11 March 1995
Sunday 27 August 1995
Sunday 26 November 1995

HISTORIC
Sunday 5 March 1995
Sunday 2 April 1995
Sunday 25 June 1995
Sunday 3 September 1995
Saturday 28 October 1995

MOTORHANA
Third Sunday of the month - Bوندall Entertainment Centre Q Carpark

NIGHT RUNS
Looking at FIRST FRIDAY - more news in February magazine

NB. These are the dates the Club has applied for and are subject to CAMS approval. *Confirmed ARC date.

The Clubrooms will be closed over the Christmas break and will re-open WEDNESDAY 18 JANUARY 1995 -

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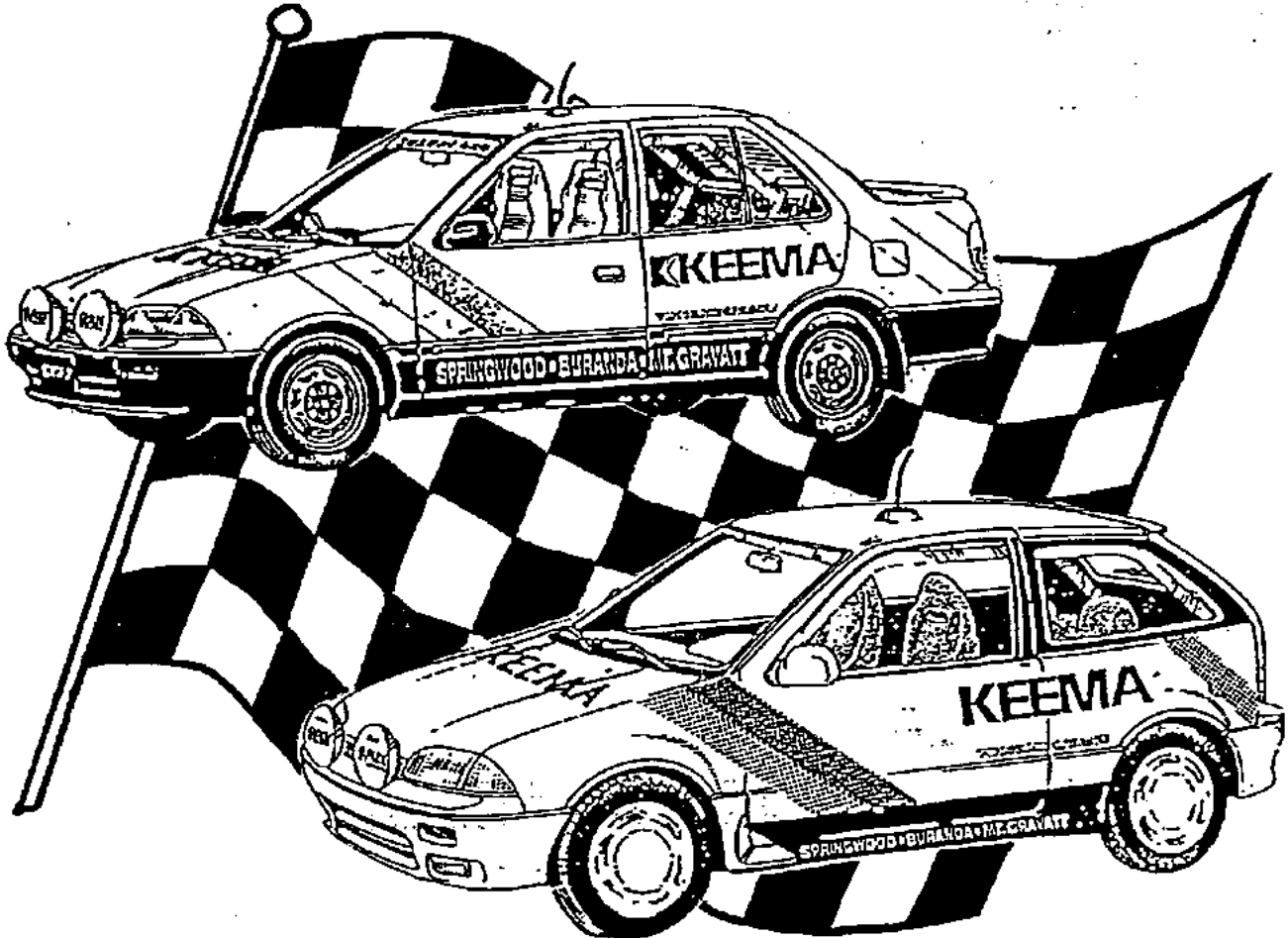
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