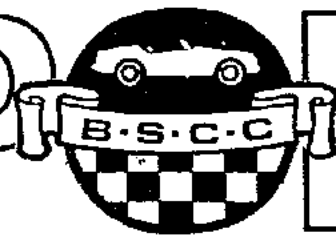


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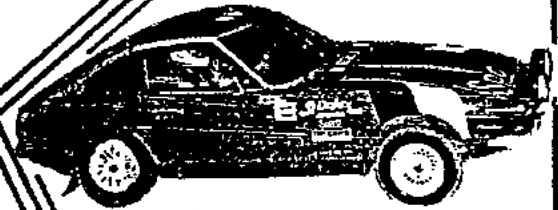
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1993 Rally Champion



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1993
Speed Event
Champion



GARRY
MARSHALL

1993
Motorkhana
/Night Run
Champions



PAUL GRAY/
KIRSTY EVANS

1993 CLUB CHAMPION



DEAN TIGHE

1993
Junior Champion



LEE EVANS

1993
Lady Champion



LYNDALL TIGHE

1993
Off-Road Champion

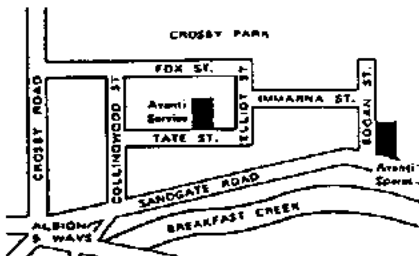


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THE MARCH MAGAZINE

Well, by now you may have noticed that this page looks a little different to my normal print quality, font style etc. - that's because I'm typing it on my \$50 PC at hoem instead of the high-tech stuff I have available to me at work.

Did you get that last comment - '...at work...'??

I'm not at work but actually on holidays, but the club magazine goes on at any expense. It's lucky for your I wasn't sitting back in Acapulco enjoying the sight of those idiots who dive off a hundred foot cliff into 2 feet of water. And they call rally drivers fools - "I don't think so, Tim!!"

I am once again the proud father of another bouncing baby girl (Nicole - 9lb 4oz and born on 25 Feb) and point out to all and sundry that girly genes are obviously ever-present in rally people. David Nash has 3 girls, John Goasdoue and Neal Wesche have two girls each (well, Richard Anderson reckons the Goasdoue family has four girls - John Trish and the 2 kids!!)

Unfortunately the happiness of getting another healthy child is saddened by the unfortunate passing of a great competitor, a BSCC club member, and most importantly a genuinely nice guy.

I speak of course about Gregg Hansford who tragically lost his life in a racing accident recently at Phillip Island in Victoria.

I only met the guy once or twice but he was a true gentleman, who was as they all say, under-rated as a driver.

He will be missed, and our sympathies go out to his family!

Some Queenslanders have headed off to Melbourne this month for the 'Rally of Melbourne' including Stewie Reid and Hugh Reardon-Smith, Mark Griffith and Craig Lee, Rod Browning, Tony Best and the Mazda team of Jeff Killbride and Donna Heitmann.

By now the results will be known but well done on making the effort to get down to one of the best events on the east coast.

Unfortunately my position has changed and I will probably not be travelling wiith the Marky Mark team as much this year, due to the second child and a severe lack of money. Hopefully Craig will be able to fill the seat on the necessary occasions.

I am unsure of the actual cntent of this magazine as I am only getting a couple of pages over to the printers at deadline time.

I believe the club pointscores have been well and truly sorted out so I will endeavour to change the cover page for next issue - sorry about that all you nine or ten champions you!

I hope you all attended the AGM but I know you wouldn't have so welcome to the incoming position-holders and farewell to those who have done their best. The club depends on those willing to get their hands dirty, so without you all it wouldn't be the success it is blah, blah, blah.....

Well that's about all from me at this stage and I hope to have something a little more interesting for you next month.

There is an ARC coming up in May you know so get yourself into gear if you're not competing. As usual there will many roadblocks needed and control officials aplenty. Give Esme a cal if you would like to help out - no offers refused.

I would write a little more just about now to tempt your tastebuds, but I hear a small child a-calling - which brings up that deep question about life, the universe and everything else.... Will it be a wee-wee, or a poo-poo???



VALE

Gregg Hansford was a rare talent in the world of motorsport. Someone who earned his stripes in a tough and competitive world of Grand Prix bike racing, then proved his talents in four wheels on the race-track, and found time in there somewhere to prove himself as a competent rally driver as well.

Gregg was a BSCC member and it was only eighteen months ago that this magazine carried a short article about his exciting win at Bathurst with Larry Perkins.

The motor racing community and Gregg's family have lost a very special person and this club's feelings go out to his family. He leaves behind three young sons, the two oldest it would seem idolised their dad - and rightly so.

At only 43 years young, Gregg had a lot more to share with the world and it seems unfair that a cruel streak of fate has taken his life.

From the Brisbane Sporting Car Club, I can only say that Gregg will not be forgotten.

ANNUAL GENERAL MEETING

All members are reminded of the Annual General Meeting of the Brisbane Sporting Car Club Limited to be held in the B.S.C.C. Clubrooms, corner of Reid and Hawthorne Streets. Woolloongabba on WEDNESDAY 29 MARCH 1995 at 8.00 p.m.

The business to be conducted at the Annual General Meeting shall be:

1. The consideration of the accounts, balance sheets and reports of the Board and Auditors as are prescribed by the Act.
2. The election of members of the Board, Auditor or Auditors and Life Members (if any).
3. Consideration of motions of which notice has been given.
4. Any other business.

Nomination of Office bearers and other members of the Board are listed below:

<u>NOMINEE</u>	<u>NOMINATED BY</u>	<u>SECONDED BY</u>
<u>President</u> Alan Bates	B J Burr	C Porter

<u>Vice President</u> Rod Sams	A Best	A J Bates
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Secretary

Treasurer

<u>Assistant Treasurer</u> Neil Michel	B J Burr	A J Bates
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Errol Bailey	C Porter	A J Bates
Tony Best	R Browning	C Michel
David Nash	B J Burr	R Anderson
Craig Porter	B J Burr	B Linton
Tony Slattery	B J Burr	A J Bates
Ken Warren	B Linton	A J Bates

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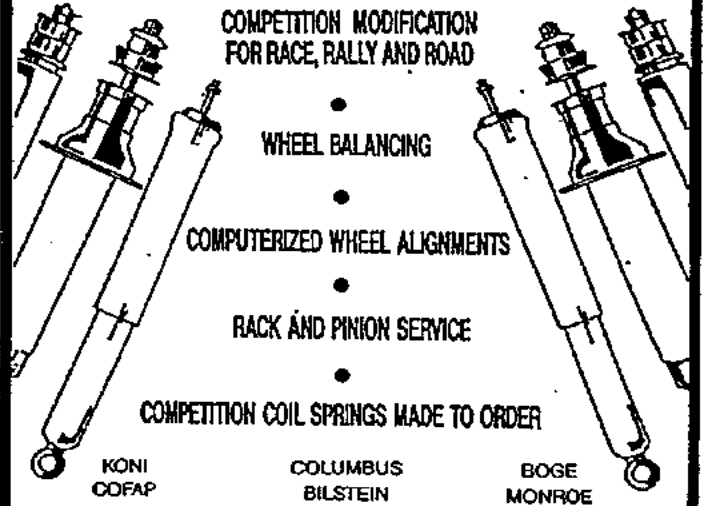
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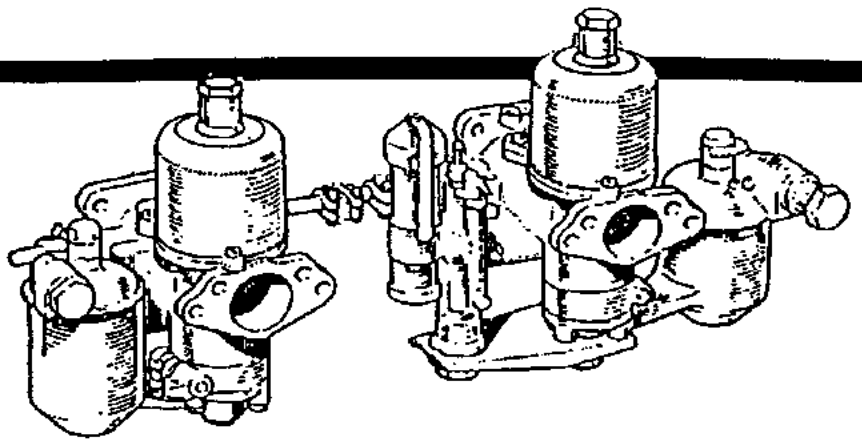
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THE CAMS PAGE.

The following information has been extracted from the minutes of the February CAMS Queensland State Council Meeting (QSC News)

1. Bruce Nicol has assumed the position of National Council Delegate (Qld) for 1995 upon the ascension of David Tait to the position of President of CAMS.
2. David Nash and Judy Casper have been confirmed as Clerks-of-Copurse Grade 3.
3. Nominations for rally Course Checkers are to be referred to RAP at least three months before any event for consideration and further referral.
4. Barry Neuendorff has been appointed Assistant Course Checker for the first round of the Clubman Rally Series - The Moby Vic's Forest Rally.
5. The Motor Racing Advisory Panel resolved that for 1995, State Championships for Residents will be conducted for:- Sports Sedans, Geminis, HQ Holdens and Formula Vees.
6. Chris Waters (CACA) has been appointed Scrutineer Grade 4.

The following extract of information is from the RAP Meeting of March 13:-

1. Apparently there is a 'draft' set of regulations to allow all rallies to be run under a form of A-to-A Timing. This is still awaited from National Office.
2. RAP recommended that a formal Notice of Intention to register for the Queensland State Rally Championship be prepared for use prior to the first round of the series. The recommendation also suggested that a nominal fee apply, such monies to be used for a 'reward' fund for the following season (Nothing clearly defined at this time)
3. The Gemini Series dates at this stage are:- March 26 (GCTMC), April 8 (IWMAC), April 29 (CACA) and September 9 (BSCC). There may be other events added to the series - stay tuned!!
4. Fiona from the CAMS office is taking a long holiday to travel around the continent and Great Britain. Have a good time!!!!

THE MARCH NIGHT RUN

Following the success of the 'Eagle Boys' version of the ubiquitous Night Navigational Run, another such event was held on the night of March 3. Unfortunately this was the same night as the CAMS Evening of Champions and so some who wanted to be there, couldn't!

Nonetheless, the event was directed by Ken Warren and drew eight crews - not bad.

After a hectic pace set through the inner suburbs of Brissy the top six results were as follows (Unfortunately I don't know the rest!!)

1st Alan Clunes/Tony Best; 2nd Ed Freudenberg/John McPhail; 3rd Geoff Stanaway/A Co-driver; 4th Debbie Davies/Tony Slattery; 5th A Paton/A Notherco-driver; 6th Kelvin Taylor/Rod Taylor (Now there's a name from the past-good to see you back Kel!!!)

Hopefully there will be more such events for the strong-hearted out there.

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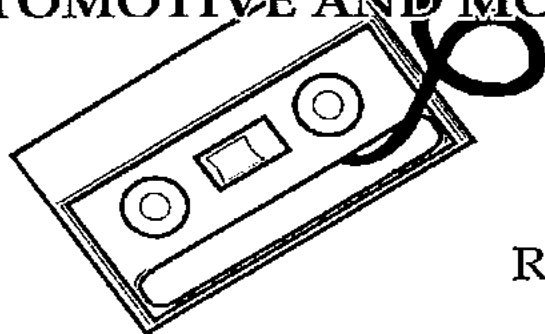
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HOUSE OF MG MOUNTAIN CHALLENGE

The first Historic Rally in Queensland for 1995 was the "House of MG Mountain Challenge" held on Sunday 5 March. The event was directed by Tony Slattery with sponsorship from the House of MG, Logan Road, Woolloongabba.

A total of 28 entries were received. These included most of the regular Queensland Historic Rally competitors plus a few new faces. There were seven MGs (persuaded to run by the sponsor?) four Minis, three BMWs, a Lancia Fulvia, Renault R4, Escort, Corona and others.

Scrutiny was held at lunchtime on the Saturday at the House of MG where the sponsors generously provided a barbecue lunch for competitors and officials.

The event got under way at 8 am on the Sunday with a motorkhana-style event at which a number of competitors were penalised for wrong directions. This was partly due to the fact that the course was given to the navigator just as the run started, and the navigator was only allowed to describe the course to the driver, who was not allowed to look at the diagram. Every competitor was given a different course.

The first competitive section was an average speed test around Mt Coot-tha. This was followed by a circular stick chart through the suburbs and eventually over Mt Nebo and down the western side of the range. Many competitors found the instructions a bit ambiguous, and crews were observed doing a fair bit of back-tracking apparently slightly lost.

The next section involved map reading and took crews to Esk. The major problem on this section was that the official map was printed before Wivenhoe Dam was built and many of the roads on the map now do not exist. There was no stipulation as to use of unmapped roads or shortest mapped route, provided the map references were visited. In fact there was only one road that went through, but some competitors took a while to find it.

The next section went to the lunch break at Crows Nest. It was an average speed section with relatively simple map reading, but involved eleven changes of average speed, and one secret timed passage control.

After lunch there was another motorkhana-style section similar to the first one. Less competitors got WDs, they had obviously learned something from their previous mistakes. There was then a map reading section to Toowoomba (via Goombungee and Mt Tyson) involving map references and a map overlay. There were two secret passage controls in this section with the requirement for a maintained average speed between these controls. The next section was the last competitive of the event and took crews to the outskirts of Ipswich. The section consisted of part route chart and part map reading, again with a maintained average speed between two passage controls.

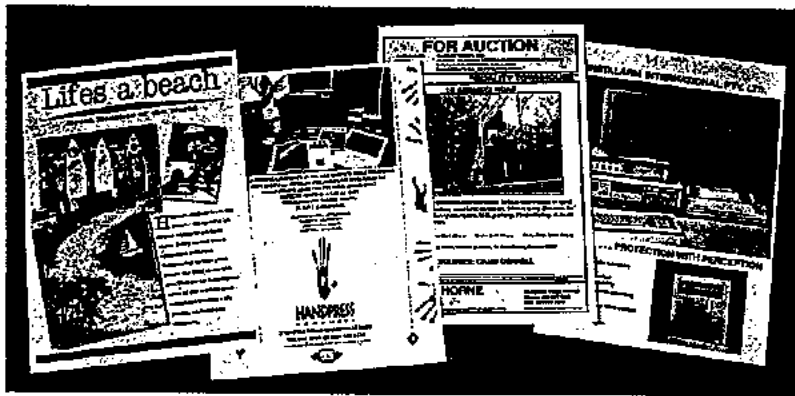
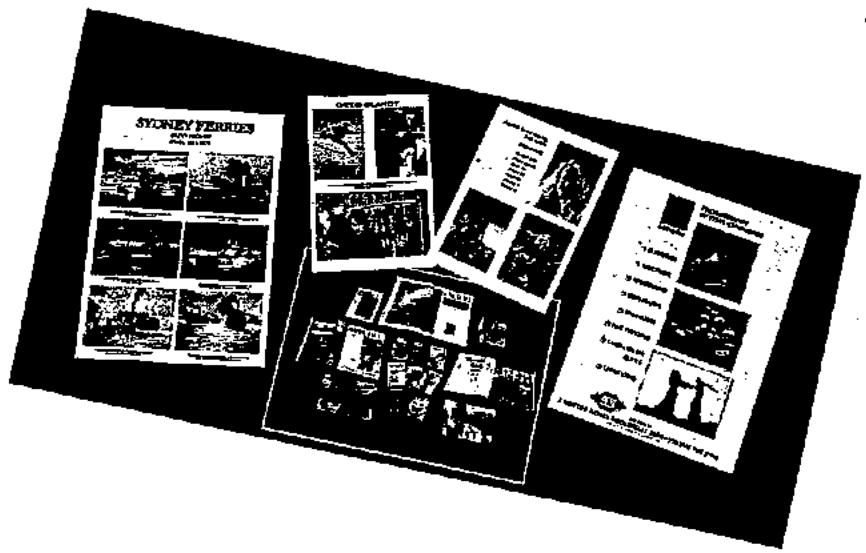
The rally finished just before dark (except for the last couple of crews who were late). Everybody made it to the finish but some crews had to cut and run. At the finish another barbecue was held.

The winners were Ian Ferguson and Alan Stean in a SAAB, from Pete Smith and Peter Whalley (Valiant) and Murray Cox/Tony Best (MG 1100). Ian and Alan have started 1995 where they left off in 1994, as the crew to beat in historic events in Queensland,

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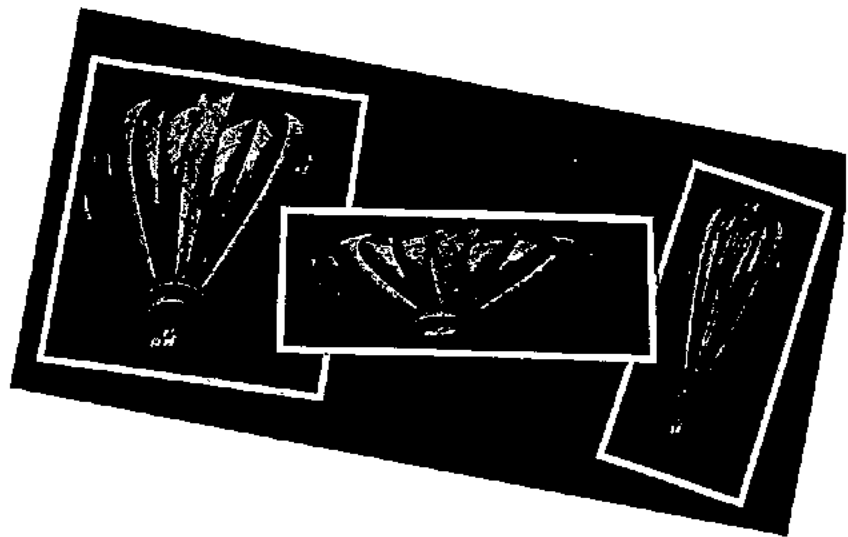
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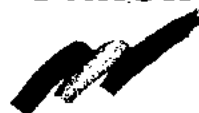
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Tony Slattery and his helpers had put a lot of work into the event. The organisation and the standard of the instructions was very good. A course on navigation held the week before the event was well attended and enjoyed by participants. However, it was felt that the event was a bit too hard to beginners, as the winning crews lost over 250 points and some others lost over 2000 points.

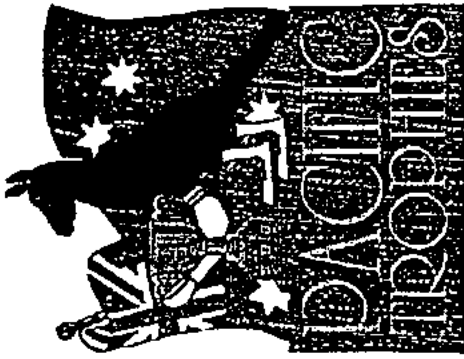
THE HOUSE OF M.G. MOUNTAIN 1995 CHALLENGE

Car No.	Entrant*/Driver	Co-Driver		Year	Total	O/R	Class
28	Ian Ferguson	Alan Stean	Saab	1975	269	1	1
23	Peter Smith	Peter Whalley	Chrysler Valiant	1970	289	2	2
1	Debbie Davies*/Murray Cox	Tony Best	MG 1100	1967	376	3	1
12	Dave Burnett	David Gilbert	BMW	1974	411	4	3
25	Jacob Stecher	Gary Gray	Ford Escort	1968	521	5	4
20	Richard Groves	Garth Evans	Toyota 1660S	1965	698	6	2
11	Don Biggar	Malcolm Gibb	Austin A35	1956	702	7	1
9	Fred Douglas	Stuart Douglas	MGB	1970	723	8	1
8	Graham Brown	Ray Wallin	Austin-Healey 100	1954	808	9	2
22	Peter Stringfellow	Ross Colledge*	BMW	1977	837	10	5
7	John McKeon	Roxanne McKeon	BMW	1971	889	11	6
18	Tony Perrett	Barry Goodwin	Morris Cooper S	1970	915	12	7
26	Kenneth Philp	Tony Galletly	Lancia Fulvia HF	1965	948	13	1
2	Alan Lax	Susan Lax	Morgan	1970	967	14	2
16	John Hornabrook	Lorraine Hornabrook	MGB	1963	1049	15	2
10	C Swallow*/Peter Medhurst	Lea Medhurst	Austin Mini	1971	1067	16	8
27	David Owen	Andrew Owen*	Austin Healey Sprite	1960	1153	17	3
19	Donald Lake	Neil Wendt	MGB	1968	1503	18	3
5	Glen Carpenter	Julie Potts	Morris Cooper S	1964	1617	19	3
4	Ken Gray	Shaun Gray	Lotus 7	1968	1695	20	4
24	Ian Dunkley	June Dunkley	MGB GT	1976	1815	21	3
3	Grant Harvey	Roy Harvey	MG Midget	1971	1988	22	4
17	Derek Redhead	Rob Ringe	Renault	1964	2354	23	4
6	Bill Winstone	Heather Winstone	MGB	1967	2451	24	5

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 Class 2 - Sports Cars '61-'69
 Class 3 - Sports Cars '70-'75
 Class 4 - Touring Cars '61-'69
 Class 5 - Touring Cars '70-'75

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 Ken Philp/Tony Galletly(Lancia Fulvia)
 Fred Douglas/Stuart Douglas(MGB)
 Murray Cox/Tony Best (MG 1100)
 Ian Ferguson/Alan Stean (SAAB)



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THE EVERYTHING ELSE PAGE

I was looking for one more page of something to write for this issue and I couldn't think of anything specific so I thought I'd put together one of those "Did you know..." type articles, filled with trivial information that you should be aware of.

1. In Queensland, the ARC and the AORC are being held on the same weekend, and CAMS were aware of it when the calendar was issued in final form! "Well, that's just something you'll have to live with!" was the attitude.
2. Most people would by now be aware of the change in management at GP CARS. The new owners are none other than Neil and Chris Michel (and one of Neil's associate who injected some capital.) The sponsorships continue and the overall support of the sport will not change. Rodney Browning is looking for a career in driver training.
3. I (Tom) will not be seen in the Marky Griffith Subaru as much this year due to the emergence of the second youngster, new work commitments and not much money. Craig Lee is doing a top job as fill-in!
4. As this is written, Michael Andretti is setting the pace at Indy qualifying. It's interesting to note his comments on Nigel Mansell - I gather the two of them were not bosom buddies!
5. One of my work colleagues constantly refers to Touring Cars as 'Q-Fleet cars'. That's because most of the governmental motorpool is made up of Falcons and Commodores - all of which look alike after a while!!
6. The interest in the Mobil 1 Trial has been jolted by the withdrawal of the official Holden budget. I think everyone thought the factory team was throwing whatever was necessary at the event to win it, but now you can probably buy one of the George Shephard Commodores (if they haven't already been sold).
7. In the meantime the local Queensland teams are escalating with the news that Jim Reddix is building a Citroen DS23 and Henk Kabel is renewing his ties with a Mazda 929.
8. The word from Mark Griffith is that the new turbo restrictors really make the Subaru feel less powerful. In Perth last year it felt like a rocket but I believe another two mm has been added to the restrictor.
9. The word in the specialist rally press is that another rally celebrity might be seen in Perth this year - none other than Jason Priestley (Brandon from Beverly Hills 90210). Hmm, I wonder if they'll need an experienced local co-driver....?
10. The ex-Tom Smith Gemini, now in the hands of Glen Duthie in Gympie has been fettled and re-fettled and is in new colours too. Look for the 'Corvette Queensland' signwriting. Brian Everitt drove it and was impressed with it's standard power (I was too and that was an old donk!) Look for the car at round 1 of the Clubam/Gemini Series.

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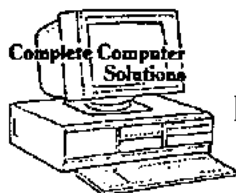
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First Prize for the Series will be an

Advanced Driving School Course from *The Rally Connection*.

The Series will include the six premier historic rally events on the Queensland/Northern NSW calendar. BSCC will be the organising club for all events (except Round 4), with the best 4 results to count towards final points, with the outright winner decided on all rounds in an event of a tie. Series supplementary regulations are now approved for the series. All events will be held on bitumen roads.

The Rally Connection
50 Burrows St, Mayne
Phone: 252 7953

ROUND 1. - March 5	<i>House of MG Mountain Challenge</i>
ROUND 2. - April 1(Sat)	<i>SPORTS CARS SERVICES Historic Twilight Rally</i>
ROUND 3. - June 25	<i>Refrigeration Parts (Qld) Classic Driving Trials</i>
ROUND 4. - July 29(Sat)	<i>Classic Rally (Christian Autosports Club Aust)</i>
ROUND 5. - Sept 3	<i>GP Cars Classic Rally</i>
ROUND 6. - Oct 28(Sat)	<i>Range Rally Classic</i> - Director REQUIRED !'

GP CARS Classic Rally

Hot on the heels of The Rally Connection sponsorship, comes the news that GP CARS will also sponsor an event in the 1995 Historic Rally Series. The event will be held on September 3 and the director will be Jim Reddiex. Further details next month.

House of MG Mountain Challenge

The Mountain Challenge was certainly a challenging affair with over 500kms for this one day event. Around 25 crews starting from Darra, with the route darting around the streets of Bardon and The Gap before heading over Mt. Glorious towards Esk before the lunch break at Crows Nest. After lunch, the route found roads west of Toowoomba which most crews had never been on before and I'm sure they were enjoyed. The route found its way back to Toowoomba via Southbrook and Cambooya before heading through the Lockyer Valley back to the finish again at Darra.

Outstanding winners were Ian Ferguson and Alan Stean who continued their recent form in the SAAB 99 EMS. Close behind was Pete Smith and Peter Whalley in the mighty Valiant with Murray Cox and Tony Best coming home third in a MG 1100 ! Team BSCC (Ferguson/Stean, Smith/Whalley, Philp/Galletly) won the Team Award.

Many Thanks to the *House of MG* for their support of the event and of course Tony Slattery for challenging event. Chris Lane also undertook the filming of the event and I'm sure everyone is looking forward to viewing the finished product.

Mountain Challenge - RALLY SCHOOL (February 15 and 22)

The Rally School/Table Top Rally conducted by Tony Slattery on two nights proved to be a big success. The school went into a lot of detail about running in Historic Rallies and came with an excellent set of notes. A competitive Table Top Rally was conducted after the school using the navigation styles from the briefing which gave the crews some good practice for events in general.

SPORTS CARS SERVICES Twilight Classic Rally

Saturday, 1st April 1995 (NEW DATE)

[1995 Qld Historic Rally Series - Round 2.]

Rally Director, Brian Krieger has set a challenging route over some of SE Queensland's testing roads according to early reports from Course Checker Chris Lane. The event (nicknamed the *April Fools Rally*) will not have a motorkhana component but will provide a mixture of navigation problems to challenge all navigators and the crew's team work. The rally will cover approx 350kms starting at Cambridge St, Coorparoo at 1.00pm, with the half way point being in Nambour and finishing at Meadowlands Park around 9.00pm with a BBQ, giving excellent value for competitors and offering those heading south for the NSW Mountain Rally, a chance to hone their skills and teamwork. The scrutineering will be held prior to the start at 12.00pm. Competitors should remember to have a good map light setup in their car for the event - a good selection is available from *GP Cars*.

Sponsored by *Sports Cars Services*
250 Hawthorne Rd, Hawthorne.

Parts and Service Co.
46 Ipswich Rd, Woolloongabba.

Historic Group MEETING

WEDNESDAY April 19th, 1995 (8.00pm)

Presentation of trophies for,

Round 2 of the *Norm Singleton's Rally Connection* Historic Rally Series, the :-

Sports Car Services Twilight Classic Rally

OTHER NEWS - AROUND THE MAPS

The restoration of Ian Ferguson's new SAAB 96 historic rally car is well under way. This unusual 2-stroke works replica is one of only 2 in Australia, so the UK freight companies are working overtime bringing in some special bits. The Eric Carlsson look-alike may be running by mid-year.

The Rally Connection has been working hard to extract more power from Ken Philp's 1200cc Lancia Fulvia in preparation for the 1995 season. Some works extra long manifolds and special bell ram tubes should provide some much needed torque to the little screamer. Iain Stewart has been having a play as well and can't quite believe the revs its now pulling. Ken might even need a new tacho soon with more numbers.

Dick Groves is also sporting a new *Rally Connection* roll bar in his Toyota Corona 1600. In preparation for this year's Mountain Rally in NSW, the Toyota has undergone quite a lot of work. Dick's navigator even made the trip from Sydney for the Mountain Challenge to get in the groove!

The six day **1995 Mountain Rally** promoted by the Jaguar Driver Club in Sydney to be held in May is open for entries already. Another good showing from BSCC members is expected with Ken Philp/Tony Galletly (Lancia Fulvia), Ian Ferguson/Allan Bates (SAAB 99) and Dick Groves (Toyota Corona S) among the early entries. Dick's entry in the Toyota will be the first classic entry in the rally's history by a Japanese car. Good to see Allan Bates getting amongst the action. The event starts in Sydney and visits many country centres including Goulburn, Wodonga, Canberra before finishing back in Sydney to coincide with the Touring Car meeting at Eastern Creek Raceway. Competition events include Wakefield Park and Winton. The organisers have a number of entries still looking for navigators in the event so if the event appeals, contact Ken Philp 229 0494 (bus) or 371 5652 (a/h) for more information.

The two day NSW **Winter Classic Rally** will once again be organised by the Triumph Sports Owners Assoc. in Sydney. The start is in Newcastle as part of the local festival with the overnight stop in Taree and the finish near Newcastle. The event will form part of the NSW Series and after the excellent event last year it should be well attended. For further info, contact Ken Philp.

CAMS National Rally Panel have sent a discussion paper around to some selected clubs and interested parties associated with historic Rallying or ROAD RALLYING as they now call it. To say the recommendations in the paper were disturbing is an understatement with wide ranging effects on this part of the sport. So much for keeping cost down for club level motorsport. This is on top of the hike in Third Party Extensions from \$1 to \$10 for a one-day event.

Ken Philp, on behalf of the club and in conjunction with other BSCC members made a very professional submission to the **CAMS National Rally Panel** outlining many issues raised in the paper. Following the CAMS National Rally Panel meetings on March 4, Ken Philp, Geoff Bott (Classic Rally Club, NSW) and one other person from NSW have been given the task to write the new Road Rallying rules. This is an unusual opportunity given to our sport, so if you have any input please contact Ken with your ideas. More news next month!

Tony Galletly

1995 New South Wales Historic Rally Series

- | | |
|---------------------------------|--|
| ROUND 1. - May 27 -> June 2 | Mountain Rally (Jaguar Drivers Club) |
| ROUND 2. - date to be confirmed | MG Classic Rally |
| ROUND 3. - September 16/17 | Winter Classic Rally |
| | (T.S.O.A. Sydney - in conjunction with Newcastle Festival) |
| ROUND 4. - October 28 | Range Rally Classic (Brisbane Sporting Car Club) |

WANTED

Halda Tripmaster (any condition)

Phone

Ken Philp	371 5652 (a/h)
Tony Galletly	848 5130 (a/h)

Henk revs up for Mobil rally with old reliable 929

HENK Kabel, a keen motor sportsman, is putting his faith in a 1977 Mazda 929 for this year's Mobil Round Australia Trial.

It is the same car used to successfully complete the London to Sydney marathon rally in 1977.

"The Mazda 929 is ideally suited," said Mr Kabel, chief of Keema Mazda.

"It has size, performance and reliability. The Mazda 929 has been on the Australian market for the past 22 years and has always been the top sedan in the Mazda range."

Mr Kabel's co-driver for the trial will be Russell Worthington, the service manager at Keema Mazda Springwood.

Mr Worthington is a former Queensland rally champion and still holds the lap record for touring cars up to two litres at the Lakeside circuit north of Brisbane.

Mr Kabel is no newcomer to motorsport, nor the motor vehicle industry.

He came to Australia in 1956 as a motor mechanic and is now the senior director of the Keema Automotive Group with dealerships at Mt Gravatt, Buranda and Springwood.

His involvement with Mazda goes back to 1969 when the Mazda 1200 and Mazda 1500s were being sold.

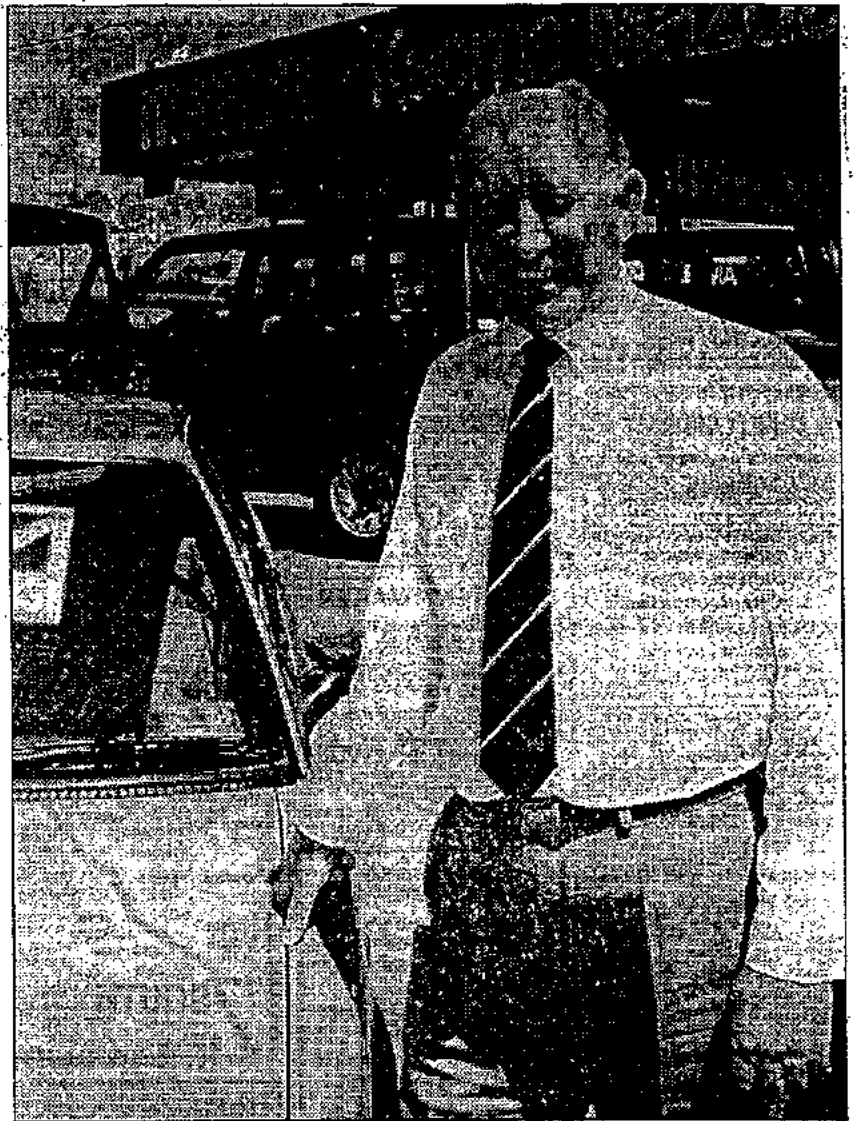
These were soon followed by the 1300s and the lively R100 rotary models.

It was in this era that Mr Kabel started to compete all over Australia in car rallies and secured Queensland rally championships.

Later he competed in a front-wheel drive Mazda 323 successfully for a number of years, winning the Southern Cross Rally.

From there he moved into better power-to-weight ratio cars produced by Mazda, like the Mazda RX2, RX3, RX4 and the popular rotary-powered RX7.

Keema has been involved in the sponsorship of motorsport for the past 35 years.



RARIN' to go . . . Henk Kabel has put his faith in an 18-year-old car, a Mazda 929, for this year's Mobil Round Australia Trial.

The February Motorkhana

The Boondall Entertainment Complex once again played host to the club's February Motorkhana on bitumen in Car Park Q. The event was organised by the hard working Ken Warren and by all accounts was extremely well-attended.

It is very pleasing to see the renewed interest in this aspect of the sport. Let's face it, it is a cheap option to undergo some competitive driving which tests one's abilities on tight circuits.

Unfortunately I did not attend but the winner on the day was A Paton, from Geoff Stanaway and Mark Pierce.



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HOUSE OF MG MOUNTAIN CHALLENGE

5th MARCH 1995 - ROUND 1 QUEENSLAND HISTORIC RALLY SERIES

Brisbane Sporting Car Club - Director TONY SLATTERY

The 1995 Historic Rally Series gets underway with a run over fine roads in a great circle route around Toowoomba.

A good entry with 7 MG's, 4 Minis, 3 BMW, 3 FORD, 2 Austin-Healey, 2 Renault, and one of from SAAB, Chrysler, Toyota, Austin A35, Lancia Fulvia HF (I was told HF stood for 'High Fidelity' but I know when my leg's being pulled, it probably means 'heavy front'), Morgan and Lotus 7. or 19 decent BRITISH cars, and 9 foreign swine cars - some of them indeed 'Jerry Built'.

The start area was pure luxury, I parked the Valiant alongside the team of BMWs - the spirit of now retired BMW engineers nodded only (they used to nod sagely but that's old age for you) an honorary BMW its rightful place. Spotless buildings and car park and a great tin shed that had every entrant remembering just how cramped it was at home. A hearty 'thank-you' to Diahatsu at Rocklea for letting us in. Seen spectating was demon forest racer of yesteryear Adrian Taylor - I had to tell him that the historic events run on the public highway would drive an old flat-out-in-the-forests man to drink. Also at the start were an aged couple who'd entered a Mercedes 220 in the Round Australia, only they'd never heard of maplights, sumpguards, back-up fuel pumps, tulip arrows or indeed of famed navigator/driver PETER L. SMITH - now there's ignorance for you.

From the start we ran into trouble, we emerged from this troublesome period at 5.30pm at the finish. We couldn't find the first question - within sight of the start - and had to go around the block, we stopped as soon after its locale as possible and Peter (Mr DIRECTION) Whalley got out to inspect the site on foot. Ian Ferguson (SAAB) sent Alan Stean walking back then he reversed up the dual carriageway, it was like a scene from 'Inspector Gadget' as Corollas sprouted 2 metre legs to pass over the SAAB.

One of the days banes was the Directors lunatic desire to see competitors keeping to the speed limits - this certainly never bothered us in the Golden Age we now emulate. I remember an event that finished at Brands Hatch, and we swept along the pavement of some traffic bound Kentish town clearing the decks with the horn. And we had events with an overall average for the night of 30mph, a 15mph start and finish sections, then in the middle a 2 hour halt and on the good bits o'er wild moor and mountain you had to average 90mph if you didn't want to lose time. But now the dead hand of the nanny society has sucked all the fun out of life (I blame the advent of sensible woman to power) and we spent the day with Old Mother Whalley bleating about the speed. Tony Galletly isn't so presumptuous, mind you he and Ken Philp did lose 600 points by doing a piss-weak speed like 65kmph up Mt. Cootha. (the limit was 50 !) perhaps I should add that the speed readings were purely amateur and not consistent with the accuracy needed for court proceedings.

A run around The Gap (7th on the right indeed!) then up Mt. Nebo in convoy and down Mt. Glorious in the convoy re-arranged, the Valiant, despite the biggest discs and comp. pads was getting a lot of brake fade - a thing we never had in the Australian Alps - and we kept lunging at the boot of Graham Brown's Austin-Healey 100/4, he must have thought we were being playfull - still ignorance is bliss.

The average speed sections were novel, they started in the middle and finished later, much, much later - now an average is a 'mean proportion' or a 'medial sum' but these weren't, they were all average - that night I dreamt I was driving in the Le Mans 24 hour race - at 58.73kmph for hour after hour. Hurd Glubertash in the Jowett Goffat came hurtling past at 58.78kmph - crazy fool ! One disad for AvSpeSects is that you never see another competitor, and the usual comments, such as "I'm sure the Goffat never had chrome rear guns and a catflap in the passenger door" go unenjoyed. One simple pleasure we have on every Whalley Wally is an equipment failure, usually it's the Halda that cops a few buffets but this time it was his gungy old free-with-a-box-of-Maltesers stop watch, I won't say it's old but it only works when his arm is out in the sun, stop

watch sums it up.

To the halfway at Crows Nest where the Top 10 lay as follows :

1st Ferguson/Steane SAAB (it says on the bonnet - the bonnet that covers the 7.2 litre Chevy lump) 58 points lost, 2nd SMITH/WHALLEY VALIANT 111, 3rd Owen/Owen Sprite 273, 4th Burnett/Gilbert BMW 277, 5th Cox/Best MG1100 309, 6th Douglas/Douglas MGB 339, 7th Stecher/Gray Escort 393, 8th Lax/Lax Morgan 396, 9th Brown/Wallin 100/4 406 & 10th Hornabrook/Hornabrook MGB 419. A very close affair from 3rd to 10th, there was a long second half to come - some would rise and some would fall, I had a snooze, Gary "Chunder" Gray had a burger - that boy's got a bigger constitution than Costraliar.

We did like the questions on this event, if you went the wrong way then a question would have to remain unanswered after about 2.5 kms, and in the second half we needed all the help we could get, we did not have an ideal time, the car showed a high water temp, so we stopped, Jacob Stecher in his Escort came to a halt but it was only to let us know that he didn't have the slightest intention of stopping, thank you, we got going, it was an AvSpeSect (what wasn't ?) I can't say I drove around like my mother because she couldn't drive - ALL RIGHT - I did drive around like my mother, until I got bored then I ignored the gauge and zipped around at 58.73kmph.

We did have one of those Navigator inspired Golden Moments that make it all worthwhile, Don Biggar/Malcolm Gibb had been underfoot in the Austin A35, it's so much faster than you think, we'd come up to a Turn Right and I'd think "I'll pass him just after the junction when the A35s labouring through the bottom six gears" - but when I got there it was already outasight. Until.... Mr Direction said "ignore road on right and immediately right at T", the A35 hesitated and zappo for the mere cost of 3 door handles I was awa - straight into some dreamy civilians Ford (whom I elbowed aside).

On the average speed section (!) the only smarty pants not to get maximums were Tony Perrett/Barry Goodwin (Cooper S) 17, and Murray Cox/Tony Best (MG1100) 21, BRITISH cars you see, reliable, regular - Lucas notwithstanding.

Another CROIX D'HONNEUR must go to Derek Redhead/Rob Ringe in the Renault 4 with the 2 litre FUEL TANK, poor sods they're not like the rest of us - if we go the wrong way and have to return then we know there's no radar about and we return at Warp Factor 5, but not poor old Derek, he returns at Escargo Factor 1, but oh how I wished you could buy a No Frills, Carry Anything at 60/60 (MPH/MPG) bollard nowadays - I blame woman in power.

To the finish back to Rocklea, fabulously beautiful woman from THE HOUSE OF MG prepared excellent food - people hung politely back - but I'm not people, I was onto thirds as languid BMW owners wiped the leather shine off their arses and investigated the food I'd left.

Meanwhile in a brightly lit corner the results team studied the score sheets - some of them the right way up, they had a lot of work to do - mainly in the International Court of Justice at The Hague. A Major THANK YOU to all of them for their patience, and also to the Control Officials, the Organising Team and most of all the HOUSE OF MG, WOOLLOONGABBA 391 4061.

1st Ian Ferguson/Alan Steane SAAB 269, 2nd Pete Smith/Peter Whalley Valiant 289, 3rd Murray Cox/Tony Best MG1100 376, 4th Dave Burnett/David Gilbert BMW 411, 5th Jacob Stecher/Gary Gray Ford Escort 521, 6th Richard Groves/Garth Evans Toyota 1660s, 7th Don Biggar/Malcolm Gibb Austin A35, 8th Fred Douglas/Stuart Douglas MGB, 9th Graham Brown/Ray Wallin Austin-Healey 100/4, 10th Peter Stringfellow/Ross Colledge BMW 837.

The Team Award went to the B.S.C.C. team again, I think the only time we didn't win it was last July when some goof in a Valiant ran out of petrol.

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FINAL 1994 BSOC CHAMPIONSHIPS

at 14/03/95

Historic Championship

1st	Ian Ferguson	47 pts
2nd	Ken Philp	37 pts
	Tony Slattery	37 pts

Club Championship

1st	Tony Best	20 pts
2nd	Ken Warren	16 pts
3rd	Tony Slattery	15 pts

Junior Championship

1st	Lee Evans	31 pts
2nd	Andrew Pearce	22 pts
3rd	Sara Slattery	21 pts

Off Road Championship

1st	Steve Willett	21 pts
	Barry Willett	21 pts
3rd	Rod Sams	18 pts

Ladies Championship

1st	Trish Evans	30 pts
2nd	Fiona McNaughton	28 pts
3rd	Desley Collins	22 pts

Rally Championship

1st	Viv Gees	42 pts
2nd	Barry Burr	38 pts
3rd	Stewart Reid	33 pts

Motorkhana Championship

1st	Michael Hocking	76 pts
2nd	Fred Aubineau	64 pts
3rd	Ken Warren	61 pts

Speed Event Championship

1st	Barry Cook	33 pts
2nd	Ian Bremner	27 pts
3rd	Peter Mapston	25 pts

Night Run Championship

1st	Ray Evans	33 pts
2nd	Ian Gorski	27 pts
3rd	Ed Freudenberg	24 pts

COMING EVENTS

ANNUAL GENERAL MEETING

At the Clubrooms, Wednesday 29 March 1995, commencing 8.00 p.m.

If there is something you want the Club to do (or not to do) don't complain to other people. Come to the A.G.M and put your views forward. Vote for who you think are the best people to run the Club in 1995. Remember it is your Club.

MG CAR CLUB NIGHT RUN

The MG Car Club have invited BSCC members to their Night Run on Friday 31st March, commencing at 7.30 p.m. from their Clubrooms at 9 Nash Street, Rosalie.

If we support their Night Runs they will support ours, and all Clubs will have better events with more competitors.

HISTORIC TWILIGHT RALLY

The second Historic Rally run by BSCC for 1995 will be held on Saturday 1st April (no this is not an April Fools joke!). See story elsewhere in this magazine.

SECOND BSCC NIGHT RUN FOR 1995

Our next Night Run will be held on **Friday 7th April** commencing at 7.30 p.m. from the Clubrooms.

The change to Friday nights and the fact that a Third Party Extension is no longer necessary has resulted in more entries in our Night Runs.

SECOND ROUND OF THE CLUBMAN RALLY SERIES

This event will be run by the Ipswich West Moreton Auto Club and will be held on Saturday 8 April. As well as being a round of the Queensland Clubman Rally Series it will also be the first Queensland round of the A.R.N. Junior Rally Challenge.

The Clerk of Course is Jim Guest from Ipswich. Jim is a well known competitor in Clubman Rallies and Rallysprints. He would appreciate help from BSCC members, either by entering the event or by offering to assist on the night. Jim can be contacted on 281 6202.

The event starts at 6 pm from Nanango and uses the Est Nanango Forest. The total distance is 190 kms of which 115 are competitive. Sponsor is the Shell Harlin Service Station.

TROPHY PRESENTATION FOR HISTORIC TWILIGHT RALLY

This will be held at the Clubrooms on Wednesday 19 April commencing at 8.00 p.m.

CHRISTIAN AUTOSPORTS CLUBMAN RALLY

This event will be the third round of the Queensland Clubman Rally Series and the second round of the A.R.N. Junior Rally Challenge. It will be held on Saturday 29 April and will be run in Benarkin Forest.

FIRST RALLYSPRINT FOR THE YEAR

This year **REVOLUTION RACEGEAR** is again sponsoring the Rallysprint Series and the first round is to be held on **Sunday 7 May**. The Rallysprints will be run to the same format as was successfully used in 1993 and 1994.

There will be more details in next months "Brisport", but keep the date free at this stage.

YOKOHAMA RALLY QUEENSLAND

The Queensland Co-efficient 10 Round of the Australian Rally Championship will be run on the weekend of the **27/28 May** which is only just over two months away. The top rally crews in Australia will be competing and it is the most important event on the Queensland Rally Calendar.

For the event to be a success it will need the support of as many Club members as possible, so if you are not competing in the event you should volunteer for a job.

SECOND HISTORIC RALLY FOR 1995

The second Historic Rally to be held in Queensland this year will be the **TWILIGHT RALLY** on Saturday 1st April, 1995 and the Director will be Brian Kreiger. This is the first time that Brian has directed an event, but he has a couple of experienced assistants. Brian has been competing in Historic Rallies for approximately a year in a Hillman Hunter (remember Andrew Cowan's win in the 1968 London to Sydney), and last year Brian was the winner of the Brisbane Sporting Car Club's Classic Driving Trials.

Sponsorship of the event has been obtained from Sports Cars Service of Hawthorne and Parts & Services of Woolloongabba.

The start will be at The Commons, which is the eastern end of Vulture Street near Mowbray Park, with the first car leaving at 1.30 p.m. Most recent Historic Rallies have been run in the area to the south and west of Brisbane, but this one will be north towards the Sunshine Coast. The tea break will be at Nambour at approximately 5 .m. and the event will finish back in Brisbane (at Meadowlands Park) at approximately 9 p.m.

The distance will be approx. 350 km, and various types of instructions will be used including map references, herringbones, and route charts. There will also be a fuel economy test. The official map for the event will be the Nambour 1 to 100000 map.

All vehicles built prior to 1975 are eligible to enter. Want a change from a rally then how about contacting Esme for Supp Regs. Third round is Driving Trials at Boondall!!!!



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PROPOSED B.S.C.C. 1995 CALENDAR OF EVENTS

QUEENSLAND RALLY CHAMPIONSHIPS
Saturday 4 November 1995 Rd '95 SE Qld/Cooloola
Saturday 2 December 1995 Final '95 SE Qld/Gallangowan

AUSTRALIAN RALLY CHAMPIONSHIP
Saturday/Sunday 21/28 May 1995 SE Qld

CLUB RALLIES
Saturday new date to be set
Saturday 9 September 1995 Beerburum postponed
Sunday 3 December 1995 Imbil
Gallangowan

RALLIES/PRINTS

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

OFF-ROAD

Saturday Postponed new date to be set
Sunday 27 August 1995
Sunday 26 November 1995

HISTORIC

Saturday 1 April 1995
Sunday 25 June 1995
Sunday 3 September 1995
Saturday 28 October 1995

MOTORHANA

Third Sunday of the month - Boondall Entertainment Centre & Carpark

NIGHT RUNS -

FRIDAY - 7 APRIL 1995 - No 3rd Party Extension required.

ALLJAP Auto Parts

***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

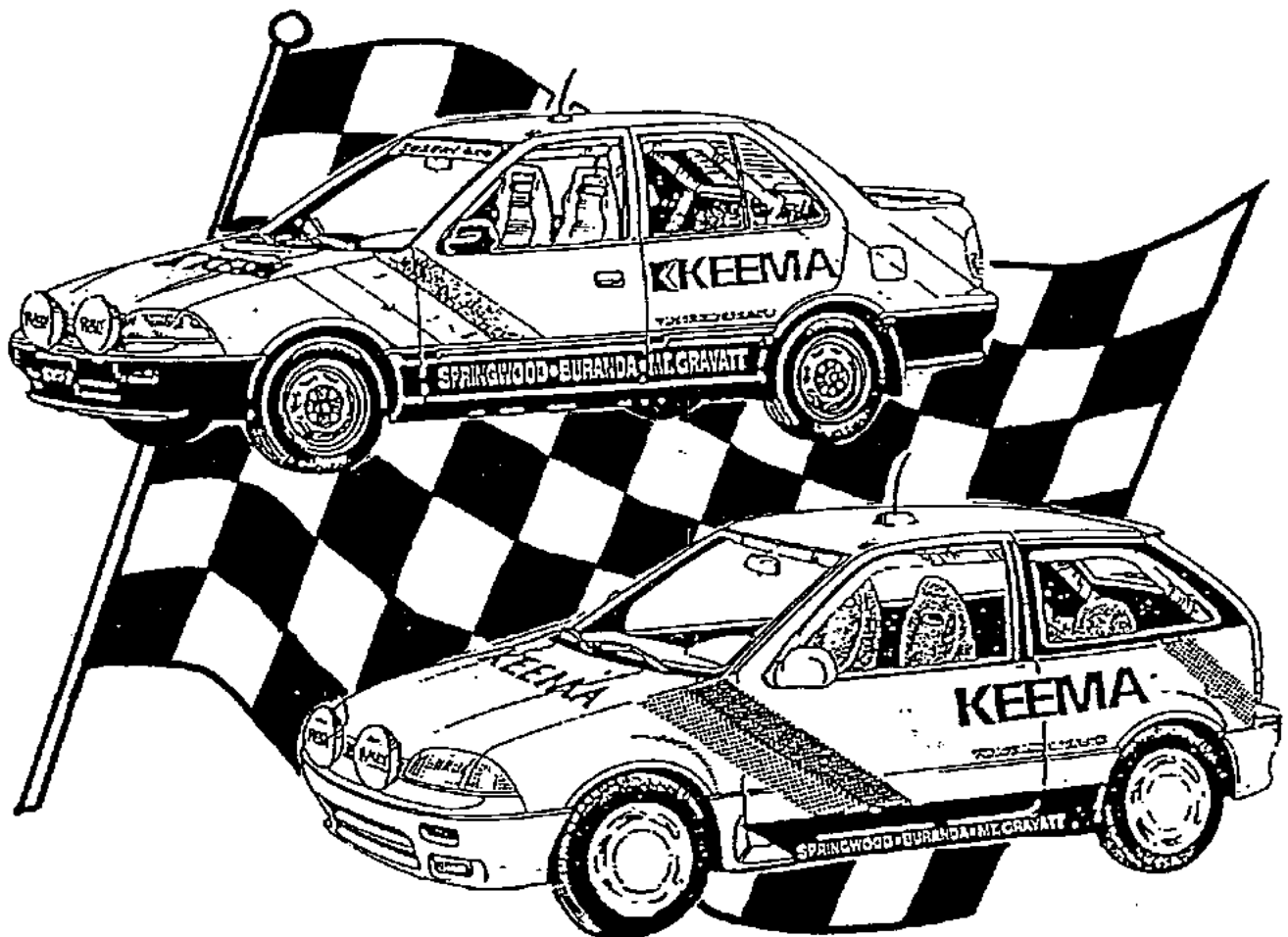
Ph Ben 2 Moss St, SLACKS CREEK Ph 808 7988

Ph Kevin 9 Hildon Crt, NERANG Ph (075) 960485

KEEMA

**AUTOMOTIVE
GROUP**

**The company that supports
motor sport in Queensland**



SALES * SERVICE * PARTS

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

After hours - Henk Kabel Ph. 300 2617