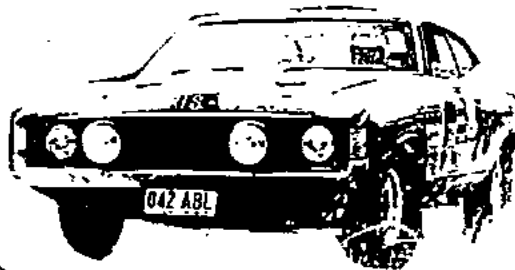


BRISPORT



THE MONTHLY MAGAZINE OF THE BRISBANE SPORTING CAR CLUB

1994 Rally Champion



VIV GEES

1994
Speed Event
Champion



BARRY
COOK

1994
Night Run
/Ladies
Champions



RAY EVANS/
TRISH EVANS

1994
CLUB CHAMPION



TONY BEST

1994
Junior Champion



LEE EVANS

1994
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The bit preceeding the rest of the magazine...

This has honestly been one of the most satisfying magazines I have compiled, the reason being that I have 'edited' other people's submissions, rather than writing a magazine myself.

Hey, wait a minute - isn't that what my Position Description actually says I should do??!

Thanks to all of those people who have contributed.

Right, let's get straight into it. On a sad note I have to mention the untimely passing of Mark Griffith's dad Geoff.

He was honestly one of, if not Mark's greatest supporter and it was very sad to hear that he succumbed to a heart attack on the tennis court - his true passion.

He'll be greatly missed by all who knew him.

You may notice that the magazine cover is knew with a total of eight celebrities instead of the past year's seven.

It's still a stopgap measure as I threw it together in quick time and still need some real photos of the class winners. Bear with me, folks!!

Congratulations to all those who have accepted positions of responsibility as a result of the March AGM. No doubt some of you may have recognised that I am the editor again. I admit I held back in the hope that some other poor unfortunate may volunteer, but no such luck.

Our own illustrious Alan Bates, or 'Achmed' as he is known to some of us is once again the President.

It's also good to see some new faces on the board - Richard Collingwood and Fabio Francini to name just two.

The calender this year has been a bit awry

with postponements and cancellations everywhere. The problem is there's just not enough weekends in the year.

The big event is just around the corner - of course I'm talking about 'YOKOHAMA RALLY QUEENSLAND' and if you've seen the spoozy Supp. Regs. you'll know that this year's event will be a beaut!!

Don't forget if you're not competing we need many officials. It may not have become public knowledge just yet, but the risks associated with running rallies on closed roads are real, and without the most stringent road blocks in place we don't get approval to have a rally.

Come on out and do your bit for a couple of hours and watch the action while you're there.

Without the required numbers the rally will be a failure and it's not something the club deserves. As Errol Bailey pleaded on the night of the AGM - come on, stand up and be counted. Your club needs you on the weekend of the 27/28 May.

The Mobil Trial is fast approaching and I know of one Alfa driver who is working his butt off!!

Again, with the responsibilities the club has taken on, a large number of officials are required for assistance on June 13 and July 1/2.

Give Esme a ring and put your name on the list.

I am very busy at work and home at the moment and just planning to do an event is stressful. The other day when I was donating blood, even my blood pressure was higher than normal!! (By a Bee's dick.)

By the way that's a great way to spend some time - consider becoming a blood donor. As a motorsport competitor you may need some one day!!



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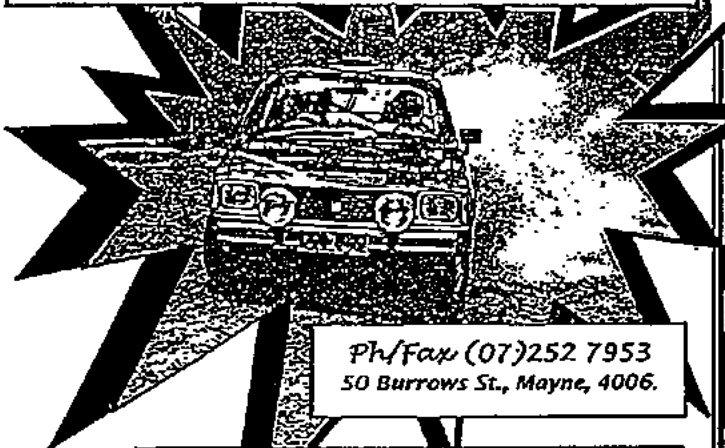
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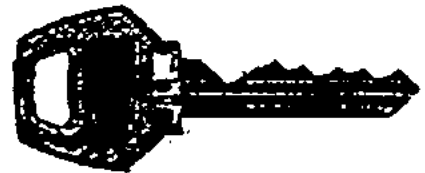
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PROPOSED BSCC 1995 CALENDAR OF EVENTS

QUEENSLAND RALLY CHAMPIONSHIPS

Saturday To be advised '95 SE Qld/Cooloolo
Saturday 2 December 1995 Final '95 SE Qld/Gallangowan

AUSTRALIAN RALLY CHAMPIONSHIP

Saturday/Sunday 27/28 May 1995 SE Qld

CLUB RALLIES

Saturday new date to be set Beerburrum postponed
Saturday 9 September 1995 Imbil
Sunday 3 December 1995 Gallangowan

RALLYSPRINTS

Sunday 7 May 1995 postponed
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 24 June 1995 N.B. Changed to Saturday
Sunday 3 September 1995
Saturday 28 October 1995

MOTORKHANA

21 May 1995 - Geoff Stanaway - director.
Third Sunday of the month - Boondall Entertainment Centre Q Carpark

NIGHT RUNS -

FRIDAY - 5 May 1995 COLES CAR PARK - Arana Hills 7 pm see Tony Best's forthcoming events column. - No 3rd Party Extension required.

Spirit of Joplin blows into town

Jonathan Beard, New York

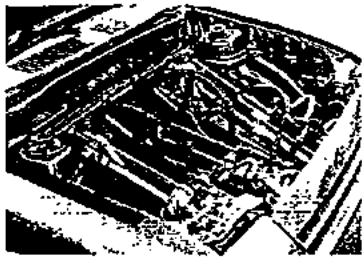
WHILE car makers around the world are struggling to develop exotic batteries and ultra-high-speed flywheels to power the nonpolluting car of the future, a team of researchers in Joplin, Missouri, has been road testing a zero-emission car that runs on compressed air.

"Most of the car is not custom-built, and we had no government funding", says Toby Butterfield, vice-president of Pneumacom, the company that built the car. "We began with a 1988 Chevrolet Sprint, and removed the gas tank, engine and transmission. We replaced the tank with three air cylinders." These are wrapped in fibreglass and carbon-fibre and contain air compressed to 20 megapascals, about 200 times atmospheric pressure.

The compressed air is fed by a hose to two engines, each driving one of the front wheels of the car. The left engine has two double-acting cylinders, one 50 millimetres in diameter with a 254-millimetre stroke, and the other with a 63-millimetre bore. The air enters the first cylinder at 3.5 megapascals, expands to drive the piston, and is then exhausted into

a holding chamber, to be fed into the second, larger cylinder.

A second hose takes the exhaust from the left engine to the first cylinder of the right engine, which has a 76-millimetre bore. The exhaust from this cylinder drives the fourth cylinder, which has a bore of 105



Green power: the only emission is more air

millimetres. Air leaves this cylinder at only 25 per cent above atmospheric pressure, and is vented.

The piston rods on each engine turn a 140-tooth gear wheel, which in turn drives a 20-tooth gear on each front wheel. "In this prototype, the fixed 7:1 ratio allows

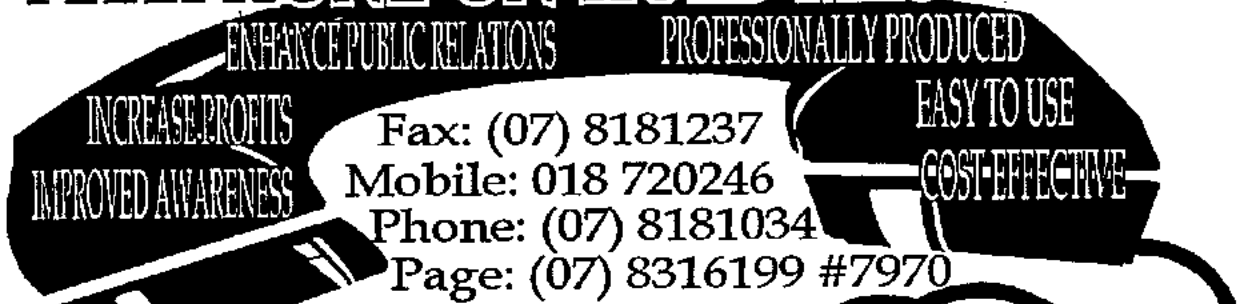
the engine to drive the car at a top speed of about 60 kilometres per hour," Butterfield says.

In March the team tested the car, named Spirit of Joplin, by driving it for 12 hours through the traffic of its home town, stopping only to change drivers and refill the air tanks. A charge lasts two and a half hours, and refilling takes about four minutes.

The compressed air comes from Pneumacom's own "filling station", a compressor powered by a standard V8 engine, modified to run on natural gas to reduce emissions. "But compressed air at this pressure is not hard to find," Butterfield points out. "We could stop at any fire station or scuba shop, and use the air they fill breathing tanks with."

The Pneumacom system was designed by the company's president, Terry Miller, an engineer in Joplin. "Most components were donated, and the labour was volunteered. I estimate that a production vehicle would cost about \$10 000," he says. With funding from government, or the compressed-air or hydraulics industries, he believes that the firm could produce a car with greater range, a more efficient engine and a multispeed transmission, giving it the handling of a petrol-powered car and a top speed of 90 kilometres per hour. □

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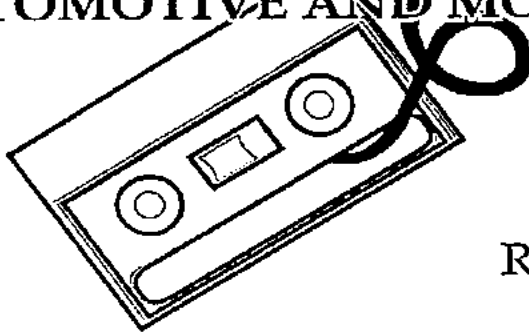
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1995 AUSTRALIAN RALLY CHAMPIONSHIP

POINTSCORE FOR OUTRIGHT DRIVERS AWARD

DRIVERS NAME	ST	CAR	CL	BEST 6	TASMANIA		WEST AUSTRALIA		VICTORIA		VICTORIA		WEST AUSTRALIA	
					RD 1		RD 2		RD 3		C5		RD 4	
					POS	PTS	POS	PTS	POS	PTS	POS	PTS	POS	PTS
NEAL BATES	ACT	TOYOTA CELICA GT4	PRC	500	1	100			1	200			1	200
GRAHAM VAUGHAN	ACT	MITSUBISHI GALANT VR4	PRC	200					4	100			4	100
JIM MARDEN	WA	SUBARU RS TURBO	PRC	180			1	100					5	80
ALLAN MCCARTHY	WA	SUBARU LIBERTY RS TURBO	PRC	150									2	150
MICHAEL GUEST	NSW	MITSUBISHI LANCER RS EV 2	PRC	150					2	150				
GERARD MCGROARTY	WA	MITSUBISHI LANCER RS-E	GPN	120									3	120
ED ORDYNSKI	SA	MITSUBISHI LANCER RS EV 2	GPN	120					3	120				
JUSTIN MIDDLETON	WA	MAZDA 323	PRC	90			4	50					7	40
CODY CROCKER	VIC	MAZDA 323 FAMILIA	PRC	80					5	80				
JOHN FARRELL	WA	MITSUBISHI GALANT VR4	PRC	75			2	75						
GRAHAM ALEXANDER	VIC	MITSUBISHI LANCER RS-E	PRC	75	2	75								
TONY WURF	TAS	MITSUBISHI GALANT VR4	PRC	60	3	60								
SHITASHI NOMURA	NSW	MITSUBISHI LANCER	GPN	60									6	60
ALAN FRIEND	VIC	NISSAN PULSAR GTIR	PRC	60					6	60				
JOHN MACARA	WA	MITSUBISHI GALANT VR4	PRC	60			3	60						
JAMIE VANDERBERG	TAS	MAZDA RX2	PRC	50	4	50								
KEITH HEDGELAND	WA	MAZDA 323	PRC	50			6	30					9	20
JASON BUCHAN	WA	TOYOTA LEVIN	PRC	50			7	20					8	30
JOHN PURHOUSE	WA	MITSUBISHI GALANT VR4	GPN	40			5	40						
GLEN CUGLEY	SA	SUBARU LEGACY	PRC	40					7	40				
LEE PETERSON	TAS	HYUNDAI LANTRA	GPN	40	5	40								
LES WALKDEN	TAS	MITSUBISHI LANCER RS EV 2	GPN	30					8	30				
GEOFFREY MAGUIRE	SA	FORD SIERRA RS COSWORTH	PRC	30	6	30								
LYNN RATTRAY	TAS	SUBARU LEGACY RS	PRC	20	7	20								
DAVID WEST	NSW	MITSUBISHI LANCER RS EV 2	GPN	20					9	20				
JASON WHITE	TAS	MAZDA RX7	PRC	15	8	15								
TOLLEY CHALLIS	WA	VAUXHALL ASTRA GE	GPA	15			8	15						
ROSS MACKENZIE	WA	FORD FIESTA CHARADE GTII	PRC	10										10
JEREMY HEMBROUGH	WA	MAZDA RX2	PRC	10			9	10						
GRAEME WISE	VIC	MITSUBISHI LANCER RS EV	PRC	10					10	10				
RUSSELL PATERSON	TAS	PORSCHE 968 CS	PRC	10	9	10								
MARTIN LEWIS	TAS	FORD LASER TX3 4WD	PRC	5	10	5								
ANDREW LOVELAND	WA	DAIHATSU CHARADE	GPN	5			10	5						

1995 AUSTRALIAN RALLY CHAMPIONSHIP

POINTSCORE FOR OUTRIGHT CO-DRIVERS AWARD

CO-DRIVERS NAME	STATE	BEST 6	TASMANIA		WEST AUSTRALIA		VICTORIA		VICTORIA		WEST AUSTRALIA	
			RD 1		RD 2		RD 3		C5		RD 4	
			POS	PTS	POS	PTS	POS	PTS	POS	PTS	POS	PTS
CORAL TAYLOR	NSW	500	1	100			1	200			1	200
SCOTT CAUSER	ACT	200					4	100			4	100
STUART PERCIVAL	WA	180			1	100					5	80
STEVE O'BRIEN-POUNDE	NSW	150					2	150				
GREG FLOOD	WA	150									2	150
MARK STACEY	VIC	120					3	120				
ROBERT MCGOWAN	WA	120									3	120
PAUL VAN DER MAY	WA	90			4	50					7	40
GREG FOLETTA	VIC	80					5	80				
DAVID STEWART	VIC	75	2	75								
ROGER CLOSE	WA	75			2	75						
ANDREW KUC	TAS	60	3	60								
MICHELLE CANNING	VIC	60					6	60				
ANDREW GRAY	NSW	60									6	60
LEO IRIKS	WA	60			3	60						
ROBERT WEBBER	WA	50			7	20					8	30
WENDY LITTLE	WA	50			6	30					9	20
SIMON VANDERBERG	TAS	50	4	50								
ANNE GIGNEY	TAS	40	5	40								
HUGH LE TESSIER	WA	40			5	40						
JEREMY BROWNE	SA	40					7	40				
RON COENEN	TAS	30					8	30				
PATRICK CASEY	VIC	30	6	30								
TONY BEST	QLD	20					9	20				
TONY JACKSON	TAS	20	7	20								
ROD VANDERSTRAATEN	WA	15			8	15						
PHILLIP CHILCOTT	TAS	15	8	15								
MURRAY LORD	TAS	10	9	10								
DANNY MURPHY	VIC	10					10	10				
JOHN AITLEEN		10					9	10				
TONY FLOYD	WA	10									10	10
CHRIS LEWIS	TAS	5	10	5								
MARK WELDON	WA	5			10	5						



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AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER No 1

Confederation of Australian Motor Sport

April, 1995

Another Australian Off Road Championship is now underway, and with Kempsey being the first round for the year this series has something of a different feel about it. Hopefully the 6.30am drivers' briefing won't be quite as cold in April as it is in July!

Competitor Survey ☼

As some of you may be aware, a competitor survey was recently sent out to vehicle owners. Additional copies are available from the event secretary if required. A number of copies have also been sent to all off road oriented car clubs, which have been asked to make these available to people who wish to participate in the survey.

The survey is an attempt by the National Off Road Committee to ascertain the wishes of competitors, so that these can be taken into consideration in the formulation of policy. You are strongly encouraged to complete and return the survey form in accordance with the instructions attached to it. Should you have any enquiries about it, please don't hesitate to ask me, or one of the other NORC members, over the weekend.

Holes in Rollover Protection

Some years ago it was permissible to drill holes in the main roll hoops of off road vehicles for the purposes of attaching "nutserts" to enable Avdel fasteners to be used to attach roof panels.

This decision has recently been reviewed by CAMS' Technical Committee, with the outcome that all previous approvals in this regard have been cancelled, and the drilling of holes in the main hoop, apart from in accordance with Schedule J-Fig 3, is now not permitted.

Consequently, any existing holes in the main roll hoops of off road vehicles will need to be plugged. This should be done with weld, in the most professional and craftsmanlike manner possible. Some competitors may now need to

find a different means of attaching their roof plates, for example by welding lugs to the main hoop.

To allow competitors affected by this decision time to make the necessary change, no action will be taken in respect of such cars prior to 1st July 1995.

Driver Briefings

Most competitors would be aware of the requirement to attend drivers' briefings conducted at all national championship events.

This requirement is included in the AORC Series Regulations, and is also normally included in the supplementary regulations put out for each event. These regulations require that all crew members sign on at briefings.

Competitors who do not attend and sign on will be referred to the stewards for penalty.

At Puckapunyal some harsh penalties were handed down, and the penalties are getting stiffer, not lighter.

The moral of the story is that if you don't want to find your wallet considerably lighter, make sure that all crew members (driver/co-driver/navigator) attend all drivers' briefings, and sign on.

And finally ...

All the best for the event, and I look forward to catching up with you throughout the weekend.

☼ Competitor Survey forms are available at the clubrooms. Check with Esme.

Andy Clark
Executive Officer - Off Road

A16/18
AC:sc-150
6 April 1995

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Tonight marks the end of my third term as President of the Brisbane Sporting Car Club, and the commencement of a further term in that role.

I feel very proud and very honoured to have been selected as the President of the club for a further year and I would like to thank all club members for trusting me to carry out these duties.

This evening, instead of merely reciting statistical information about the events held by the club, its membership numbers, and our achievements over the last twelve months, I would like to give you my impression of the state of motorsport in this country, my impression of what the future holds, and my vision for the Brisbane Sporting Car Club's role in that future.

Without any doubt the hey-day of rallying in this country was in the 70's and 80's. The sport was tremendously popular, had a great number of participants, was acknowledged by the media had manufacturer involvement, and generally, quite good public awareness. The competition was close and fierce, with the "best man" emerging on the day.

So what is the state of the sport today?
PUBLIC AWARENESS

There is no doubt that public awareness of rallying has declined. Generally I think that this derives from a failure of the people within the sport, and its governing body CAMS, to promote the sport properly or sufficiently. This is particularly the case in view of the fact that all other sports have increased their promotion to the point where the average Australian now has a choice, of participating in and following sports such as baseball, basketball, indoor cricket, and other sports which either didn't exist in this country, or were very poorly promoted ten or fifteen years ago.

We must take some of the blame for this. We have been so concerned with "the rules" and other technicalities that we have neglected the "public face" of our sport.

You are probably thinking that there is only so much that we can do at club level, particularly when all of the people working for the club are volunteers who have their own families, jobs and lives to contend with and to divide their time between. This is true. It is also true that this should not stop us from making a greater effort to promote our sport and we should also demand more of an effort from our national body to do the same thing.

EXPENSE

People also complain about the expense of motorsport. They complain that it is now so costly to rally that young competitors can barely afford to enter into the sport; and that even more advanced competitors who have progressed to the top of the state competition, or who travel interstate or overseas to compete can not afford the costs.

People remember how "cheap" it was to compete in the "good old days".

If you look at the matter objectively you can probably say two things for certain.

Firstly, it was never cheap to compete in motorsport. It always did and always will take more money than you have to get as far as you want in this sport. It is up to the individual to balance the cost of the sport and the benefit that they derive from it. I am certainly not saying this to deter competitors. What I am really trying to say is that everybody can compete in the sport, have a fantastic time, and meet some great people, but the cost of rallying is definitely a major factor in the enjoyment and the advancement of the sport.

Secondly, for a number of reasons it has become horribly expensive to compete at the top end of the sport.

For instance, in Queensland, or any other State for that matter, you could not hope to become a State Champion in less than a modern, 4 wheel drive, turbo charged rally car costing, perhaps, \$90,000 to construct, with brake pads costing between \$600 and \$1,000 a set and tyres costing around \$250 each (although you would probably only use 8 tyres per round of the state championship; or in other words about \$10,000 to \$12,000 worth of tyres during the year).

Is this the price of technology? Do we need to spend this sort of money to compete at the top end of the sport? Does this make for good sport? The answer to the last question is probably "no". The simple fact of the matter is that the sport has now been divided between the people who can afford to have the necessary equipment (as well as skill) to win, and those who can not. Even those who can afford to support and feed a competitive car usually can only afford to do so for one or two seasons at the top level, at least without major sponsorship, which takes us back to our first point about the promotion of the sport.

FORMULAS

One final point that we should consider about the expense of competing in the sport are the various formulas within which the sport is conducted.

The hey-day of rallying was also the hey day of Group G. These cars sported aggressive wheel arch flares, fibreglass panels, perspex windows and some very peculiar motor/body shell combinations including the "Dazda" (rotary powered Datsun) and the "Massan" (Datsun powered Mazda). These cars ranged from mechanical nightmares to engineering marvels and generally were very quick, very spectacular, but unfortunately very anti-social.

Post Group G was PRC or Production Rally Cars. This class started as basically a homologated vehicle class but has gradually been allowed freedoms over the years to the point where many of the mechanical components are free. PRC has developed into a very good formula however many vehicles still suffer from a lack of horse power because of restrictions on modifying or replacing the vehicle's motor.

Group A has always been, in my opinion, a "dead duck" in this country. This formula has always required strict compliance with the vehicle's homologation and unfortunately, homologated parts have always been prohibitively expensive for the privateer competitor.

Group N appeared on the scene in the late 80's. The proponents of Group N told us that if we built rally cars that were basically standard vehicles, and looked like standard vehicles, we would attract more manufacturers to the sport and more sponsorship.

Whether this has been successful or not is anyone's guess. It is true that manufacturers such as Subaru, Daihatsu and Mitsubishi did support Group N to a certain extent, although this support has gradually dwindled over the years and one can't help but have the feeling that Group N may be approaching its "use by" date.

The sport needs a formula which fills the following criteria -

- it must be cheap to compete;
- it must be spectacular; and
- it must be modern.

The best candidate at the moment appears to be PRC although it will have to be allowed more freedoms if it is going to evolve into a "promotable" class; once again that word "promotion" comes to the fore.

THE EVENTS

The next thing that I would like to mention are the changes in the styles of events which are being held in this country.

The average rally event held today has more safety procedures in place, is more strictly regulated and controlled, and is better organised than ever before. These are all very commendable improvements and essential to the continued well being of the sport. All of these improvements, however, come at a cost.

The requirements for holding an event are now such that the entry fees collected for the event only cover a fraction of the costs of promoting the event. In short, major events can not proceed without major sponsorships. Unfortunately, these are few and far between.

And who could blame the sponsors! While the sport has such a low profile, what benefit can the sponsor receive from investing money in the sport?

Once again the answer is promotion. We need to improve the way that our events are promoted and the way that the public see our events.

Don't blame the public or the sponsors. It is up to us to promote our sport and our club. No one will do it for us. And you are right, it is "easier said than done".

I believe that we can learn a lot from looking at the tremendous rise in historic rallying in this country. There is a great deal to be learnt from looking at that branch of the sport, at the way it promotes itself, and its public image.

THE ROLE OF THE BSCC

So what is the role of the Brisbane Sporting Car Club? I see the role of this club over the next twelve months will be to continue to promote good quality, fun, safe club level motor sport, as cheaply as possible for its members. The club should also continue to promote state and national level events with a focus on organisation, safety, and promotion of the events.

In these ways the club can provide a real and tangible service to its members and assist them, particularly at "club sport" level to enter into the sport, to afford the sport, and to enjoy the sport.

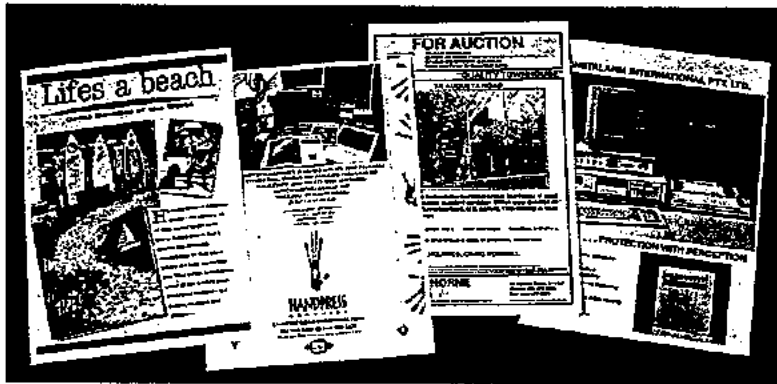
We will continue to hold quality motor sport events, and in this respect we already excel in events which are superbly organised, very safe, and very enjoyable for the competitors. We need to look closely however at the promotion of our events, as well as the promotion of the club and the sport in general. This is always a difficult area. Few of us are natural born "sales people" but when we have a "product" to sell which is as exciting, fun, and spectacular as rally sport we can hardly fail.

Finally, we must continue to represent our views to the sports governing body, the Confederation of Australian Motor Sport, and to pass on to them all of our ideas and suggestions for the improvement of our sport and its promotion in the eyes of the public.

I am very much looking forward to the next twelve months and I hope that all of you will take the time and the trouble to assist the club, no matter in how small a way, to achieve its goals.

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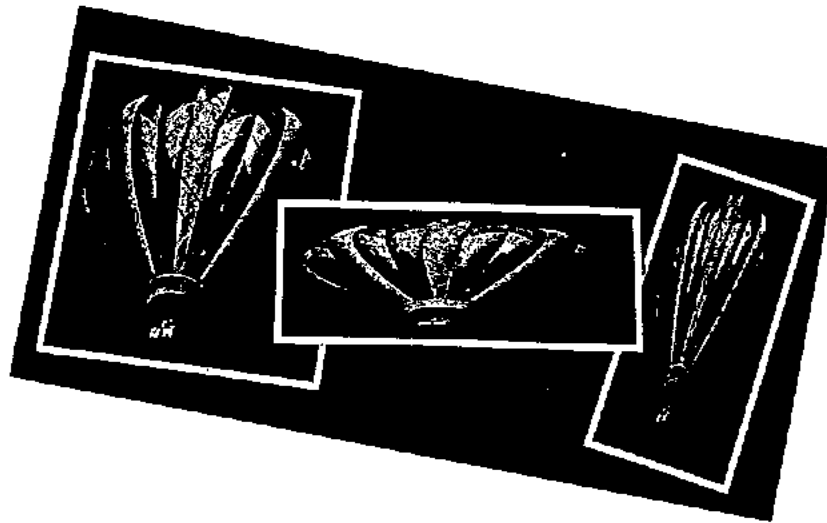


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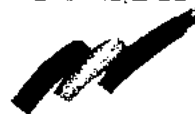
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HISTORIC RALLY NEWS

Norm Singleton's Rally Connection

Historic Rally Series

POINTSCORE

	Mountain Challenge		Twilight Rally		CLASS LEADERS	Mountain Challenge		Twilight Rally	
	Rd 1		Rd 2	Total		Rd 1	Rd 2	Total	
T Best	11(10+1)		13(10+3)	24	Class 1				
K Philp	10		10	20	D Biggar/M Gibb	10	10	20	
T Galletly	10		10	20	Class 2				
D Biggar/M Gibb	10		10	20	K Philp	10	10	20	
Peter Smith	11(9+2)		7	18	T Galletly	10	10	20	
P Whalley	11(9+2)		7	18	Class 3				
I Ferguson	13(10+3)		5	18	G Harvey/R Harvey	7	10	17	
D Burnett/D Gilbert	8		9(8+1)	17	Class 4				
P Stringfellow	6		11(9+2)	17	G Carpenter/J Potts	8	9	17	
R Colledge	6		11(9+2)	17	T Best	10	0	10	
R Crowther	0		13(10+3)	13	Class 5				
A Stean	13(10+3)		0	13	Peter Smith	9	7	16	
J & R McKeon	5		6	11	P Whalley	9	7	16	
M Cox	11(10+1)		0	11					
T Slattery	0		10	10					
D Davies	0		10	10					
F & S Douglas	10		0	10					
J Stecher/G Gray	7		3	10					
R Groves	9		0	9					
A & S Lax	9		0	9					
J & L Hornabrook	9		0	9					
G Brown/R Wallin	9		0	9					
A Owen	8		0	8					
D Lake/N Wendt	8		0	8					
G Carpenter/J Potts	8		0	8					
I & J Dunkley	8		0	8					
D Owen	8		0	8					
K Gray	7		0	7					
G Harvey/R Harvey	7		0	7					
D Redhead/R Ringe	7		0	7					
S Gray	7		0	7					
B & H Winstone	6		0	6					
A Bates	0		5	5					
T Perrott/B Goodwin	4		0	4					
P & L Medhurst	3		2	5					

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The Rally Connection
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Phone: 252 7953

OTHER NEWS - AROUND THE MAPS

The six day 1995 Mountain Rally promoted by the Jaguar Driver Club in Sydney to be held in May 27 - June 2.

Final entry numbers for the full event were about 60, while a *Mini* Mountain Rally has been added to the format to cater for the NSW Historic Rally Series competitors adding an extra 20 crews. The *Mini* Mountain Rally will take in the first day and a half of the rally with *Mini* competitors starting with the full field in Sydney/Eastern Creek Raceway and finishing at Harden (South of Goulburn) after lunch on Sunday. Entry fee for the *Mini Mountain* is \$275 which includes some meals and accommodation. 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.

Historic Rally Group MEETING WEDNESDAY May 17th, 1995 (8.00pm)

Ian Ferguson will be along to tell all about the Refrigeration Parts (Qld) Classic Driving Trials to be held on June 25th which will be Round 3 of Norm Singleton's Rally Connection Historic Rally Series.

Historic Twilight Rally

Queensland's second Historic Rally for 1995 was the 'April Fool's Twilight Rally' held on Saturday 1st April. Eighteen crews entered the event, fully expecting the Directors to spring a few surprises, and they were not disappointed!

The rally was directed by Brian Kreiger with assistance from Carl Stecher and started in the afternoon from The Commons at Coorparoo.

The first two sections took competitors to the first fuel stop near Caboolture. These were route-charted and reasonably straightforward, apart from asking competitors questions such as counting the number of containers in a storage yard and the number of Volvos at a car wrecker!

Both answers were over 100 but were not scored in the results. Most competitors realised what day it was, and did not waste time counting. (Boom-Boom!!)

Next was a map-reading section that went to Landsborough where competitors had to cross six powerlines between two via points and another four powerlines between another two points.

As there were only two powerlines in the area it entailed crossing them backwards and forwards a number of times. There was only one possible correct route and six of the crews managed to complete the section without loss of time.

The next section was to the meal break at Nambour and the instructions consisted of a herringbone chart. This again proved to be reasonably difficult, as it was often hard to tell which roads were meant to be on the chart and which were well-constructed private entrances.

Again six crews did not lose points, but five of these crews had lost time on the previous map reading section, the only crew to complete both of these sections on time being Peter Stringfellow/Ross Colledge (BMW).

The first night section started with a route that led on to a map trace. However when navigators tried to fit the map trace onto the map they found it impossible to make it fit. Eventually most of them discovered that the map trace was a mirror image and by methods such as holding the map light under the trace it was possible to align it with the map. This section ended back at Landsborough, and all competitors were late.

Next there was an average speed section to a point just west of Moby Vic's Service Station on the Bruce Highway. This also used map references and a couple of turns were difficult to find.

It was therefore not surprising that only one crew kept to the average speed. This was Peter Smith/Peter Whalley (Valiant), probably assisted by the fact that Peter (Whalley) has helped to set a couple of ARC rounds in the area and knew the roads reasonably well.

From this control there was a run back down the highway to the finish at Meadowland Park, with a few more questions to be answered just to make sure the navigators did not go to sleep. A very enjoyable barbecue was held at the finish with Assistant Director Carl Stecher and a couple of his friends proving to be excellent chefs.

The winners were Rod Crowther/Tony Best who had borrowed Peter Stringfellow's Datsun 1600 for the event. Peter probably wished that he had not lent them the car as he finished in second place driving Ross Colledge's BMW 3 litre with Ross doing the navigating. In third place was another BMW, the 2002 of David Burnett and David Gilbert. This enabled the BMW team to take the team prize ahead of the Brisbane Sporting Car Club team which had started as favourites.

RESULTS:

1st	R Crowther/T Best (Datsun 1600)	108pts
2nd	P Stringfellow/R Colledge (BMW)	142pts
3rd	D Burnett/D Gilbert (BMW)	148pts
4th	P Smith/P Whalley (Valiant)	194pts
5th	D Davies/T Slattery (MG 1100)	196pts
6th	J McKeon/R McKeon (BMW)	214pts
7th	K Philp/T Galletly (Lancia)	215pts
8th	I Ferguson/A Bates (Saab)	260pts
9th	T Perett/B Ggodwin (Cooper S)	285pts
10th	J Stecher/G Gray (Escort)	326pts

Cars up to 1960 - D Biggar/M Gibb (Austin A35)

Sports cars 1961-1969 - K Philp/T Galletly (Lancia)

Touring cars 1961-1967 - D Davies/T Slattery (MG 1100)

Touring cars 1968-1975 - R Crowther/T Best (Datsun 1600).

SPORTS CARS SERVICES / Parts and Service Co.

Twilight Classic Rally

Saturday, 1st April 1995

[*Norm Singleton's Rally Connection* Historic Rally Series - Round 2.]

Rally Director, Brian Krieger and assisted by Carl Stecher set another challenging route over a course north of Brisbane. Nicknamed the *April Fools Rally*, it provided a mixture of navigation problems to challenge all navigators and the crew's team work. The rally started at Cambridge St, Coorparoo at 1.30pm, with the half way point being in Nambour and finishing at Meadowlands Park around 9.00pm with a BBQ, giving excellent value for competitors. Congratulations to Tony Best and Rod Crowther on an well earned win in Peter Stringfellow's Datsun 1600. Second home was the Stringfellow/Colledge BMW with yet another Bimmer of Dave Burnett and Dave Gilbert home third.

Thank you to our supporters,

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250 Hawthorne Rd, Hawthorne.

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HALDA Hire Service

The Historic Rally Group of Brisbane Sporting Car Club has introduced a hiring system for Halda Twinmasters. The system is designed to give newcomers to Historic Rallying an opportunity to use a Halda in an event without the expense of purchasing a Halda. Hire cost includes the Supply of the correct T-piece adaptor and cable for your car and calibration of the Halda.

The Rules Of Hire

1. Hire fees and bond paid in advance to BSCC
2. Limit of 1 hire/competitor in any year.
3. Bookings taken 1 month prior to event, with a draw determining the successful hirer 2 weeks prior to the event. If only 1 booking made, you get the hire.
4. Fitting of Halda to the car is the responsibility of the hirer.
5. Equipment to be picked up and returned after the event to the club by the hirer.
6. The system is restricted to Historic events initially.(Due to the availability of equipment)
7. Bookings must be made in writing through the administration Officer (Esme Gibson).
8. The system is limited to members of BSCC

COST: \$30/event Hire and \$100 Bond (Refunded on return of equipment.)

Availability - At this stage we only have 2 units for hire and a limited variety of T-pieces, but we will expand the system if it is proved popular.

COMING EVENTS

May 27-28	Mini Mountain Rally (JDC) NSW Historic Rally Series - ROUND 1.
May 27-June 2	Mountain Rally (JDC)
June 24(Sat-NEW DATE) date (TBA)	Historic Rd 3 - Refrigeration Parts (Qld) Classic Driving Trials NSW - MG Classic Rally
July 29(Sat)	Historic Rd 4 - Classic Rally (Christian Autosports Club Aust)
August 6	<i>Summerland Sports and Classic Static Display - LISMORE</i>
Sept 3	Historic Rd 5 - GP Cars Classic Rally
October 14/15	NSW - Winter Classic Rally
Oct 28(Sat)	Historic Rd 6 - Range Rally Classic

.....*Tony Galletly*

COMING EVENTS

Rallysprints:

The first round of the Rallysprint Series for 1995 was to have been held on Sunday 7 May, but this has been postponed.

Hopefully we will have more news in the next issue of 'BRISPORT'.

Marque Sports Car Club Night Run:

Our club usually has Night Runs on the first Friday of the month, but the Marque Spots Car Club had one of their runs scheduled for Friday May 5.

Rather than run in opposition to them it was felt that BSCC members could run in their event, and then hopefully they will come to our events. The Eagle Boys Pizza Night Run at the end of last year was well supported by the Marque Sports Car Club.

The run starts at 7pm from the Cole car park at Arana Hills (UBD reference- map 16, C6) and finishes at Pizza Napoli at Alderley. Entries will be accepted at the start, and a Basic Licence is required.

It sounds like a good social event as well as providing practice in night run navigation. Anybody needing further information should contact William Hastie on 202 3683.

ROUND 3 OF GP CARS-CIBIE CLUMAN RALLY SERIES:

The Christian Autosports Club is running the 'Superchips Super Stages Rally' on Saturday 13 May. (Note the change of date. This event was originally scheduled for 29 April).

As well as being a round of the Clubman Series, this rally will also be a round of the ARN Junior Challenge and the Queensland Gemini Rally Series.

'Superchips' is a manufacturer of replacement computer chips for engine management systems. They claim that their chips substantially improve engine performance. (This is assuming that you own a car that is modern enough to use a computer chip.)

The secretary of the event is Ross Colledge, a well known Historic Rally competitor and who

can be contacted on 808 9000 if you need further information on the event. It uses the Benarkin forest and starts at 1.00pm with 100km of competitive roads. Control officials are still needed, and if you are available to help, the person to phone is Graham Jackson on 274 5113.

Motorkhana 3 for 1995:

The club's next motorkhana will be held on Sunday 21 May at the good old Boondall Entertainment Centre Carpark.

Start time is 9.30am and the director is Geoff Stanaway who can be contacted on 878 9357 (work) if you need more information. (Note this event will be run and won by the time the mag. is distributed.-ED)

YOKOHAMA RALLY QUEENSLAND:

The co-efficient 10 round of the Australian rally Championship, and also the first round of the 1995 Queensland Rally Championship will be held on the weekend of 27/28 May.

This is the most important event that the club runs during the year and a large number of volunteers are required to help.

More details are elsewhere in this magazine.

Mobil 1 Trial:

Our club is providing officials at the start of the event (Tuesday 13 June) and at a number of special stages on the final weekend of the event (1st and 2nd July). Once again a large number of officials are needed, so keep the dates free.

BSCC Night Run - June:

The club's next night run for the year will be held on Friday 2 June, commencing at 7.30pm from the clubrooms. Ray Evans (the Club's night run expert) has offered to direct the event.

Remember that a third party extension is no longer required for competition in night runs.

JUNIOR CHALLENGE

Following the first event to count towards the 'Australian Rallysport News Junior Challenge' in Queensland, Ian Wright/Paul Young lead the pointscores in their Datsun 280Z.

The Shell Harlin Rally in Nanango attracted a capacity field and quite a few young competitors. Second spot was held by Mark Neary and Cameron Thompson in a Gemini, while third was taken by Trevor Sparks/Troy O'Doherty in another Z car and fourth place taken by Tony Morrison/Tony Best in the Suzuki Swift GTi (Hey, Besty's not a junior!!-Ed).

NEW COROLLA HOMOLOGATION

Toyota is working full steam ahead to homologate the local RV Seca 1.8 for rallying. The idea is to foster a one-make series in the mould of the Daihatsu Challenge, and with homologation the cars will be eligible for international events - a la Rally Oz.

The latest word is that the car will cost around \$18,000 to buy (that's about \$10k off list price) with the proviso that you enter the series and make every attempt to compete in every round.

Note that one of the contributing rounds is Peter Marcovich's C5 event in July!! Get yours now.

By the way Neal Bates Motorsport will sell you a competition 'kit' for the car to get it up and ready to rally, but you can prepare your own car to your own standard, of course.

FOR SALE:

The club's resident plumber Matt Simpson has some Escort bits for sale in an effort to clear out the Garage:

Escort Mk 1 bodyshell ('74) sandblasted and undercoated with all hanging panels - \$200

Full 8-point alloy roll cage with intrusion bars suit Mk 1 Escort plus sump-guard - \$450

2.0 litre modified engine built by Murray Coote complete with twin sidedraft webbers - \$1800

Group 1 twin downdraft webbers on Ford manifold, and RS exhaust manifold (all PRC eligible) - \$1300

Alloy bell-housing suit Ford gearbox - \$159

Bilstein 761 rear shocks suit turretted rear-end, 4 brand new and 2 used - \$250 the lot.

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CALENDER COMMENT!

Here it is at the end of April and this is one third of the way through the year.

We should therefore be approximately one third of the way through the rally calender, but we are nowhere near this.

At the end of 1994 it looked as if 1995 would be a busy year for rallying (1994 ended up not being a very busy year due to postponements or cancellations.)

Applications for rallies in 1995 sent in to CAMS included the following:

1. Keema Rallysprint, Keema Classic Rally and Keema Club Rally (all postponed from 1994).
2. One C10 ARC round (Yokohama Rally Queensland)
3. One C5 ARC round (to be run by Peter Marcovich)
4. Four QRC rounds, not including the two ARC's (Cooloola, Keema, Ipswich West Moreton and Gold Coast).
5. Four Clubman rounds not including some of the QRC rounds which would also carry Clubman points (Moby Vic's, Shell Harlin, Christian Autosports and Bailey Powerlines).
6. Five other rallies (Rally Connection Rally, Gold Coast Byrill Creek Rally, Gold Coast Fairymount Festival Rally, Keema Club Rally and AARG Newtown Rally.)
7. The possible event to be run by Northern Districts Sporting Car Club (Application to CAMS lost in the mail).
8. The four round Revolution Racegear Rallysprint Series.
9. A proposed four round rallysprint series run by Toowoomba

Auto Club.

10. The Keema Rallysprint.
11. A possible rallysprint at Gympie following the Cooloola QRC.
12. Five historic rallies.

Calculations show this to be a total of 34 events and this does not include the Mobil 1 Trial which starts and finishes in Queensland and will keep many Queensland competitors and officials busy for a while, nor does it include events in Gladstone, Rockhampton, Townsville etc.

So far what has happened in the first four months of 1995?? Two historic rallies have been held on their correct dates (It is good to see that the Historic Rally people have gotten their act together, but they appear to be the only ones.)

The 1994 Keema Classic Rally and Keema Club Rally (but not the rallysprint) were eventually held on the weekend of 4/5 February. The Moby Vic's Rally was held on March 5 which was a bit later than originally proposed. The Shell Harlin Rally was held on April 8.

The Cooloola Classic Rally, first round of the QRC originally planned to be in late February/early March has not yet been held and has either been postponed to a later date or cancelled completely for 1995.

The Rally Connection/Motor Show Rally also scheduled for February or March and usually held reasonably soon after the Motor Show and rally School has not yet been held and is also doubtful.



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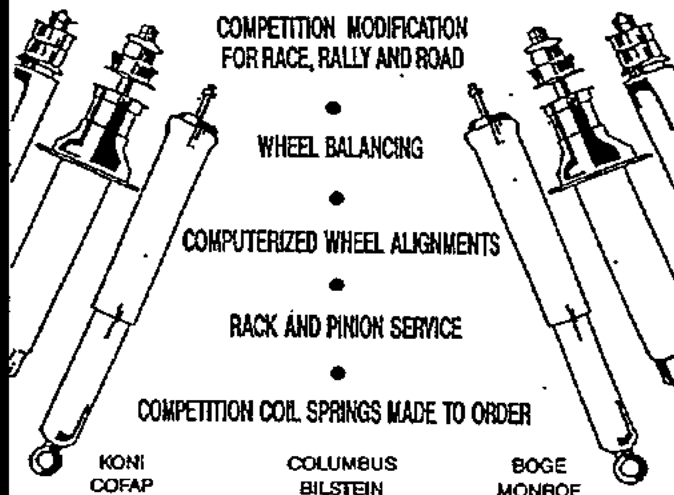
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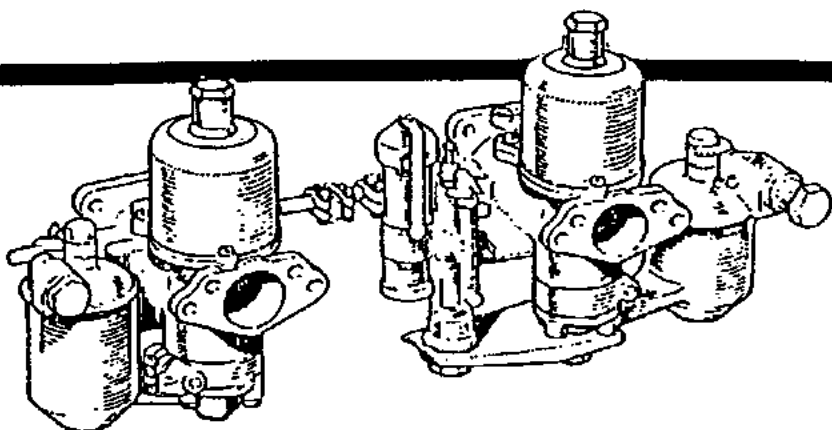
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The Toowoomba Auto Club Rallysprints, shown in the CAMS calender for the 19 March was not held.

The Christian Autosports Clubman Rally on the calender for April 29 has been postponed probably until May 13 (if CAMS approve the change).

The first round of the RRRR Rallysprint Series on the calender for May 7 has been postponed to a date yet to be announced.

This is not a very good record, and is it likely to improve in the next eight months??

Of the 34 events mentioned earlier, six have been run and won and it would appear that the Keema Rallysprint and the first Toowoomba rallysprint are definitely cancelled. This leaves 26 events in the next eight months. I would suspect that about five or six of these will not run at all for various reasons. This still leaves 20 which roughly represents an event every second weekend.

There are a large number of competitors who only compete in one or two types of event (eg. Historics, Clubman, rallysprints, Clubman and rallysprints only, QRC and ARC only), but it is still very unlikely that there are enough competitors and officials around to run 20 (or more) successful events between now and the end of the year. This does not count the considerable involvement by some people in the aforementioned Mobil 1 Trial.

CAMS does not really seem to care about this. Their attitude seems to be that anybody can apply for a permit to run an event, and provided their

paperwork is satisfactory they get it. The fact that there may be two events a week apart catering for the same group of competitors does not seem to worry them.

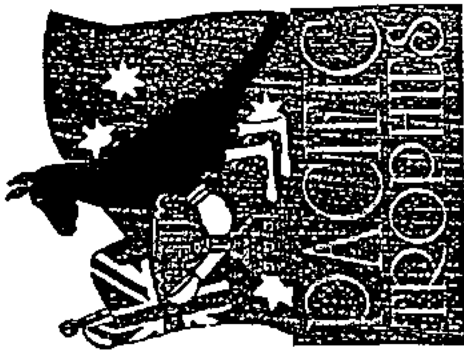
This is certainly one of the ways things can be done. In the long term it should allow the better events to survive and the others to fall by the wayside.

On the other hand some form of regulation may be better. Are there too many events? Who decides whether there are too many events, and if so which events should be run and which should not? If two clubs apply for events on the same weekend (or even one week apart) who makes the decision on which one has to change? (CAMS has already been accused of over-regulating the sport).

Two major problems appear to be the clubs that apply for dates on the calender with (almost) no intention of running the event, and clubs who plan an event with all good intention, but because of lack of manpower or experience do not have everything ready on time. (A third problem is the weather in Queensland. It may be too wet or too dry to run rallies but we just have to learn to live with this one.) Should penalties be applied to clubs who do the wrong thing? (Refer to previous comment about over-regulation by CAMS).

A lot of the problems that seem to have occurred this year could probably have been avoided with a bit of better planning. Rather than trying to assign any blame to anybody, we should have a good look at how things can be done better, and plan now for 1996.

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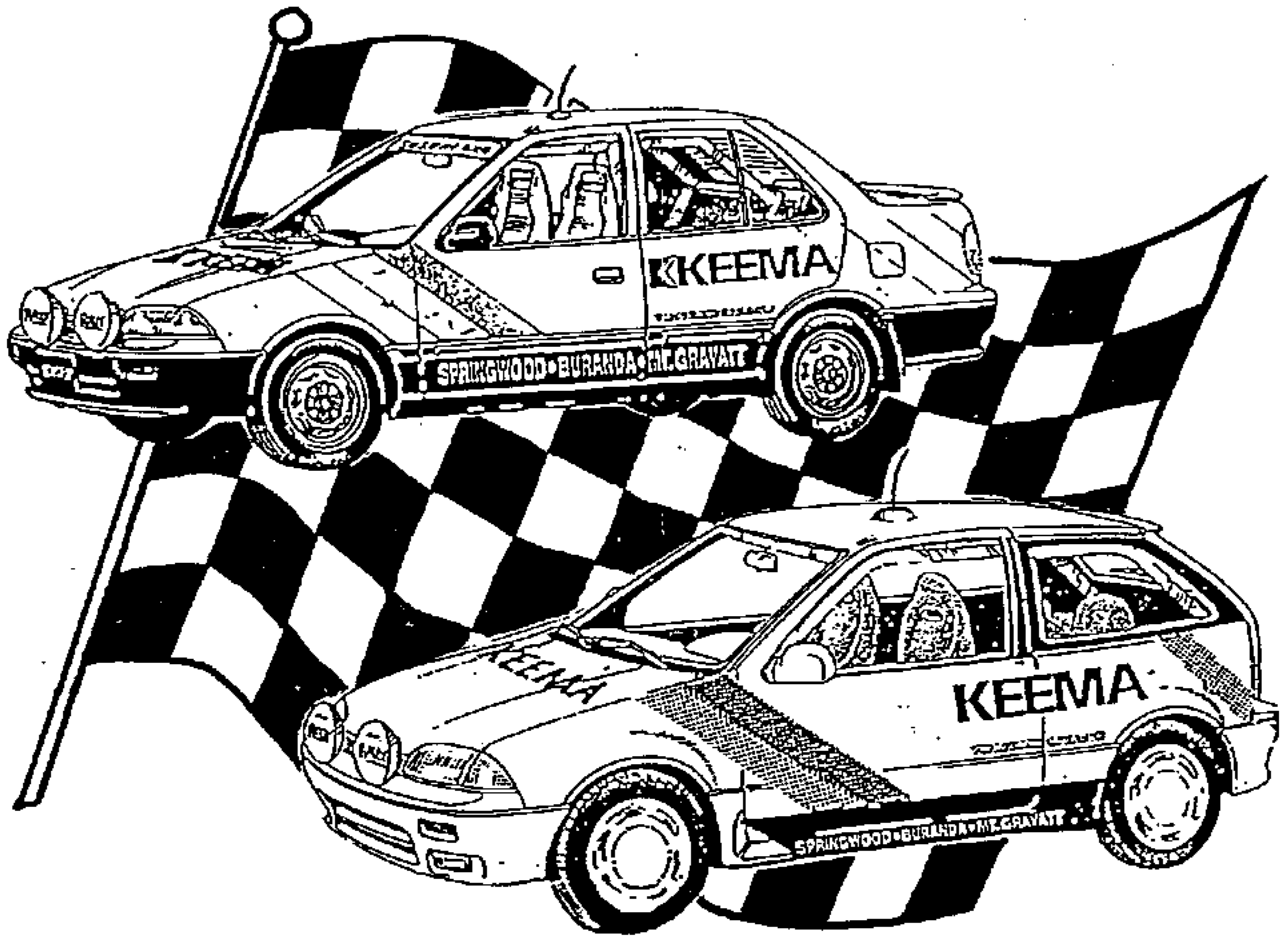
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