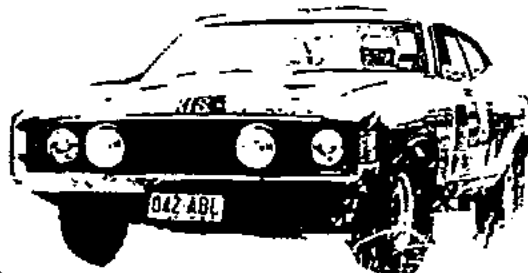


BRISPORT



THE MONTHLY MAGAZINE OF THE BRISBANE SPORTING CAR CLUB

1994 Rally Champion



1994
Speed Event
Champion



1994
Night Run
/Ladies
Champions



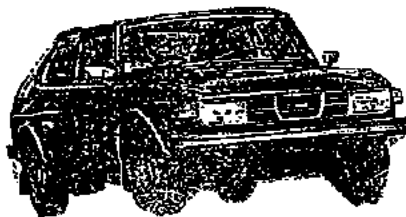
VIV GEES

1994
CLUB CHAMPION

RAY EVANS/
TRISH EVANS

BARRY
COOK

1994
Historic Champion



1994
Junior Champion



TONY BEST

1994
Off-Road
Champions

1994
Motorkhana
Champion

IAN FERGUSON

LEE EVANS



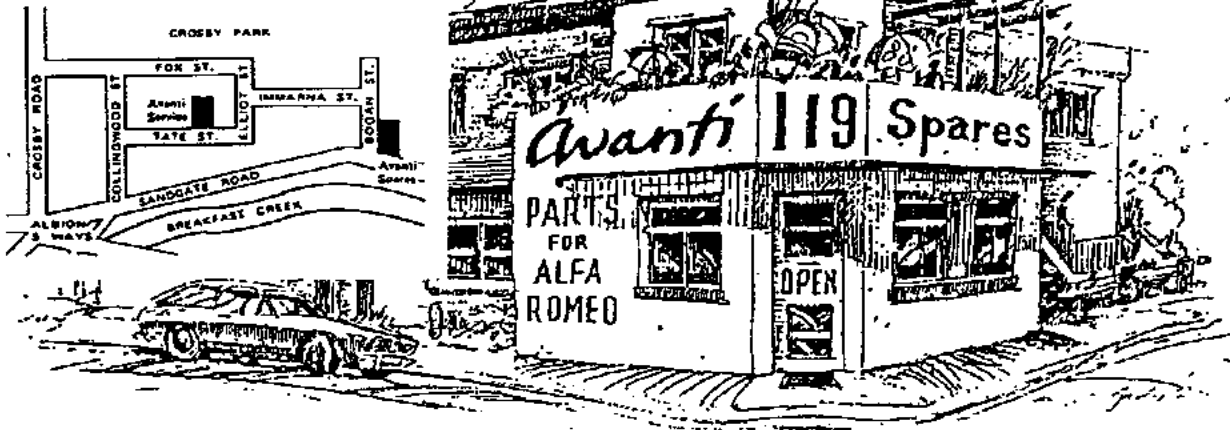
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Tom's Extremely Rushed Bit.

I must apologise but this has been thrown together at breakneck speed following the big 'Yokohama Rally Queensland' weekend.

I was busy for many hours in the leadup to the event working on getting some media coverage for the rally but as usual the local scene wasn't really interested.

The specialist media is always okay, but that's only 'cos I write for them any way but it's like pushing a jelly bean uphill with your private parts to get any coverage in Brisbane for a rally.

Nonetheless, the rally was perfectly on schedule all weekend but we had some computer gremlins which slowed down the provision of results somewhat.

I sat in the HQ all weekend and the race which unfolded between Guesty and Batesy was incredible on paper with stages being swapped all day.

In the end a slight off by Michael Guest lost him some time which may have lost him the event. A great fight-back gave him third outright behind the Toyota and Wayne Hoy/Alan Stean in the Falken Tyres Lancer.

Congratulations to all those finishers and commiseration to those who didn't quite make it.

Thanks to all of those people who contributed to the running of the event including Errol Bailey, Craig Porter and the team.

Without your commitment to rallying we wouldn't have this event each year.

The next big event in the news is the Mobil 1 Trial and again Craig Porter has been busy setting the route etc and organising bodies for jobs.

Please put your hand up to have a run if you are available. It will be a great opportunity to road block perhaps the biggest rally you'll ever see on these shores.

Remember with about 200 cars you'll be there for 5 hours of constant rallying.

Best wishes to all those members who are competing. I want for a run with Richard Anderson the other day in the new Alfa 75 and it's going to surprise a few people with it's power and reliability over such a long event.

I was fortunate enough to be invited to have a run with Supa-Tony in the Super-Chips Stages Clubman Rally the other weekend and had a great time. The Event was well structured and had an early finish at Benarkin which let us all get home to bed by a reasonable hour.

At the moment Ian Wright leads the ARN Junior Challenge which will be very hard fought over the next two rounds.

Good luck to all and remember the prize of the run at Canberra.

The next round is the pace-noted event run by Pete Marcovich on July 22.

Thanks to all the contributors who have provided something for this mag including the ever-reliable Historic guys. I believe our Pres. Achmed Bates was down at the 6 day Mountain rally with Historic wiz Ian Ferguson and should have some stories to tell when he returns.

Remember the first round of the RRRR rallysprint Series will unfold on June 18, the week after the start of the Mobil 1 Trial so get your grunterns out and head to Beerburrum. I think Tony Best is looking for a different set of roads and a capacity field is required.

I hope you enjoy this month's magazine and I will provide a more detailed analysis of Yokohama Rally Queensland in the next issue.

Thank you to Yokohama for once again sponsoring the event.



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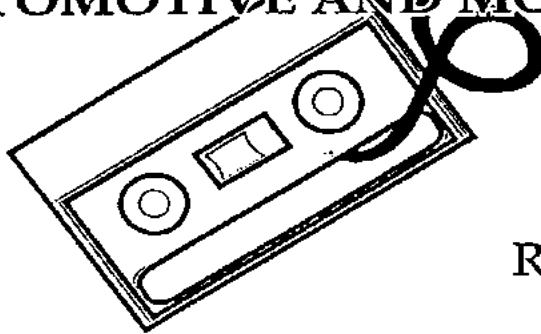
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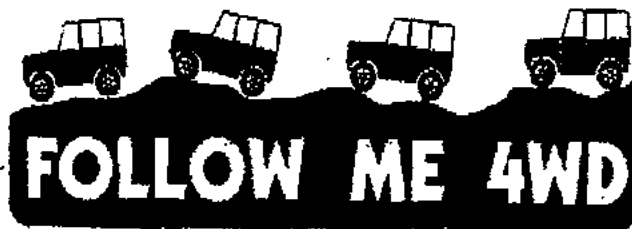
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HOLDEN SPORTING CAR CLUB INTERCLUB MOTORKHANA CHALLENGE

The Holden Sporting Car Club has run the first two rounds of the 1995 Interclub Motorkhana Challenge at the old Brisbane airport and the remaining dates are as follows:-
Round 3 - July 2, Round 4 - August 6, Round 5 - September 17, Round 6 - October 22.

Put in in your diaries (with everything else!!)

Fire Extinguishers in Rally Cars

CAMS National Office advise the following:-

With the exception of international rallies, all rally cars in all categories, including Group A and Group N, require fire extinguishers that comply with Schedule H, paragraph 3(i), page 6-14 and Schedule R, paragraph 10, page 10-50 of the 1995 CAMS Manual of Motor Sport;

"A fire extinguisher complying with AS 1841, AS 1846 or AS 1848, of at least 900g capacity, must be properly fitted in a suitable location".

THE MOBIL 1 TRIAL

This will be an exciting event which should re-introduce rallying to many people around the country, if for no other reason than Peter Brock is in the Mobil 1 Trial.

The field of some 200 entrants (in the Trial and the Challenge) will be covering 19,000 kilometres in twenty days from the start in Brisbane to the big finish at the Gold Coast (in Jupiter's Casino, I think)

The rally goes through Sydney, Melbourne, Adelaide, Alice Springs, Kalgoorlie, Perth, Broome, Darwin, Mount Isa, Townsville, and Brisbane again before the finish.

Essentially car clubs from each area have the responsibility of organising stages and the BSCC is no different. (See 'Coming Events')

A number of BSCC members have entered the event and our best wishes go out to all of them for a safe trip and a good result. An update on the event will be featured next month with a fuller report in the July issue.

CONTINUING A TRADITION OF ADVENTURE



ROUND AUSTRALIA '95
Mobil  Trial
JUNE 13 - JULY 2, 1995



Other Bits of Relevant Information

Motoring Heritage Day 1995

The Leukemia Foundation of Queensland has advised that it is holding it's annual Motoring Heritage Day on Sunday July 2.

The date has been changed from that previously advised (12 March). There is a nomination form on the notice board at the Clubroom.

Rally OZ - New Name

In line with it's international trading name Telecom has requested the organisers of Rally Australia to change the event name to 'TELSTRA RALLY AUSTRALIA'.

Once again the country's largest rally event is expected to draw a top field with entrants from all works teams. The date of the event this year is September 15-18.

GROUP 'O'???

The CAMS National office has distributed a 'discussion paper' on a proposed new class of rallying to be called Group O. This class is aimed at lower level rallying and is hoped to provide a new line of interest in the sport.

Basically Group O is the PRC car with some engine freedoms, which means that a replacement engine may be put into the car from the same manufacturer with the same number of cylinders.

This does not include four wheel drive or turbo-charged cars.

The discussion paper invites comments from rallyists far and wide on the implications of the new formula and suggestions as to car eligibility and other rules.

Any suggestions should be forwarded to the CAMS National Office for the attention of Rally Manager Trevor Fry.

There is a copy of the 'discussion paper' on the Notice Board for those who haven't seen it.

Breaches of Stage Security on Rallies

The National Office has distributed a letter to all organisers regarding the importance of special stage security, i.e. no intrusion by locals or spectators etc. The letter is signed by CAMS president David Tait and is re-produced below:-

Dear Rally Organiser

I am writing to you in capacity as President of the Confederation of Australian Motor Sport in order to seek your commitment to ensuring the future of rallying, in its current form, in this country.

You are no doubt aware that there have been a number of events conducted in recent times at which breaches of stage security have been reported to the Confederation.

I must emphasise to you that the Confederation will not tolerate an event organisation structure that permits such breaches of security.

The ramifications for all concerned are enormous. In particular, the effect on organisers and especially the Clerk of Course, would be very significant.

The Chairman and members of the National Rally Committee will be closely monitoring the manner in which special stages are closed to public access.

Whilst the Confederation acknowledges the enormous efforts that must go into organising a special stage rally these days, there must simply be no margin for error in the planning of your special stage security.

I am sure that the National Rally Committee would look seriously at downgrading the status of any event that is found to be negligent or irresponsible in this area.

Coming Events

Mobil 1 Trial

This event starts on Tuesday 13 June and finishes on Sunday 2 July.

On Monday 12 June, (the Queen's Birthday holiday), the competing vehicles will be assembled and parked in the central city area. Club members will be needed to assist with marshalling from 7.30 am onwards. Help will also be needed on Tuesday 13 June when the event starts. Tony Slattery is looking after this part of the event, and anybody wishing to help should contact him or Esme at the club.

On Saturday July 1 Craig Porter and Pat Hetherman are organising 10 special stages between Gympie and the Gold Coast.

These will be at places such as Glastonbury, Elginvale, Gallangowan, Bellthorpe, Mt Mee, D'Aguilar, and Nerang. Stage Commanders have been found for all stages but control and roadblock officials are still required, the earliest being at 7.30 am at Gympie.

There will be no provision for spectators on competitive sections on this part of the event, so the only way to watch the cars running competitively is by volunteering to be a roadblock official. If you are available to help please let Esme know. It appears that the Mobil 1 Trial will be the last round Australia event of it's type ever to be run, so to be involved in the event is almost a once in a lifetime opportunity.

The first competitors will also be arriving at Queensland Place near the Carlton Crest Hotel from 5.00pm on Saturday, but the only way of seeing any real action will be on a roadblock.

Next Night Run

The next Club Night Run will be held on Friday 2 June. It will commence from the Clubrooms at 7.30pm and will be organised by Ray Evans who is well known for setting very good events.

The night runs have become more popular since the change to Friday nights, and don't forget that a Third Party Insurance Extension is no longer necessary for competition in night runs.

Australian Hillclimb Championships

The Australian Hillclimb Championship is held in Queensland approximately every four years, and this year will be at Mount Cotton on Sunday 4 June, with practice on the 2nd and 3rd June.

The top Hillclimb cars and drivers will be here for the weekend. To compete in this event, a Restricted Licence is required and further information can be obtained from Joan Appleby on 857 1561.

Byrriil Creek Rally

This event is to run by the Gold Coast Tweed Motorsporting Club on Sunday 11 June, commencing at 6.00pm and covering a distance of approximately 60 kilometres.

It will be using the forestry areas just over the NSW border, with Rally HQ at the Byrriil Creek camping ground just south-west of Mount Warning. Part of the route will be re-used in the Mobil 1 Trial on Tuesday 13 June.

Scrutineering will be at the Gold Coast on Thursday 8 June and on Saturday 10 June the club will be conducting a training run for competitors who want to get there early.

Further information can be obtained from the Director Gary Hewson who can be contacted on 018 768 642.

First Round of the RRRR Ralysprint Series

Reg and Jan Tomkinson of Revolution Racegear are again sponsoring the RRRR Ralysprint Series for 1995 and the belated first round is to be held on Sunday 18 June at Beerburum Forest.

Competitors briefing is at 10.00am with the event starting at 10.30 am. The event consists of 20 kilometres of competitive roads (two 5 km sections, each run twice) with two reconnaissance runs before the timed competitive runs. Scrutiny is on the Saturday morning at Revolution Racegear Road and Race Spare Parts.

Supplementary Regulations have been printed and are available from the Clubrooms. Anybody wishing to help should contact Esme.

Motorkhanas

There will not be a motorkhana in June as the third Sunday in June is the date for the ralysprint. The next motorkhana will be on Sunday 16 July and motorkhana enthusiasts with a car built in 1975 or earlier are welcome to enter the Classic Driving Trials.

Classic Driving Trials

The Classic Driving Trials are on again this year. They proved to be very popular when first run last year, and the same organising committee is doing it again.

The main change this year is from a bitumen to grass surface. The venue is the Mobil Service Station at Commera and the date is Saturday 24 June.

The event consists of a number of motorkhana-style tests, the main difference from a conventional motorkhana being that a crew of two (driver and navigator) is required.

The navigator is just as important as the driver and last year navigators had to start and stop the timing clocks, help change wheels, pick up golf balls, open and close gates etc. This year some of the tests will be the same as last year, and the organisers have also come up with some new ones.

Any car built before the end of 1975 is eligible to enter, and model run-ons are accepted. A large number of the vehicles at present competing in rallies and motorkhanas would therefore be eligible.

The sponsor is Refrigeration Parts (Old) Pty Ltd. As well as supplying the trophies, they will be providing the lunch for all competitors.

Golf Day

Berenice Linton organised a very successful Golf Day last year and has another one planned for Sunday 25 June. It will be held at the Indooroopilly Golf Club, commencing at 9.15 am and anybody who wishes to play should nominate as soon as possible.

Berenice can be contacted on 208 4971 (a/h).

MG Club Night Run

The MG Club has a night run planned for Friday 7 July, which is the first Friday of the month and our usual date, so we have decided to support their event than run in opposition.

The event starts at 7.30 pm from their Clubrooms at 9 Nash St Rosalie.



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Car Entrant	Driver	Navigator	Class	Opening	Wallyby Ch	Sandy	Rocky	DIV 1	Railway	Openings 2	Wallyby	Finals	Total	Late Time	Class	Out	ARN	GDM
1	John Spencer	Charlie Campbell	1B	Retired	0:08:37	0:12:56	0:17:08	0:45:36	0:06:13	0:08:16	0:15:56	0:03:37	1:19:21	0:01:00	2	10		
2	Robert Bekker	Tom Wilson	3	0:12:15	0:08:37	0:12:56	0:17:08	0:45:36	0:06:13	0:08:16	0:15:56	0:03:37	1:19:21	0:01:00	2	10		
3	Alan Jones	Lance Jones	3	0:10:49	0:08:09	0:11:47	0:11:25	0:42:10	0:05:16	0:07:38	0:14:51	0:03:44	1:14:39	0:01:00	1	1		
4	Wayne Appleyard	Anthony McLoughlin	1B	0:11:02	Retired													
5	Concrete Queensland	Ben Peters	1B	0:11:06	Retired													
6	Hyper Cars	Simon Lake	3	0:11:06	Retired													
7		Simon Lake	3	0:11:06	Retired													
8		Simon Lake	3	0:11:06	Retired													
9	Christina Antosport CI	Tom Smith	1B	0:11:08	0:08:45	0:12:29	0:13:44	0:45:10	0:06:03	0:08:07	0:15:48	0:03:46	1:18:54	0:00:00	1	7	4	
10	The Rally Connection	Ben Watrous	2A	0:11:17	0:08:22	0:12:12	0:11:55	0:43:46	0:06:04	0:08:04	0:15:38	0:03:44	1:17:16	0:00:00	1	5	3	
11		Craig Molo	2A	0:11:22	0:08:50	0:12:50	0:12:50	0:45:52	0:06:10	0:08:23	0:15:44	0:03:47	1:19:56	0:00:00	3	12		
12	Kerena Shandi	Greg Tibble	3	0:11:23	0:08:43	0:12:24	0:12:22	0:45:52	0:05:45	0:08:40	0:15:11	0:03:45	1:15:34	0:00:00	3	4	2	
13	Christina Antosport CI	Paul Young	2B	0:11:24	0:08:17	0:11:59	0:11:20	0:45:52	0:06:14	0:08:44	0:16:10	0:03:45	1:15:49	0:00:00	10	25	7	
14		Darren Gardner	1B	0:11:40	0:08:54	0:17:51	0:12:22	0:45:52	0:06:14	0:08:44	0:16:10	0:03:45	1:15:49	0:00:00	10	25	7	
15		Mark Neasy	2A	0:11:22	Retired													
16		Michael Johnson	2A	0:11:17	0:07:52	0:12:56	0:12:56	0:45:13	0:06:21	0:08:45	0:15:22	0:03:58	1:21:42	0:00:00	16	32	11	
17		Michael Johnson	2B	0:09:50	0:08:15	0:12:20	0:14:59	0:45:36	Retired									
18		Alan Stean	2B	0:11:28	0:08:44	0:12:57	0:12:10	0:45:19	0:06:06	0:08:39	0:15:57	0:03:51	1:19:52	0:01:00	2	11		
19		Tom O'Doherty	2B	0:11:00	0:08:21	0:12:08	0:11:47	0:43:16	0:03:45	0:07:52	0:14:38	0:03:54	1:15:06	0:00:00	2	3	1	
20	Competitive Drivers C	Troy King	2B	0:13:45	0:08:16	0:19:40	Retired											
21	Jason G M	Peter Lockhart	3	0:12:07	0:08:30	0:12:51	0:12:59	0:46:17	0:06:19	0:09:04	0:16:22	0:03:51	1:21:54	0:00:00	4	15		
22		Kevin Deblin	1B	0:11:49	0:09:05	0:13:01	0:12:34	0:46:29	0:06:21	0:09:05	0:16:25	0:04:06	1:22:26	0:00:00	5	16		
23		Wayne Jobanjan	2A	0:11:16	0:08:47	0:12:34	0:12:21	0:44:58	0:06:15	0:08:07	0:15:53	0:04:06	1:20:21	0:12:07	5	33		
24	The Rally Connection	Adam Singleton	1B	0:11:29	0:08:51	0:12:41	0:12:23	0:45:24	0:06:31	0:08:37	0:15:48	0:04:06	1:20:32	0:01:00	4	14		
25		Michael McKay	2A	0:11:51	0:09:05	0:13:14	0:12:58	0:47:01	0:05:46	0:09:58	0:16:20	0:04:05	1:23:17	0:00:00	3	20		
26		Mark Harris	1B	0:12:38	0:09:32	0:13:35	0:13:32	0:49:07	0:07:09	0:09:21	Retired							
27		David Walsh	1B	0:12:00	0:09:00	0:12:59	0:12:38	0:46:27	0:06:47	0:09:00	0:15:37	0:04:11	1:22:32	0:01:00	6	17		
28		John Rutch	1B	0:12:23	0:09:33	0:13:34	0:13:11	0:47:33	0:07:22	0:09:17	Retired							
29		John Vandenbeld	1B	0:11:49	0:08:22	0:12:31	0:11:49	0:44:14	0:06:33	0:08:47	0:15:24	0:04:12	1:24:54	0:01:00	9	23	6	
30		John Stuttery	1B	0:11:22	0:08:22	0:12:31	0:11:49	0:44:14	0:06:33	0:08:47	0:15:24	0:04:12	1:24:54	0:01:00	9	23	3	
31		Paul Bishop	2B	0:11:23	0:09:03	0:12:31	0:11:49	0:44:14	0:06:33	0:08:47	0:15:24	0:04:12	1:24:54	0:01:00	9	23	3	
32		Steve Hole	1B	0:11:36	0:09:07	0:14:17	0:12:40	0:47:10	0:06:57	0:09:04	0:16:46	0:04:14	1:26:24	0:01:00	7	29		
33	Gold Coast Tweed M S	Paul Pyrasara	1B	0:11:32	0:09:15	0:12:45	0:12:50	0:46:32	0:06:48	0:09:04	0:16:46	0:04:14	1:26:24	0:01:00	7	29		
34		John Hayden	1B	0:11:32	0:08:57	0:13:07	0:12:52	0:45:55	0:07:26	0:09:06	0:16:13	0:03:48	1:23:33	0:00:26	5	18		
35		Richard Galley	1B	0:12:01	0:09:20	0:13:30	0:13:41	0:48:32	0:07:14	0:09:10	0:16:57	0:04:06	1:25:59	0:01:14	11	24		
36		David Gardner	1B	0:12:15	0:09:07	0:13:17	0:13:00	0:47:48	0:07:21	0:09:23	0:17:29	0:04:09	1:26:10	0:00:21	12	27		
37		Greg Wright	1B	0:12:27	0:09:36	0:13:32	0:13:22	0:49:02	0:07:15	0:09:17	0:16:53	0:04:10	1:26:35	0:01:13	14	30		
38	Withdrawn	Michael Schoen	1A	DNS														
39		Shane Green	1A	DNS														
40		Michael McNeil	1A	DNS														
41		Murray Baumann	2A	0:12:14	0:09:21	0:13:27	0:13:10	0:48:22	0:06:53	0:09:00	0:16:28	0:04:02	1:24:55	0:01:00	6	24		
42		Darren Thompson	2B	0:12:10	0:09:21	0:13:42	0:13:33	0:48:46	0:06:53	0:09:22	0:17:18	0:04:14	1:25:01	0:01:21	15	31		
43		Jeff Rogers	1A	0:13:16	0:10:09	0:14:31	0:14:19	0:52:14	0:07:42	0:11:17	0:19:12	0:04:45	1:33:10	0:01:59	1	34		
44		Mark Griffin	1B	0:13:14	0:09:34	0:14:23	0:13:06	0:50:06	0:07:52	0:11:34	0:16:54	0:04:44	1:32:53	0:04:44	1	34		
45		Scott Griffin	1B	0:13:21	0:09:34	0:14:23	0:13:06	0:50:06	0:07:52	0:11:34	0:16:54	0:04:44	1:32:53	0:04:44	1	34		
46		Kevin Groves	2A	0:13:22	0:09:36	0:14:20	0:14:36	0:55:06	0:07:52	0:10:09	0:18:12	0:04:21	1:39:20	0:00:41	17	35		
47		Kevin Groves	2A	0:13:22	0:09:36	0:14:20	0:14:36	0:55:06	0:07:52	0:10:09	0:18:12	0:04:21	1:39:20	0:00:41	17	35		
48		Bradley Forrest	2B	0:13:17	0:09:36	0:14:20	0:14:36	0:55:06	0:07:52	0:10:09	0:18:12	0:04:21	1:39:20	0:00:41	17	35		
49		Bradley Forrest	2A	0:13:17	0:09:36	0:14:20	0:14:36	0:55:06	0:07:52	0:10:09	0:18:12	0:04:21	1:39:20	0:00:41	17	35		
50		Alan Porter	1B	0:12:14	0:09:17	0:13:40	0:13:44	0:49:45	0:06:58	0:09:01	0:16:44	0:03:58	1:26:26	0:00:00	4	13		
51		Alan Porter	2B	0:13:13	0:11:40	0:16:16	0:15:54	0:52:03	0:07:43	0:10:19	0:17:19	0:04:25	1:38:49	0:01:02	8	36		

BAZZA'S KART-MANIA

Some of you may recall that I ran an article in February's magazine calling for interest in a Kart Championship that I was interested in organising.

Well, I didn't get a single call 'cos my phone number was spelt wrongly, and the mistook was never Pat White till now.

But now I have 10 names on a list. Now the final date for nominations to run in this six round series is Tuesday 6 June. You can ring me on 862 4668 from 9.00am to 3.00pm to register.

Dates for the 6 rounds are all Friday evenings:

Round 1	9 June 1995
Round 2	30 June 1995
Round 3	7 July 1995
Round 4	28 July 1995
Round 5	4 August 1995
Round 6	25 August 1995

The Series will be held at Lee Karts, Cnr Ipswich Road and Suscatand St Rocklea.

Points will be based on F1 system and 1 bonus point for each person who starts each round, i.e. 1st 10pts, 2nd 6 pts, 3rd 4pts, 4th 3 pts, 5th 2 pts, 6th 1 pt.

A meeting will consist of a number of heats and a final. Each heat will have four drivers only, a sort of elimination contest. Points scoring will be handles by Lee Karts personnel

Cost of each round will be \$30.00 -- now that's cheap to have as nearly as much fun with yer clothes off.

A BBQ with be put on after round 6 and Presentation of trophies to round 6 winners 1st - 3rd and presentation of trophy to overall champion.

The track will be changed from one meeting to next so that no one person has an advantage of driving over a familiar circuit.

So who is up for this one??? Give me a call!

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B.S.C.C. Championships

In the magazine each month you will find an up to date list of point scores for the Club Championship.

There will be six separate championships, as well as an overall Club Championship, Ladies Championship, and Junior Championship. The six series will be Historic, Motorkhana, Night Run, Off Road (Long Course), Rally and Speed Event (Off Road Short Course and Rallysprints).

Points may be scored in all B.S.C.C. organised events both open and closed. Points will be allocated in each event only to members who are financial at the time (i.e. to those who have paid their membership subscription at the time of the event). In all events, points will be awarded according to club members' results only (e.g. if a B.S.C.C. member comes 17th outright in an event but this is the best result for a club member, that competitor will receive the points for first place, and so on).

Points for the various types of events will be allotted in the following way: 11 points for the winner (remembering that "winner" means best B.S.C.C. result), 10 points for second, etc., down to 2 points for tenth and 1 point for all B.S.C.C. finishers thereafter. In all events only outright results will be considered, not class placings.

In the case of a tie (e.g. for third place), both competitors will receive nine points for third place, the next best results will be allotted seven points for fifth place.

Up to two organisers of each event will each receive nine points for their efforts (excluding motorkhanas when only one organiser will be eligible to receive nine points) however these points can only be gained on two occasions per type of event.

Finally, the top ten place-getters in each of the six types of events will receive a points allocation of 11, 10, 9, 8, etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive 1 point each. It is this total which will determine the Club Championship.

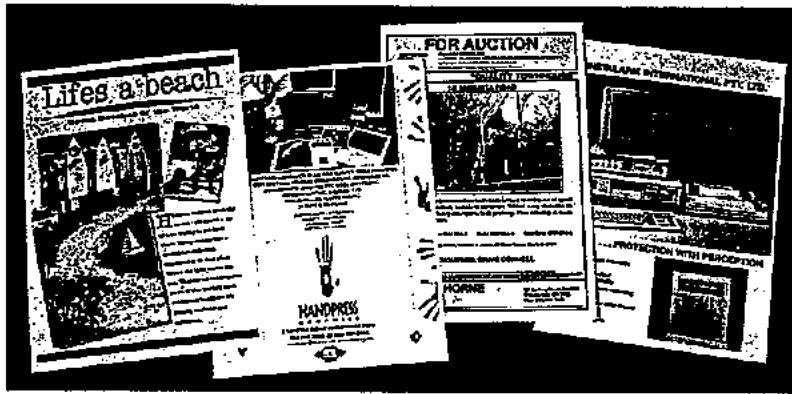
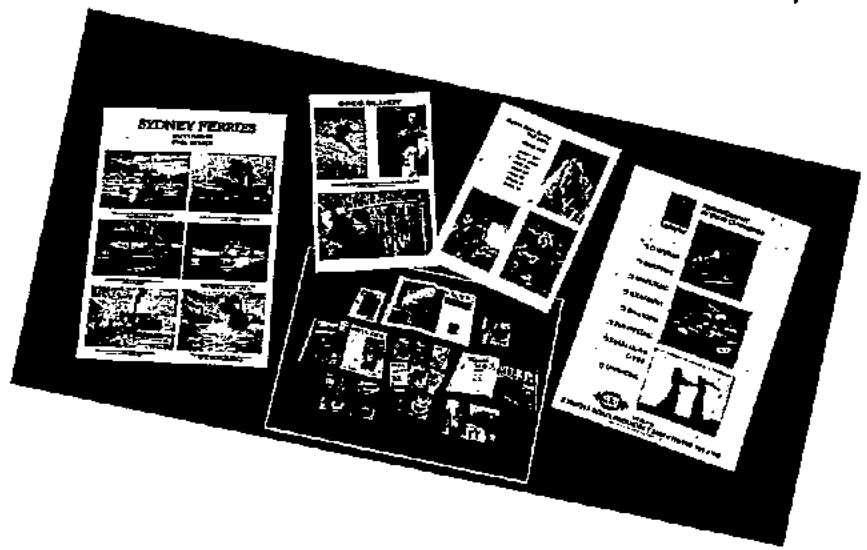
The Ladies Championship and the Junior Championship (competitors up to 17 years of age) will be scored on a similar basis to the respective types of championships (e.g. rally, speed, etc.) but needless to say only lady and junior members respectively will be eligible. Points allocated to persons eligible for Ladies and Junior Championships shall not be counted toward the Club Championship.

Del Garbett (808 1538 home, 018 076768 work, 3 Lenner Street, Slacks Creek 4127) has volunteered her services as Registrar again this year and organisers of all club events are asked to provide Del with a copy of the results as soon as possible after the results are compiled to ensure that the pointscores are always as up to date as possible.

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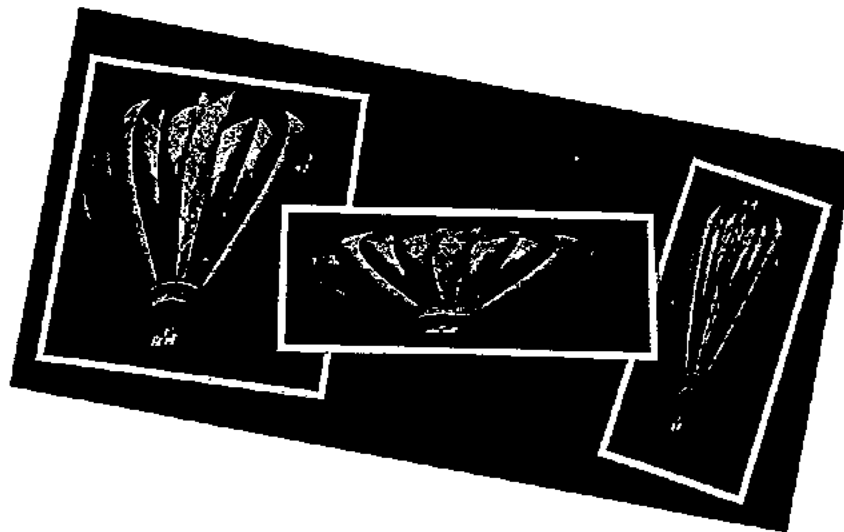
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CLUB C/SHIPS

at 01/05/95

POSITION	NAME	H	M	N	Q	R	S	TOTAL
01	TONY BEST	11		11				22
02	TONY SLATTERY	08		09				17
	DEBBIE DAVIES	08		09				17
04	GEOFF STANAWAY		11	02				13
05	ALAN CLUNES			11				11
06	PETER SMITH	10						10
	PETER WHALLEY	10						10
	MICHAEL HOCKING		10					10
	TONY PATON		05	05				10
	KEN WARREN		04	06				10
11	ANDREW VAN SLOBBE		09					09
	MARK PEARCE		09					09
	GRANT HARVEY			09				09
14	IAN FERGUSON	08						08
15	ANDREW PEARCE		07					07
16	PAUL VAN SLOBBE		06					06
17	KEN PHILP	05						05
	TONY GALLETLY	05						05
19	LEE EVANS		04					04
	ED FREUDENBERG			04				04
	JOHN MCPHAIL			04				04
22	ALAN STEAN	03						03
	MALCOLM GIBB	03						03
	BARRY GOODWIN	03						03
25	RON VAN OPSTAL		02					02
	KAREN STANAWAY			02				02
	NEIL THYER			02				02
28	DAVID BURNETT	01						01
	DAVID GILBERT	01						01
	MURRAY COX	01						01
	RICHARD GROVES	01						01
	TONY PERRET	01						01
	ALAN BATES	01						01
	ALAN LAX	01						01
	SUSAN LAX	01						01
	DAVID OWEN	01						01
	ANDREW OWEN	01						01
	KELVIN TAYLOR			01				01
	LISA JONES			01				01
	MARK CARBINE			01				01
	IAN FERGUSON			01				01
	LORRAINE BEST			01				01

NIGHT RUN C/SHIPS

at 1/05/95

POSITION	NAME	MAR	APR	TOTAL
01	ALAN CLUNES	11	11	22
	TONY BEST	11	11	22
03	DEBBIE DAVIES	09	11	20
	TONY SLATTERY	09	11	20
	GRANT HARVEY	09	11	20
06	KEN WARREN	09	09	18
07	TONY PATON	06	11	17
08	ED FREUDENBERG	11		11
	JOHN MCPHAIL	11		11
10	GEOFF STANAWAY	09		09
	KAREN STANAWAY	09		09
	NEIL THYER	09		09
13	KELVIN TAYLOR	04	04	08
14	LISA JONES	06		06
15	MARK CARBINE		05	05
	IAN FERGUSON	05		05
	LORRAINE BEST	05		05

LADIES C/SHIPS

at 01/05/95

POSITION	NAME	H	M	N	Q	R	S	TOTAL
01	DEBBIE DAVIES	11		11				22
02	SUSAN LAX	10						10
04	KAREN STANAWAY			10				10
04	LISA JONES			09				09
05	LORRAINE BEST			08				08

HISTORIC TOURING ASSEMBLY C/SHIPS

at 01/05/95

POSITION	NAME	MAR	APRIL	TOTAL
01	TONY BEST	09	11	20
02	PETER SMITH	10	09	19
	PETER WHALLEY	10	09	19
04	IAN FERGUSON	11	05	17
	TONY SLATTERY	09	08	17
	DEBBIE DAVIES	09	08	17
07	KEN PHILP	05	07	12
	TONY GALLETLY	05	07	12
09	ALAN STEAN	11		11
	MALCOLM GIBB	07	04	11
	BARRY GOODWIN	06	05	11
12	DAVE BURNETT		10	10
	DAVID GILBERT		10	10
14	MURRAY COX	09		09
15	RICHARD GROVES	08		08
16	TONY PERRET	06		06
	ALAN BATES		06	06
18	ALAN LAX	04		04
	SUSAN LAX	04		04
20	DAVID OWEN	03		03
	ANDREW OWEN	03		03

JUNIOR C/SHIPS

at 01/05/95

POSITION	NAME	H	M	N	Q	R	S	TOTAL
01	ANDREW PEARCE		11					11
02	LEE EVANS		10					10

MOTORKHANA C/SHIPS

at 01/05/95

POSITION	NAME	FEB	MAR	TOTAL
01	GEOFF STANAWAY	10	09	19
02	MICHAEL HOCKING	08	10	18
03	MARK PEARCE	09	07	16
	ANDREW VAN SLOBBE	05	11	16
05	ANDREW PEARCE	05	09	15
06	PAUL VAN SLOBBE	04	09	12
07	TONY PATON	11		11
08	KEN WARREN	09		09
09	LEE EVANS	03	06	09
10	RON VAN OPSTAL	07		07

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Historic Rally Car Profile TOYOTA CORONA 1600S

The historic rallies organised by dedicated enthusiasts within the historic rally group invariably result in an interesting collection of mature age four wheelers being stirred out of hibernation. Many of them, including their vintage crews, appear to have had a past they would rather forget while others seem to have been through some sort of reincarnation and glisten with paint, power and pride. But all of them certainly have something interesting to say, perhaps about the breed or maybe the actual car.

With this in mind it seemed a good idea to invite owners to get with some historic research and come up with the history of YOUR mechanical achilles heel. Having recently gone through this challenging exercise to justify a place in the lineup for 1995 Mountain Rally I thought I'd start the wheels rolling and air the dirty seat covers on one of the cars in the "ho hum" category, namely my Toyota Corona 1600 S.

Now it's unlikely that an old four door Corona sedan would be considered a "Collector or Classic Car" by ANYONE. But mostly NO ONE (outside the BSCC) will ever have seen a 1600 S or know anything about them. Before you start falling apart with mirth, this little car, that looks very much like the common garden variety "shovel nose" Corona of the mid and late sixties, had to be one of Toyota's best Q cars and was Japan's first attempt at a "sports sedan".

Whereas the garden variety shopping trolley model was built in Australia and came blessed with a 74 BHP motor, three "on the tree" plus the usual drum brakes all round, the 1600 S was imported from Japan and endowed with a larger capacity (1597 cc) high compression (9.3:1) motor with bigger valves, domed pistons, mild cam, twin SU type carbies, poor boy extractors and was fitted with bigger diameter and wider wheels with disc brakes up front and finned alloy drums at the rear. Oh yes - those "discs up front" happen to be the very same Dunlops used to stop the Jaguars and Daimlers of that era!

A genuine 105 MPH plus sedan from Japan wasn't at all bad in the mid sixties. But very few, estimated at less than 70 (including two door coupes that had identical mechanicals), were brought into the country compared with the swarms of thousands, rare as chicken feathers, drum-braked variety that were locally built and now lay rusting in wrecking yards from coast to coast.



Those of you that are really historic and can remember when our brave tin top racing men were boys and chased each other up and down Mount Panorama in cars that came straight off the showroom floor, piddly drum brakes and all, might recall that it is now thirty years since the first Japanese assault on that mighty mountain. T'was the Armstrong 500 of 1965 when three Toyota Coronas lined up on the grid and finished the day in positions 2, 3 and 4 in Class B. And these were only the common garden variety Corona!



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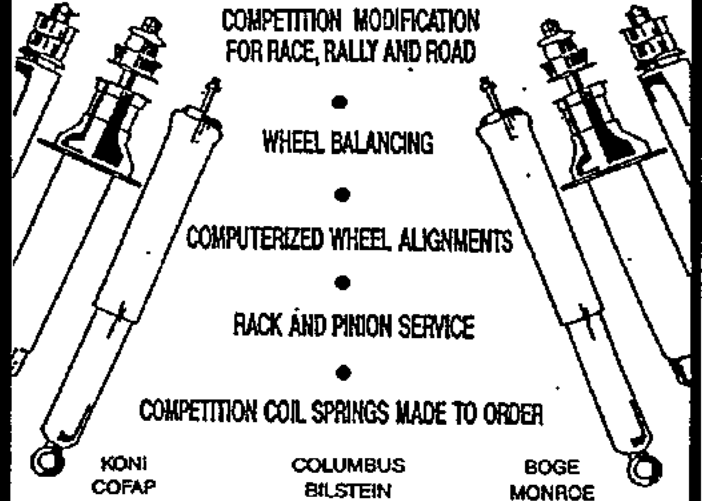
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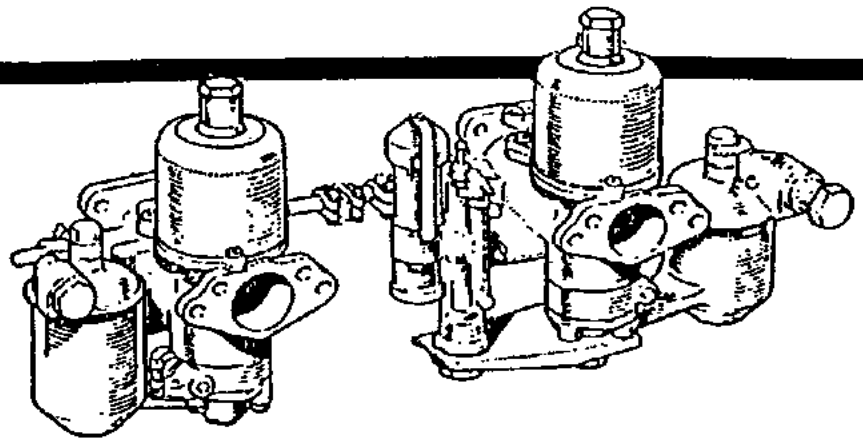
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Not enough of the 1600 S were ever imported to comply with the homologation rule requiring 250 identical units otherwise the chicken may have squawked earlier. As it was those Cortina lookalikes (the GT 500's) ran the feathers off the other ranks.

But enough of the general history and on with the rather inglorious past of this particular car. Purchased from Australian Motor Industries (AMI) in Melbourne for the then princely sum of \$2725 - almost twice the price of the garden variety - this car was registered by no less than the Chief Commissioner of Police on 18th November 1966. After payment of the \$25.25 registration fee, the little white car with the black upholstery was fitted with Victorian plates JPH-133. These plates were to remain with the car until its unfortunate demise in mid 1981 when the lady owner was taking the winter airs in the Gippsland area of eastern Victoria. A few kilometres east of Warragul, the car ground to an ignominious halt.

It was towed back to the local Toyota dealer at Warragul where it was diagnosed as having had a complete heart seizure owing to lack of water. No red idiot lights in this car! The motor was completely rebuilt but the lady never returned. Some cars do this to otherwise sane people!

For nigh on eight years the car sat forlornly gathering dust in the back corner of the workshop. Late in 1988 enough was enough! The motor and gearbox were removed and the bodily remains taken to the local wreckers to sit perched atop of a derelict Hi Ace van for several months. Almost the end of the story but fate took a hand. A car enthusiast who had lived in Warragul all his life (and still lives there) saw it peeping from its perch in the wrecking yard, recognised it for what it really was and paid \$100 for it. But alas, no vital organs! More luck required. Our enthusiast lived across the street from - guess who? The owner of the local Toyota dealership who luckily still had the engine and gearbox squirrelled away under a bench in the dark recesses of the workshop. Thus it came to pass that the body and its fundamental mechanicals were reunited.

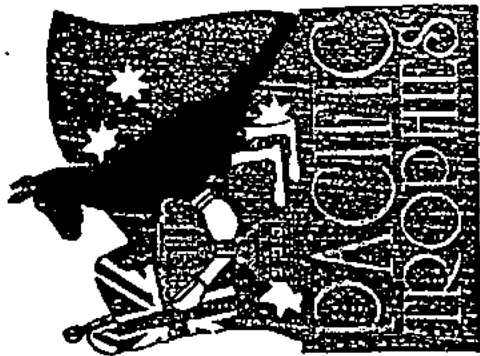
In December 1990, after some two and a half years of search, find, strip and rebuild, the car was again back to original condition and registered for the road in Victoria as EKX-274. With the hard work done our intrepid enthusiast soon moved on to another "project". Out came the "for sale" sign. But Victoria must have been awash with Coronas at that time and nobody wanted another one. Undaunted, our enthusiast eventually hand delivered it to Giltrap's on the Gold Coast where it sat ignored and unwanted until the September auction of 1993. Which is where it fell into my hands. After a suitable probationary period the car was granted Queensland citizenship as CKD-789 in March of 1994.

At the time of purchase I wasn't aware of what had been done to the car and, expecting to find all manner of revolting surprises, pulled most of it apart. Only to put it back together again without having to do much at all. Even the mileage of 51,000 miles is genuine.

With apologies to the few Toyota purists, and as a concession to my co-drivers piles, rather more comfortable front seats have now been fitted as well as various safety and suitably historic navigational aids. And, nearly forgot, as the original hubcaps had long disappeared and the big black wheels were rather reminiscent of Darth Vader, it seemed appropriate to poach some alloy wheels from a down on the luck Japanese competitor! In the sporting spirit these were fitted with specially engraved centres quietly stating that it is a "1600 S", just in case anyone wants to know.

This car has been entered in all the events of the Queensland Historic Series for 1994 and, despite all its crew can do, somehow always found its way to the finish, occasionally within the allotted late time! And this year, as a sure sign that all mechanical racial prejudice has been put to rust, that august body representing prestigious British motoring in Australia, namely the Jaguar Drivers' Club of Australia, has seen fit to accept this little car as the first Japanese make in the five year history of the Mountain Rally. May it be on its best behaviour!

Dick Groves



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HISTORIC RALLY NEWS

Norm Singleton's Rally Connection

Historic Rally Series

POINTSCORE - Top 10

1 T Best	24
2 K Philp	20
2 T Galletly	20
2 D Biggar	20
2 M Gibb	20
6 Peter Smith	18
6 P Whalley	18
6 I Ferguson	18
9 D Burnett/D Gilbert	17
9 P Stringfellow	17
9 R Colledge	17

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Historic Rally Group MEETING

WEDNESDAY June 21st, 1995 (8.00pm)

Ian Ferguson and Tony Best will be along to tell all about the **Refrigeration Parts (Qld) Classic Driving Trials** to be held on Saturday, June 24th which will be Round 3 of *Norm Singleton's Rally Connection Historic Rally Series*.

HALDA Hire Service - Historic Rallies

The **Historic Rally Group** of Brisbane Sporting Car Club has introduced a hiring system for Halda Twinmasters. Hire cost includes the Supply of the correct T-piece adaptor and cable for your car and calibration of the Halda. **Availability** - 2 units at present.

COST: \$30/event Hire and \$100 Bond

COMING EVENTS

May 27-28	NSW #1-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
(date TBA)	NSW #2-Sprite Club Midnight to Dawn Rally
July 29(Sat)	NSW #3-MG Classic Rally
August 6	Historic Rd 4 - Classic Rally (Christian Autosports Club Aust)
Sept 3	<i>Summerland Sports and Classic Static Display - LISMORE</i>
October 14/15	Historic Rd 5 - GP Cars Classic Rally
Oct 28(Sat)	NSW #4- Winter Classic Rally
	Historic Rd 6 - Range Rally Classic

OTHER NEWS - AROUND THE MAPS

The six day **1995 Mountain Rally** and the Mini Mountain will be in full swing by the time you receive this magazine. Promoted by Jaguar Driver Club(Sydney), final entry numbers were 55. Because the first two days will form part of the NSW Historic Rally Series, it is unlikely to be as easy as previous years. Road Director, John Pearson promises an action packed rally for all crews. Sporting events will include Winton and Wakefield Park, while the chances of *snow* (!) through the alps will make it interesting. Four Queensland crews are running this year and I'm sure all will be competitive. More next month.

The **Classic Rally Club** held a Rally School three weeks before the Mountain Rally. 38 crews attended the day which included theory and practical sessions. Rally School notes extended to 28 pages in all. Dick Groves attended the day and reported that it proved to be an excellent practical day.

Ian Ferguson wasn't leaving much to chance in preparation for the Mountain Rally. The **SAAB 99 EMS** was having a fresh engine finished just days before the event along with a competition limited slip diff to complete the package. Our club president, Alan Bates will be calling the directions for Ian in the Mountain Rally.

.....Tony Galletly

The April Fools Twilight Rally (The BMW's Reply)

After reading the diatribe with scorn poured upon German engineering by Mr Smith after the House of MG Mountain Challenge Historic Rally, where he harangued the hun, bashed the boche, klobbered the kraut ze glorious BMW team proved its superiority against svinehund British cars by entering an event where LIGHTS were needed. Lucas, Prince of Darkness came to the fore this time with the withdrawal of a Mini at division break (yes due to electrical trouble). More of zis later.

Das rally started in daylight to giff das Englanders a sporting chance. Das plan vas a drei (dry) pronged attack. Peter Stringfellow and Ross Colledge vere to be das herre?hair? hare? (zey both haff beards) David Burnett and David Gilbert vere to provide a Schultz (I know nothing!!!!!!) and the Von Keowns vere to come from behind and VIN to make it a total BMW victory.

However the best laid plans of mice and BMW plotters do sometimes go astray. Peter stuck to his part of the deal and *avay ve vent!!!* At the first control questions such as Schnell? Nein Schnell!! vas the reply. However after The Big Fish on the Landsborough section after taking a little extra time over the maps and getting stuck behind a svinehund Englander Morris Marina at 15KPH for some time the cry vas Schnell, Schnell.

It was during this stage that one BMW owner in a new (well newish) 318i vas following us when the road ve vere on turned to dirt, (Peter executed a perfect handbrake turn to return to the correct route in seconds). It was obvious from his expression that he had never seen The Ultimate Driving Machine in the hands of a DRIVER before.

After Landsborough vas a very sneaky section up the range. It comprised of das Herringbone instructions (called reverse herringbone for some obscure Englander reason lately) and ve nearly missed a turn. After locating the question which confirmed ve vere on ze right road ve proceeded viff shouts of Zig Heil. (Zig helped procure the map before the event)

End of division 1 saw a clean sheet on time loss for the BMW hairy one(s). Svinehund Svedes had collaborated viff svinehund Englanders and der Von Keowns Halda vas Kaput. Davids Burnett and Gilbert vere running to plan as befits true BMW sportsmen.

Division 2 proved a little trickier and ve lost 12 minutes in Palmwoods. Zis vas compensated by ze standing ovation we received at the end of the Average Speed Section. Herre Director later said he was worried by cars not appearing and the lateness of the hour. (Don't know what he was worried about we were only 13.5 minutes late on the whole event.)

Just for Lucas fans das BMW comes equipped with 4 headlights as standard. No additional lights vere used and ve did not efen use der inner pair during ze event.

See you all next rally. No tire changing in the Driver trials will mean the Peugeot boys (with 3 wheel studs) will lose their in built advantage. Svinehund Frenchmen.

Ross Von Radke Kolledge.

BSCC SOCIAL GOLF DAY!!

Yes, it's on again, the 3rd annual Golf Day.

Sunday 25 June 1995

East Course Indooroopilly Golf Club
Meiers Road Indooroopilly
Tee off - 9.15 am

PRIZES TO BE AWARDED

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Phone: Peter Doyle 264 6510 (home) after 6 pm weekdays.

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Round 9 Australian Rally Championship
Round 1 Queensland Rally Championship

May 27 and 28, 1995

UNOFFICIAL PROVISIONAL RESULTS.

Car Crew	Pen	SS1	Pen	SS2	SS3	SS4	SS5	Pen	Sub/Total
1 Bates/Taylor		00:00:58		00:10:10	00:10:14	00:05:59	00:09:03		00:36:24
2 Guest/O'Brien Pounds		00:01:00		00:10:04	00:10:06	00:05:55	00:09:18		00:36:18
3 Hoy/Slean		00:01:00		00:10:23	00:10:32	00:05:09	00:09:24		00:37:29
4 Reid/Reardon Smith		00:01:02		00:10:25	00:10:28	00:06:02	00:09:04		00:37:01
5 Griffith/Lee		00:01:01		00:10:30					
6 Vaughan/Garbett		00:01:04		00:10:30	00:10:42	00:06:13	00:09:34		00:38:03
7 West/Best		00:01:03		00:10:24	00:10:31	00:06:08	00:09:41		00:37:47
8 Nomura/Gray		00:01:04		00:10:35	00:10:45	00:06:22	00:09:39		00:38:28
10 Dummett/Ferrier		00:01:05		00:10:51	00:10:56	00:06:16	00:09:51		00:38:59
12 Fitter/Bennett		00:01:01		00:10:45	00:10:38	00:06:23	00:09:47		00:38:34
13 Peterson/Gigney		00:01:09		00:11:26	00:11:30	00:07:18	00:11:00		00:42:23
14 Winwood/Draws		00:01:07		00:11:14					
15 Barham/Brick		00:01:06		00:11:29					
16 Nicol/Hynes		00:01:06		00:11:04	00:11:12	Sick Motor			
17 Anderson/Fulcher		00:01:18		00:12:12	00:12:16	00:07:23	00:11:00		00:44:09
18 Pinker/Parker		00:01:10		00:11:21	00:11:19	00:06:54	00:10:26		00:41:10
19 Kilbride/Hellmann		00:01:08		00:11:43	00:11:32	00:06:46	00:10:04		00:41:13
20 Gees/Gees		00:01:12		00:12:03	00:11:49	00:07:05	00:10:43		00:42:52
21 Goodwin/Bauer	00:00:05	00:01:10		00:11:23	00:11:44	00:07:09	00:10:44		00:42:15
22 Mapstone/Lapworth		00:01:09		00:11:47	00:11:37	00:06:53	00:10:17		00:41:43
23 Johnstone/McConkey		00:01:19		00:12:01	00:11:58	00:07:12	00:11:04		00:43:24
24 Fullerton/Reddick		00:01:06		00:11:44	00:11:53	00:07:01	00:10:43		00:42:27
25 Kabel/Tebble		00:01:09		00:11:57	00:11:52	00:07:23	00:11:10		00:43:31
27 Lockhart/Bruce		00:01:16	00:00:05	00:12:15	Late 00:12:07	00:07:26	00:11:13		00:44:24
28 O'Brien/King		00:01:29	00:00:05	00:11:21	00:11:58	00:08:07	00:10:59		00:49:19
29 Kiler/Hood		00:01:08		00:13:32	00:15:55	00:20:15	00:14:24	00:00:40	01:05:54
30 Michel/Michel		00:01:15		00:13:03	00:13:07	00:15:58			
31 Grundy/Davidson		00:01:14		00:13:22	00:13:06	00:07:46	00:11:54		00:47:22
32 Galley/Galley		00:01:14	00:00:10	00:12:53	00:12:54	00:07:59	00:11:47		00:46:57
33 Birnrose/Wass		00:01:59		00:12:03	00:12:39	00:07:36	00:10:59		00:44:56
34 Bukmans/Lowther		00:01:15	00:00:10	00:13:25	00:12:48	00:06:02	00:11:49		00:47:26

Car Crew	SS6	SS7	SS8	Pen	Sub/Total
1 Bates/Taylor	00:04:02	00:03:58	00:22:34		01:07:35
2 Guest/O'Brien Pounds	00:03:55	00:03:55	00:22:56		01:07:04
3 Hoy/Slean	00:04:02	00:03:56	00:23:03		01:08:29
4 Reid/Reardon Smith	00:04:06	00:04:07	00:23:28		01:08:43
5 Griffith/Lee					
6 Vaughan/Garbett	00:04:10	00:04:09	00:24:03		01:10:25
7 West/Best	00:04:04	00:04:06	00:23:22		01:09:19
8 Nomura/Gray	00:04:11	00:04:13	00:23:52		01:10:42
10 Dummett/Ferrier	00:04:10	00:04:07	00:26:32		01:13:48
12 Fitter/Bennett	00:04:16	00:04:18	00:25:03		01:12:09
13 Peterson/Gigney	00:04:37	00:04:55	Crashed		00:51:35
14 Winwood/Draws					
15 Barham/Brick					
16 Nicol/Hynes					
17 Anderson/Fulcher	00:04:44	00:04:50	00:27:19		01:21:02
18 Pinker/Parker	00:04:31	00:04:29	00:25:35		01:15:46
19 Kilbride/Hellmann	00:04:28	00:04:27	Crashed		00:50:08
20 Gees/Gees	00:04:39	00:04:37	Sick Motor		00:52:08
21 Goodwin/Bauer	00:04:33	00:04:31	00:25:33		01:16:52
22 Mapstone/Lapworth	00:04:33	00:04:32	00:25:50		01:16:38
23 Johnstone/McConkey	00:04:44	00:04:38	00:26:39		01:19:35
24 Fullerton/Reddick	00:04:38	00:04:30	00:25:45		01:17:20
25 Kabel/Tebble	00:04:37	00:04:38	00:26:21		01:18:07
27 Lockhart/Bruce	00:04:46	00:04:54	00:28:06		01:22:12
28 O'Brien/King	00:04:34	00:04:27	00:25:46		01:24:06
29 Kiler/Hood	00:05:18	00:05:02	00:28:49		01:45:03
30 Michel/Michel					
31 Grundy/Davidson	00:05:11	00:05:01	00:28:57		01:28:31
32 Galley/Galley	00:05:04	00:05:06	00:30:07		01:27:14
33 Birnrose/Wass	00:04:54	00:04:47	00:26:22		01:23:59
34 Bukmans/Lowther	00:04:58	00:04:53	00:27:49		01:25:09

Car Crew	SS9	Pen	SS10	SS11	Pen	Sub Total
1 Bates/Taylor	00:03:55		00:04:11	00:09:13		01:24:27
2 Guest/O'Brien Pounds	00:03:55		00:04:06	00:09:46		01:24:51
3 Hoy/Slean	00:03:58		00:04:20	00:10:15		01:27:02
4 Reid/Reardon Smith	00:04:05		00:04:11	00:09:28		01:26:35
6 Vaughan/Garbett	00:04:16		Crashed			
7 West/Best	00:04:11		00:04:34	00:12:15		01:30:19
8 Nomura/Gray	00:04:15		00:04:24	00:10:43		01:30:04
10 Dummett/Ferrier	00:04:17		00:04:31	00:10:37		01:33:13
12 Fitter/Bennett	00:04:24		00:04:56	00:10:56		01:32:25
17 Anderson/Fulcher	00:04:53		00:05:13	00:12:11		01:43:19
18 Pinker/Parker	00:04:34		00:04:48	00:11:04		01:36:10
21 Goodwin/Bauer	00:04:40		Fuel Pump Failure			
22 Mapstone/Lapworth	00:04:34		00:04:54	00:11:24		01:37:30
23 Johnstone/McConkey	00:04:45		00:05:19	00:11:54		01:41:27
24 Fullerton/Reddick	00:04:40		00:04:48	00:11:30		01:38:18
25 Kabel/Tebble	00:04:55		00:05:15	00:12:25		01:41:42
27 Lockhart/Bruce	00:05:00		00:05:13	00:12:40		01:45:05
28 O'Brien/King	00:04:36		00:04:43	00:11:57	00:01:00	01:45:02
29 Kiler/Hood	00:05:06		00:05:23	00:12:15		02:07:47
31 Grundy/Davidson	00:05:12		00:05:32	00:12:43		01:49:58
32 Galley/Galley	00:04:55		00:05:20	00:12:13		01:49:42
33 Birnrose/Wass	00:05:16		00:05:40	00:12:55		01:47:32
34 Bukmans/Lowther	00:04:54		00:05:19	00:13:42		01:54:04

Car Crew	Sub Total	SS12	SS13	SS14	SS15	Total	ARC	Aust F2	ORC
1 Bates/Taylor	01:24:27	00:09:58	00:10:07	00:06:03	00:08:01	01:59:35	PR3		
2 Guest/O'Brien Pounds	01:24:51	00:15:58	00:09:51	00:05:50	00:06:53	02:05:23	PR3		
4 Reid/Reardon Smith	01:26:35	Engine							
3 Hoy/Slean	01:27:02	00:10:38	00:10:23	00:06:12	00:09:18	02:03:33	PR3	PR3	
8 Nomura/Gray	01:30:04	00:10:31	00:10:27	00:06:17	00:09:30	02:06:49	N5		
7 West/Best	01:30:19	00:10:12	00:10:05	00:06:08	00:09:22	02:06:07	N5		
12 Fitter/Bennett	01:32:25	00:11:00	00:10:59	00:06:35	00:09:46	02:10:45	PR3		
10 Dummett/Ferrier	01:33:13	00:11:04	00:10:42	00:06:17	00:14:55	02:18:11	PR3		PR3
18 Pinker/Parker	01:36:10	00:11:18	00:11:03	00:06:50	00:10:08	02:15:29	A2	Yes	
22 Mapstone/Lapworth	01:37:30	00:11:32	00:11:14	00:06:40	00:10:12	02:17:08	PR2		PR2b
24 Fullerton/Reddick	01:38:18	00:11:31	00:11:23	00:06:54	00:10:20	02:18:26	N5		N5
23 Johnstone/McConkey	01:41:27	00:11:40	00:11:37	00:07:56	00:10:46	02:22:36	PR2	Yes	PR2a
25 Kabel/Tebble	01:41:42	00:12:03	00:11:51	00:07:21	00:11:26	02:24:23	PR3		PR3
17 Anderson/Fulcher	01:43:19	00:12:18	00:12:40	00:07:37	00:11:05	02:26:58	PR2		PR2b
28 O'Brien/King	01:45:02	00:11:40	00:11:27	00:06:53	00:11:45	02:26:49	PR2		PR2b
27 Lockhart/Bruce	01:45:05	00:12:28	00:12:11	00:07:17	00:11:10	02:28:06	PR2		PR2b
33 Birnrose/Wass	01:47:32	Crashed							
32 Galley/Galley	01:49:42	00:12:36	00:12:07	00:09:30	00:11:38	02:35:33	PR1	Yes	PR1b
31 Grundy/Davidson	01:49:58	00:12:34	00:12:28	00:07:55	00:12:39	02:35:34	PR1	Yes	PR1b
34 Bukmans/Lowther	01:54:04	dns					PR1	Yes	PR1a
29 Kiler/Hood	02:07:47	00:12:55	00:14:26	00:09:59	00:12:31	02:57:38	PR2	Yes	PR2a

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PROPOSED BSCC 1995 CALENDAR OF EVENTS

QUEENSLAND RALLY CHAMPIONSHIPS
Saturday To be advised '95 SE Qld/Cooloola
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 Beerburum 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

MOTORHANA
Third Sunday of the month - Geoff Stanway - director.
21 May 1995 - Arena Hills 7 pm see Tony Best's
forthcoming events column. - No 3rd Party Extension required.

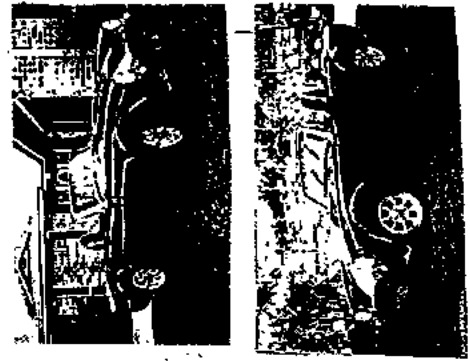
NIGHT RUNS -

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

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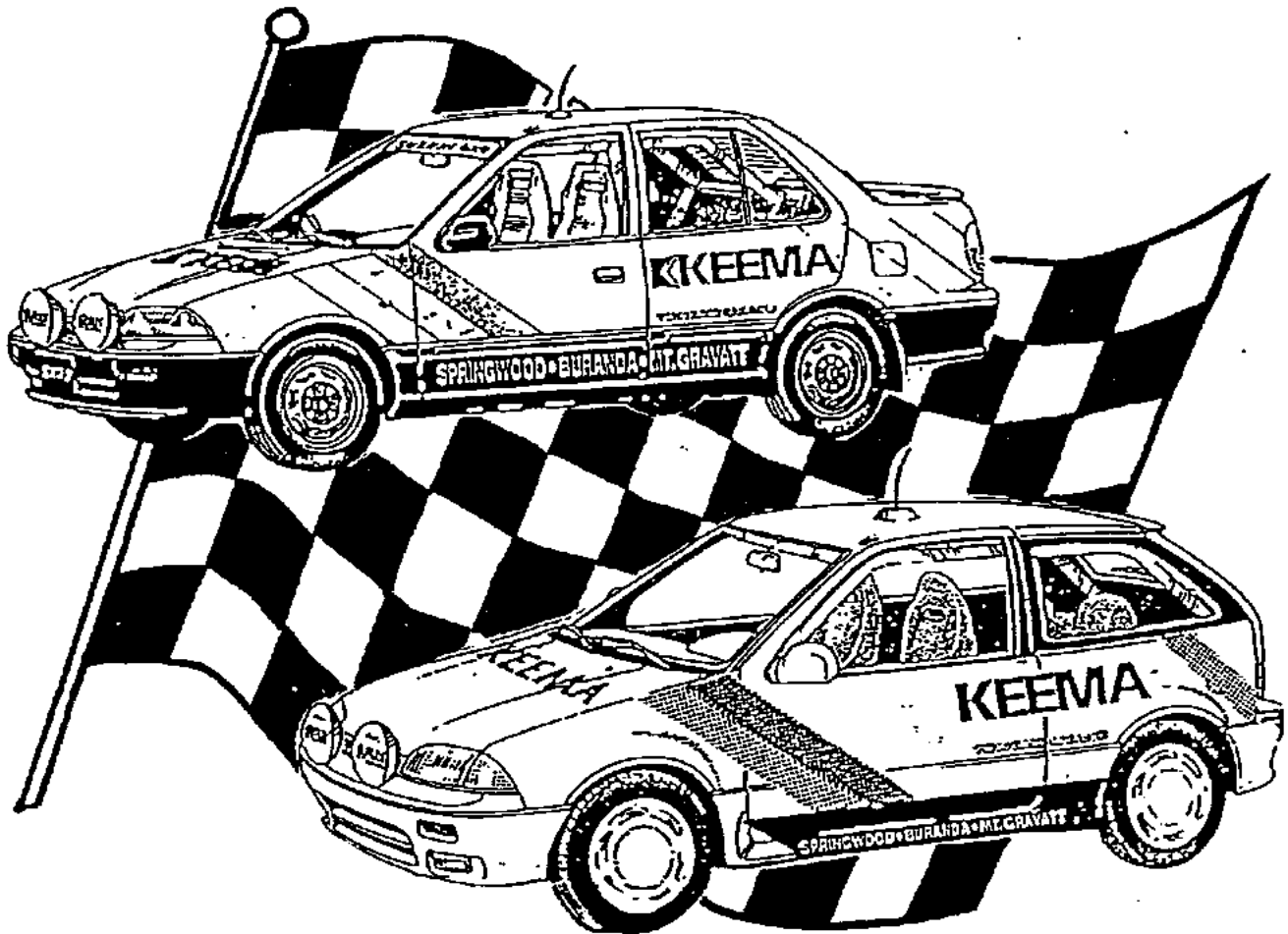
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■ SUZUKI	222 Logan Road, Buranda	PH. 393 1200
■ SUZUKI	Pacific Highway, Springwood	PH. 208 4333

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