

# 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



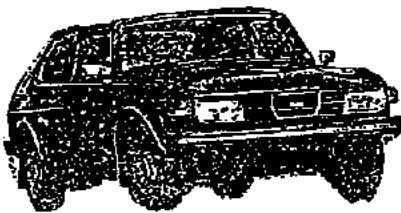
TONY BEST

1994  
Junior Champion



LEE EVANS

1994  
Historic Champion



1994  
Motorkhana  
Champion



MICHAEL HOCKING

1994  
Off-Road  
Champions



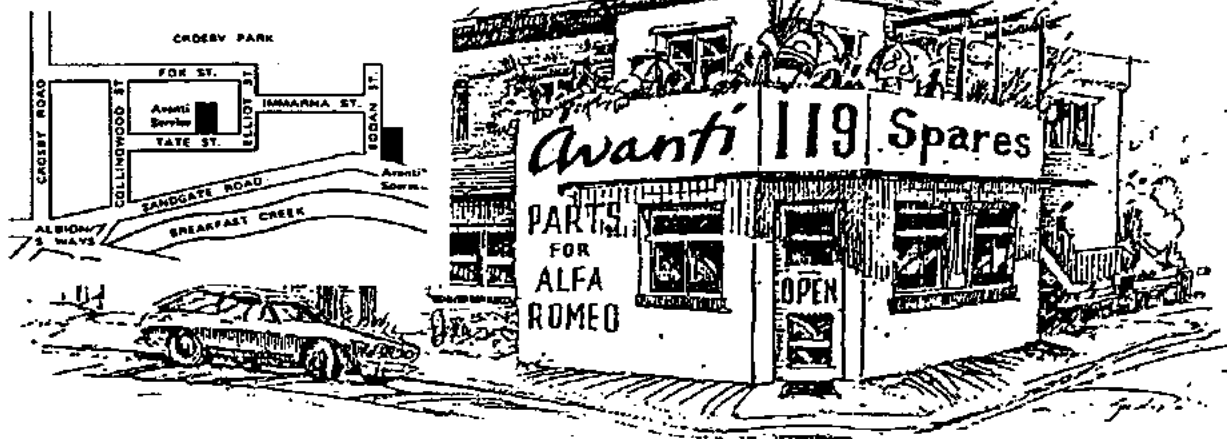
STEVE/BARRY WILLETT

IAN FERGUSON

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## ***And now, a word from The Editor..***

The last month has brought home some of the tragedies that can occur in motorsport, with a nasty crash occurring on Gary Hewson's club rally in June and then the unfortunate accident which claimed the life of Geoff Ponton who was assisting with set-up on the Mobil 1 Trial.

Geoff was one of the 'Team Riff-Raff' who used to assist with road work on many events around the place and he suffered fatal injuries on June 13. His partner in the car survived the accident.

I spoke to Gary Hewson the week after all this happened and he was still fairly shaken up. Fortunately the attitude of the stage team and organisers was that life goes on and Geoff would have wanted them to continue.

I applaud their brave decision.

The BSCC wishes to offer sincerest condolences to the family and friends of Geoff.

Onto brighter things and the unstoppable Tony Best ran the first rallysprint of the season on June 18 with a fairly good turnout of 32 starters (on short notice).

The sponsor for the first event was Evans Instruments, after negotiations with last year's sponsors Revolution Racegear Road and Race Spare Parts had not been finalised.

The next event is on July 30 and this one will be sponsored by Alan Stean's Z-Car Workshop (see the Coming Events section).

I've made mention in this issue of the Mobil 1 Trial and a few of the people I know who are competing, and I wish them well as they approach the gala finish on the Gold Coast.

Hopefully the entire club gets behind the event as it covers a number of stages on the way into Brisbane on July 2.

As some of you would have read, I am now to be the Queensland rally reporter for Australian Rallysport News, and I will be on the prowl for snippets of info.

John Hayden did a mighty job over the past few years and he has given the game away to concentrate on other things.

Just to fly off a tangent, does anyone know an easy way to get into a locked Toyota Sprinter. Our illustrious Pres. Alan Achmed (They'll never get me) Bates and I went for a look at the first stage of the Mobil 1 Trial near Murwillumbah. At our brief stop at Coomera, AB committed the ultimate sin and locked the keys in the car.

At first I told him not to worry and that he should stay in there while I figured out how to break in (Ha,Ha) actually we were both outside of the vehicle which was the major problem.

Eventually with some help from a passing Trial service crew we got a coathanger and did the deed, but anyone who wishes to antagonise Al. should feel free to do so.

I did forewarn him that this would make it into print.

I hope that the magazine finds everyone well, as I battle with a nasty case of the flu.

With July comes the C5 ARC event in Toowoomba organised by Peter Marcovich and unique in being the first pace-noted rally in Queensland. I used to be a little opposed to pace-notes, but once you've used them you'll never turn back.

It won't happen overnight, but it will happen.

Anyone who wants to purchase a beautiful pre-loved Datsun 120Y or the old '12-oy' as we call it should contact me. It's a great little commuter and I've driven it to work every day for months with no problem. Come on down!!!





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# The Rally Page

## The 1995 London to Mexico Rally

No doubt everyone has read about the event, but what a spectacular result for the Aussies who entered this classic re-run of the 1968 rally.

It's now old news that Hannu Mikkola was coaxed out of retirement to compete in the rally with his 1968 co-driver Gunnar Palm in an Escort Mexico which appeared to be a full replica of the oldies - no doubt with some benefits of improved technology.

Coming home in a storming second place was the Datsun 240Z of Ross Dunkerton and Harry Mansson who harassed the works team the whole way. Brisbane's own Alan Stean was involved as a consultant for this car when his expertise in Z's was called upon.

In third place was the Ford Mustang of Dean and Ben Rainsford who would be very pleased with such a result, after their performance in the 1993 London-to-Sydney Marathon.

In seventh place was Bruce Hodgson from the Gold Coast in his LSM Falcon with Paddy McClintock along for the ride. Hoddo ain't getting any younger, but he ain't getting any slower either.

Unfortunately the Brisbane media were not interested in the event but the specialist productions like ARN have given a full coverage over the past couple of issues.

\*\*\*\*\*

## The Mobil 1 Trial

To those people who assisted with the marshalling of the Mobil 1 Trial cars on June 12 and 13, thanks very much. Tony Slattery did a fine job of organising the volunteers and it was great to be involved in the event on that level.

BSCC competitors include Henk Kabel/Russell Worthington (Mazda 929), John Spencer/Charlie Camelleri (Toyota Corolla), Richard Anderson/Bruno Fulcher (Alfa 75), David Owen/Gary Ratcliffe (Peugeot 504), Wayne Reed/Mike O'Dea (Cortina GT), Jim Reddiex/Mal Crockenberg (Citroen) - and of course Peter Lockhart/Tim Donovan in their Isuzu Jackaroo from the Gold Coast.

I apologise if there are other BSCC members I don't know about and by the time you are reading this issue of 'Brisport', the Trial may well be over.

What an enormous event!!



EVANS INSTRUMENTS RALLYSPRINT 18 JUNE 1995  
Provisional Results

Car No	Entrant*	Driver	Co-Driver	Vehicle	SS1	SS2	SS3	SS4	Total	Clas	O/R
CLASS R1											
12	Horst	Effenberger	Peter Lettice Jnr	Mitsubishi	3.12.7	4.03.4	3.03.1	4.02.7	14.21.9	1	7
8	Ken	McWha	Anthony McLoughlin	Holden	3.08.3	4.09.3	3.01.7	4.05.6	14.24.9	2	9
13	Bob	Crane	Fred van den Brink	Gemini	3.09.3	4.03.9	3.08.7	4.04.0	14.25.9	3	10
19	Richard	Galley	Steven Galley	Gemini	3.20.7	4.02.1	3.12.7	4.02.7	14.38.2	4	13
7	Chris	Michel	Alan Bates	Galant	3.12.4	4.09.1	3.10.4	4.06.5	14.38.4	5	14
25	Michael	Scheers	Shane Erbin	Gemini	3.15.4	4.03.4	3.15.6	4.05.3	14.39.7	6	15
22	Adam	Robertson	Stephan Gabb	Datsun	3.26.6	4.18.7	3.17.0	4.15.8	15.18.1	7	19
17	Ian	Van de Straat	Steven Bird	Gemini	3.28.0	4.17.1	3.27.8	4.19.8	15.32.7	8	21
29	Anthony	Paton	Lisa Jones	Daihatsu	3.26.5	4.22.0	3.20.0	4.30.9	15.37.4	9	23
34	Christopher	Dinte	Lee Arbon	Gemini	3.33.0	4.24.8	3.22.2	4.27.2	15.47.2	10	24
18	Colleen	Smith	Emma Price	Isuzu	3.34.3	4.25.6	3.29.9	4.37.4	16.07.2	11	25
16	Adrian	Bukmanis	Brendan Lowther	Honda	3.44.4	4.27.3	3.33.4	4.29.9	16.15.0	12	26
28	John	Rogers	Mark Carbine	Toyota	3.42.5	4.36.9	3.36.5	4.32.3	16.28.2	13	27
27	Ed	Freudenberg	Fiona McNaughton	Mazda	3.44.9	4.37.2	3.39.8	4.42.5	16.44.4	14	28
23	Glenn	Rogers	John Peters	VW Golf	3.37.9	4.41.2	3.45.9	4.43.0	16.48.0	15	29
30	Paul	Bradshaw	David Bradshaw	Holden	dnt						
CLASS R2											
31	Matt	Regan	Trevor King	Ford	3.15.7	4.09.1	3.11.3	4.13.8	14.49.9	1	16
24	Alhol	Schafer	Dan Schafer	Datsun	3.28.4	4.20.7	3.21.9	4.22.9	15.33.9	2	22
33	Anne	Malcolm	Kevin Carmont	Datsun	3.42.3	4.43.8	4.42.1	7.58.3	21.06.4	3	30
CLASS R3											
4	Mark	Taylor	Andrew Crawford	Mazda	2.50.6	3.36.9	2.46.9	3.38.3	12.52.7	1	1
11	Spencer	Yarrow	Derek Yarrow*	Commodore	3.01.4	3.50.7	3.02.4	3.54.3	13.48.8	2	5
14	Gordon	Bishop	Paul Bishop	Commodore	3.02.3	3.56.2	3.02.9	4.04.9	14.06.3	3	6
21	Rodney	Feld	Bradley Davidson	Commodore	3.12.0	4.01.3	3.06.7	4.10.5	14.30.5	4	12
32	Robert	Brotchie	Andrew Dery	Triumph	3.18.9	4.16.0	3.18.8	4.11.4	15.05.1	5	18
CLASS R4											
6	Bill	Wilson	Stephen Pocock	Datsun	3.00.1	3.51.7	3.00.1	3.51.0	13.42.9	1	4
10	Kevin	Taylor	Tony Taylor	Ford	3.11.5	3.58.9	3.14.3	3.59.0	14.24.7	2	8
26	Robin	Berardo	Paul Pyyaara	Datsun	3.13.4	4.01.7	3.06.1	4.06.2	14.27.4	3	11
9	Tony	Howard	David Lapworth	Datsun	3.22.7	4.06.7	3.15.0	4.07.3	14.51.3	4	17
20	Michael	Hocking	Anita Whyatt	Holden	3.30.2	4.11.0	3.26.0	4.15.3	15.22.5	5	20
CLASS R5											
1	Barry	Cook	Wesley Depper	Mazda	dnt						
2	Murdo	Macdonald	Simon Lake	Subaru	2.54.9	3.36.4	2.54.9	3.40.1	13.06.3	1	2
5	Greg	Poole	Del Garbett	Mazda	3.31.1	3.42.5	2.57.9	3.38.7	13.32.2	2	3

# BRISBANE SPORTING CAR CLUB LIMITED

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## JAMES HARDIE NATIONAL RALLY 1984

### PUBLICITY INFORMATION

COMPLETION OF THIS SHEET IS OF IMPORTANCE TO BOTH YOURSELVES AND THE ORGANISERS, TO GIVE YOU AND YOUR SPONSORS MAXIMUM PUBLICITY ALONG WITH PROVIDING INFORMATION FOR THE MEDIA AND THE PUBLIC ADDRESS COMMENTATORS.

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ARC 1	standing
ARC 2	
ARC 1	

OFFICIAL USE ONLY	
CRF NO.	CLASS
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RALLY DEBUT

To the rally enthusiast,

regulations for the 1984 James Hardie National Rally are enclosed. I hope this letter will elaborate on some points.

Naturally we at the Brisbane Sporting Car Club are very pleased to again be involved with James Hardie and Coy. Pty. Limited. This year also sees the involvement of a number of other members of James Hardie Industries limited and we now have awards totalling over \$8,000.00.

There are also a number of other features which make the James Hardie National Rally attractive. Although the entry fee is similar to most other rounds of the A.R.C. we feel that, our inclusion of T-shirts, badges, service registration and dinner tickets represents a good value for money. You will also notice that it is not necessary to complete all special stages to be a finisher.

Although the rally will actually start at Mt. Coot-tha (with the first competitive in the amphitheatre like quarry) it is intended to parade competitors through Brisbane city centre prior to the start. Catering and rides for the children will be available at the start.

The rally covers about 300 competitive kilometres, centring on Imbil again. The people of Imbil will again be manning stalls, selling meals and snacks, both at rally headquarters and in the forest. Did you try their sumptuous "rally breakfast" last year? Last year's Mitchell Creek spectator section will be run both day and night this year. Again cars will be visible throughout much of the 14 km section.

Again provision will be made for 3 minute intervals if dust is a problem.

The final section in Brisbane will be competitive.

Don't forget to order extra T-shirts, dinner tickets, etc. with your entry (use the entry form to order even if not entering).

IF YOU CAN'T COMPETE WHY NOT HELP - WE CAN GIVE YOU YOUR VERY OWN SPECTATOR POINT IN THE FOREST. CONTACT ESME ON 391 8881.

We look forward to your participation.

PETER MARSHALL  
 Rally Director.

A TOUCH OF HISTORY !!

### DRIVER

NAME GREGG HANSFORD

SUBURB BARDON

CITY/STATE BRISBANE QLD

AGE 30

OCCUPATION COY. MGR / RACE DRIVER

CAR CLUB B.S.C.C.

YEARS IN SPORT FIRST RALLY 1

OTHER INTERESTS WATER SKIING

JET SKIING / TENNIS / MOTOR CYCLES

INTERESTING FACTS I WAS INVOLVED IN AN INTERESTING FACTORY RACE SEVERAL YEARS AGO AFTER STOPPING RACE THROUGH BUT NOW DRIVES IN RALLIES WITH SUCCESS.

BEST RESULT MADE YET - FIRST EVENT

A.R.C. PLANS FOR 1984 NO FURTHER EVENTS PLANNED AS YET

STATE PLANS FOR 1984 SEE WHAT EVENTUATES AFTER THE RALLY - MOST KEEN TO CONTINUE IN RALLIES AND RALLY STAIRS

VEHICLE DETAILS

MAKE/MODEL MAZDA RX7

APPROX. B.H.P. NOT DEFINITE

COLOUR WHITE/RED CAPACITY 2 A NORMAL AVENUE.

GEARBOX (SPEEDS) 4 SPEED

HISTORY OF VEHICLE HAS COMPETED IN PREVIOUS COURSES FOR YEARS IN SEVERAL DRIVERS HANDS.

SPONSORS IN SEVERAL HOTELS (MARRA + VOLVO) (LIFE LINE) (BORDERS)

VEHICLE DETAILS

1. DO YOU HAVE ANY PERSONAL LIAISON WITH ANY MEDIA IN CONNECTION WITH YOUR CAR? IF SO, WHO?

2. DO YOU HAVE ANY REGULAR CONTACT WITH LOCAL MEDIA THAT YOU SUPPLY WITH DETAILS FOR LOCAL RALLIES? IF SO, WHO?

3. DO YOUR SPONSORS HAVE ANY PLANS FOR PROMOTION IN CONNECTION WITH THE HARDIE NATIONAL? IF SO, PLEASE DETAIL

4. PLEASE DETAIL YOUR SUBURBAN OR REGIONAL NEWSPAPER, AND RADIO/TELEVISION STATION IF FROM NON-CAPITAL CITY.

5. IF YOU HAVE A PHOTOGRAPH OF YOUR CAR AND ANY PUBLICITY DETAILS, PLEASE ENCLOSE WITH THIS FORM, OR SEND BY SEPARATE COVER TO ASSIST THE ORGANISERS TO ASSIST YOU IN PROMOTING RALLYING AND YOURSELVES/ SPONSORS.

### NAVIGATOR

NAME DALE PAYNE

SUBURB KELVIN GROVE

CITY/STATE BRISBANE QLD

AGE 26

OCCUPATION ARCHITECTURE OFFICER.

CAR CLUB B.S.C.C.

YEARS IN SPORT 5 YEARS

OTHER INTERESTS FISHING, GOLFING

INTERESTING FACTS I WAS INVOLVED IN AN INTERESTING FACTORY RACE SEVERAL YEARS AGO AFTER STOPPING RACE THROUGH BUT NOW DRIVES IN RALLIES WITH SUCCESS.

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MUMBAI		MUMBAI		MUMBAI		MUMBAI	
POSITION	NAME	PTS	SCORE	POSITION	NAME	PTS	SCORE
01	TONY SUTTON	11	10	01	ALAN BLAKE	11	10
02	TONY SUTTON	10	9	02	ALAN BLAKE	10	9
03	TONY SUTTON	9	8	03	ALAN BLAKE	9	8
04	TONY SUTTON	8	7	04	ALAN BLAKE	8	7
05	TONY SUTTON	7	6	05	ALAN BLAKE	7	6
06	TONY SUTTON	6	5	06	ALAN BLAKE	6	5
07	TONY SUTTON	5	4	07	ALAN BLAKE	5	4
08	TONY SUTTON	4	3	08	ALAN BLAKE	4	3
09	TONY SUTTON	3	2	09	ALAN BLAKE	3	2
10	TONY SUTTON	2	1	10	ALAN BLAKE	2	1
11	TONY SUTTON	1	0	11	ALAN BLAKE	1	0
12	TONY SUTTON	0	0	12	ALAN BLAKE	0	0
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**GP CARS-CIBIE CLUBMAN RALLY SERIES**

GP Cars are very pleased to announce some changes to the 1995 series prize structure with the addition of Mobil Aspley and Mobil Caboculture to the overall fund. They join GP Cars, Cible, Emerson Race Clothing and Tyretech as sponsors for the 1995 season. In a change to the 1994 prize fund, the awards will be split between first, second and third places.

For 1995 the awards will be:-  
 1st \$300 cash, \$300 fuel, 2 x Cible Turin lights, discount on tyres.  
 2nd \$200 cash, \$200 fuel, discount on tyres  
 3rd \$100 cash, \$100 fuel, discount on tyres

Remember, to be eligible you must register with the sponsors, GP CARS.

The pointscorers at the moment look like this:

DRIVERS	PTS	CO-DRIVERS	PTS
1st. 80pts Murdo McDonald	80	80 pts Lance Jones	80
2nd. 70pts Peter Mapstone	70	32 pts David Lepworth	32
3rd. 32pts Graeme Offer	32	32 pts Alan Stean	32



## CAMS DOES NOT SUPPORT THE CANCER FUND

As many of you would realise, there is an annual "Nurse of the Year" competition, in which nurses raise money for the Cancer Fund, a very worthy charity.

Various methods are used to raise money. One entrant who is a friend of Ian Bremner and Berenice Linton approached them regarding the possibility of the BSCC organising a touring assembly type of event.

A lot of her friends from the hospital were very keen to support the event. All they wanted was someone with a bit of motorsport expertise to run it.

It was proposed that the event should be run on similar lines to our night runs, but run during the daytime on a Sunday. It would basically consist of following a set of route instructions and answering questions. All traffic regulations would have to be observed, and the event would not be timed.

A request was made to CAMS to waive their normal licence requirements. Despite the fact that this has been done in the past the decision was made that all competitors would have to be members of a Car Club and have at least Basic Licences (Milton referred the Clubs request to somebody in Melbourne who made the decision).

The people who wanted to compete in this event were generally not regular motor sport enthusiasts. All they wanted was a different type of social event and to have an enjoyable day and at the same time support the Cancer Fund. To include the cost of Club Memberships and Basic Licences would have made the entry fee far higher than they would have been prepared to pay.

It is almost the exact reverse of the situation where Car Club members decide to have a social Golf day. Would we bother to do this if the Indooroopilly Golf Club insisted that all of us would have to join their Club and buy Golfers Competition Licences.

What possible reason could CAMS have had for their decision? Surely it would be in the best interests of the sport to allow the event to run. CAMS would have been seen to be doing its bit to help the community as well as promoting motor sport.

There is also the possibility that one or two of the competitors would enjoy the event so much that they would possibly decide to join a Car Club and compete in more events.

It is doubtful that CAMS will bother to make their reason known for the decision. Possibly a request could be made through our State Council or Rally Panel delegates.

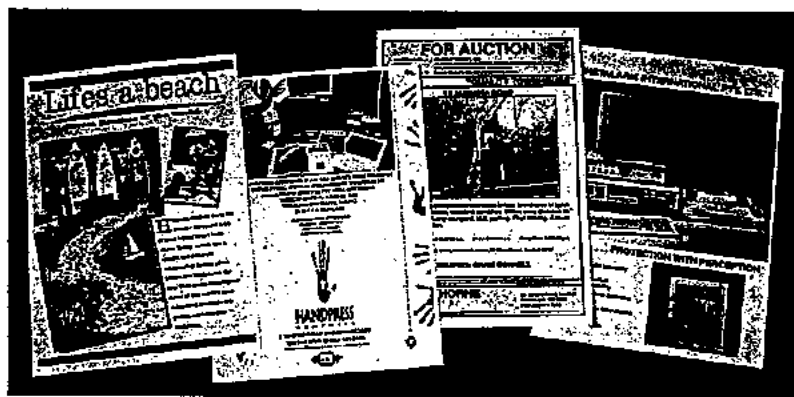
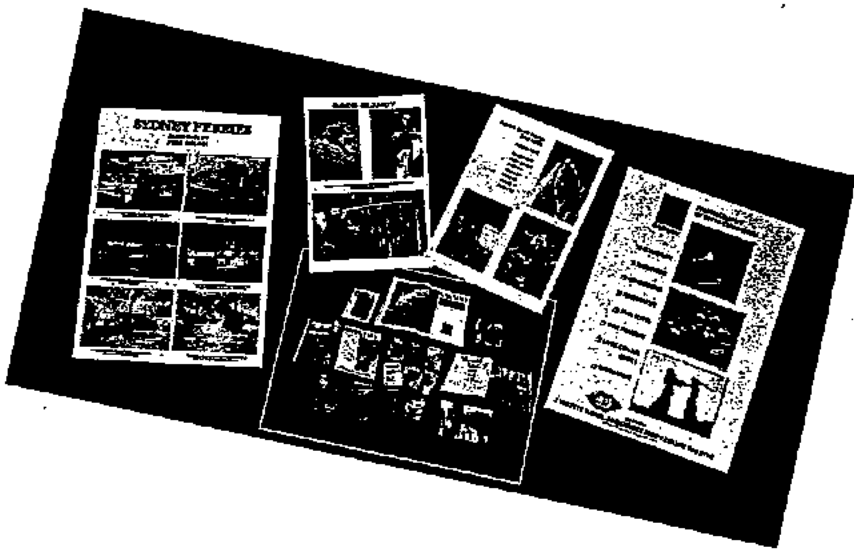
The good news is that the event will still probably be held, but without a CAMS Permit or Club involvement. The people who originally asked us for help probably now do not have a very high opinion of the Club or its governing body.

No doubt there would have been a number of Club members who would have supported the event, but there is always the possibility of CAMS invoking NCR 184 (see page 4-28 of the CAMS Manual).

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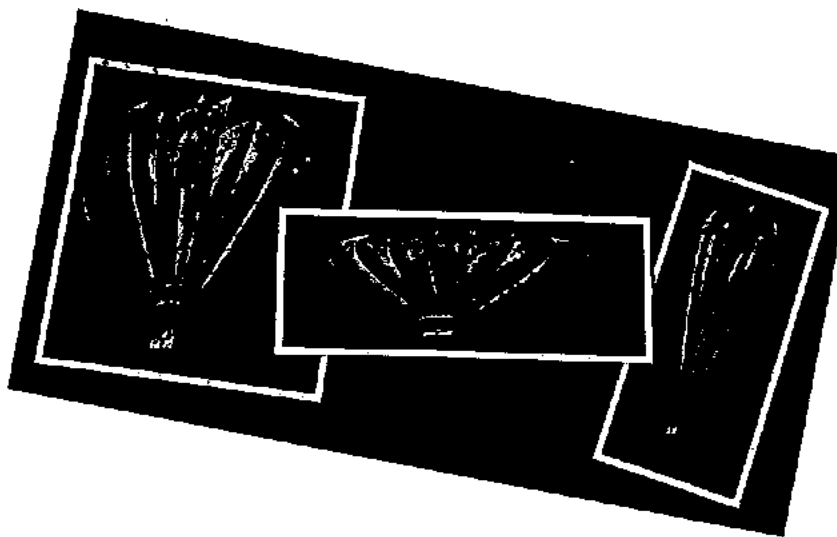
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# QUEENSLAND SEEDING LIST 1995

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RICHARD ANDERSON	0.8423	2	DAVID WEST	0.9979
WAYNE APPLEBYARD	0.9071	3	WAYNE NOT	0.9964
RAYMOND BASHNER	0.8099	4	WARREN CARRIGAN	0.9747
BRIAN BARWICK	0.7982	5	ED OBYNSKI	0.9686
DARREN BASHMAN	0.9314	6	PETER GLENKIE	0.9659
BOB BECKER	0.9175	7	BRUCE DUNNETT	0.9575
ROBERT BELL	0.8570	8	DAVID JOHANSON	0.9548
PAUL BERGMAN	0.7956	9	HOWEY FRETTER	0.9362
MICHAEL BIRNROSE	0.8275	10	LEIGH ACHTERBERG	0.9344
GORDON BISHOP	0.8170	11	JEFF KILBRIDE	0.9319
TERRY BOARDMAN	0.8029	12	ROD FROTHING	0.9286
PAUL BRADSHAW	0.7272	13	TIVIAN GEE	0.9213
IAN BRENNER	0.8521	14	CRAIG LEE	0.9187
BOB BRUMMING	0.8296	15	JOHN SPENCER	0.9177
ADRIAN BURNHAMIS	0.8092	16	BOB BECKER	0.9175
ALEX CAMPBELL	0.8426	17	JOHN MARTIN	0.9152
KERAM CARNEY	0.8218	18	JOHN GOASDOUE	0.9116
WARREN CARRIGAN	0.9747	19	ALLEN JONES	0.9089
IAN COLLINGSWOOD	0.8270	20	PAUL GOODWIN	0.9092
CHRIS CORBEE	0.8258	21	WAYNE APPLEBYARD	0.9071
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TREVOR CRASE	0.8568	23	BRUCE FULLERTON	0.9043
BRIAN CRISP	0.8526	24	GLEN DUTHIE	0.9041
BOB CROSS	0.8076	25	PAUL WILLIAMSON	0.9021
BRUCE DANSON	0.8366	26	ANDREW GASTON	0.9006
SHANE DAY	0.8746	27	PAUL LEE	0.9002
ADRIAN DILLON	0.7859	28	DAVID SCHARF	0.8974
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MORST EFFENBERGER	0.8325	33	ANDREW JOHNSTONE	0.8820
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BOYD IRYING	0.7655	55	IAN IRDMER	0.8521
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M SMITH	0.7978	112	M SMITH	0.7978
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ROBERT STEVENSON	0.8298	116	PETER LETTICE SMR	0.7940
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JOHN STUCK	0.8691	118	SAULIAN ZILSON	0.7859
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IAN WRIGHT	0.8849	128	PAUL BRADSHAW	0.7272
GRANT TARRON	0.8425	129	TREY CUTTON	0.7176
SPENCER TARRON	0.8329	130	ALAN PORTER	0.7063





# YOKOHAMA RALLY QUEENSLAND - 1995

This year the preparations which went into the local C10 ARC round were extensive, to say the least.

After last year's scathing criticism of various parts of the event by the CAMS observer (uncalled for in the opinions of many people), the organising committee put their heads down and bums up to offer improvements in whatever areas were necessary.

One of the comments apparently commonly received was that the rally was too long in overall distance, and so some effort was made to reduce the liaison kilometres travelled.

Unfortunately this still means the field had to travel to Imbil, then back to Brisbane for the overnight halt and this will always pile on the kays.

Errol Bailey and Craig Porter looked at various potential venues on the Sunshine Coast but none offered the necessary combination of four-star accommodation and sufficient car assembly space.

The team even looked at 'Surfair' again (at Marcoola) and those who can remember will have good memories of an ARC event based in and around the 'resort' many years ago.

Unfortunately these days it would really need a \$2 million renovation before the CAMS officialdom deemed it suitable for an ARC.

As a result the event was once again based around the Carlton Crest Hotel in Brisbane city, certainly a luxury base to run the rally but it required the crews to come all the way back into town for Parc Ferme.

## **The Field:**

What's wrong with the state of play when we only get 34 entries for the C10 ARC. Some people will consistently cry "Too expensive!!" Well for about the same price as other state's C10 events you get more competitive kilometres, over what have been recognised as excellent roads.

The entry fee was kicked up to \$560 this year but that included two tickets to the post-event function @ \$30.00 each, so that makes the rally entry fee \$500.00 - the same as last year!

Don't think the club made a big profit either because this is probably the first year in many that the ARC pulled a loss. The sponsorship from 'Yokohama Tyres Qld' is not substantial, but it helps to pay some of the bills.

Nonetheless the field had it's pointy end together with it's regular, consistent ARC entrants.

Neal Bates and Coral Taylor, the reigning Australian Rally Champions came up for the weekend in the Caltex Havoline Celica GT4, Michael Guest and Steve O'Brien-Pounder were here (just) in the Yokohama Lancer Evolution 2, as were Wayne Hoy/Alan Stean in the 'Falken Tyres' Lancer.

David West/Tony Best and Satoshi Nomura /Andrew Gray made the effort in the 'VK Motorsports' Group N Lancers, and locals included Stewie Reid/Hugh Reardon-Smith and Mark Griffith/Craig Lee.

Bruce Dummett/Joe Ferrier brought out the new VR4 for it's big debut after one of the best rebuild and lightweight exercises you'll ever see.

Richard Anderson/Bruno Fulcher had the new Alfa 75 out for a test which ended in somewhat controversial circumstances (more on that later!).

There were other regulars who would ensure the class battles were kept going - Viv Gees, Andrew Johnstone, Peter Mapstone, Neil Michel etc

## **The Event:**

This rally was scheduled to run just on 190 kilometres and this, interestingly was the longest C10-ARC event this year.

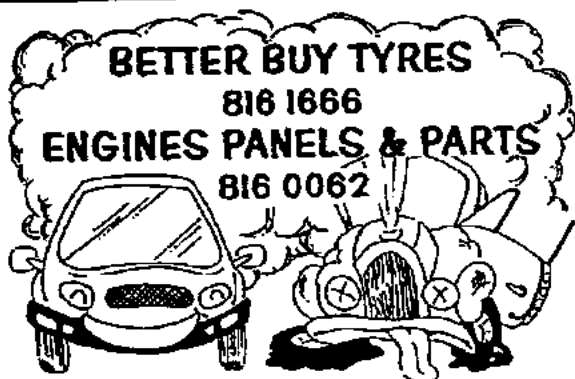
Over fifteen special stages including the bitumen blast around Toombul would take the field through the Mount Mee/D'Aguilar

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area, down through Beerburum, up to Mapleton and Kenilworth and then the Imbil region.

The first stage is meant to be a display for the spectators and although the cars get up to speed, it's just a big loop with a couple of haybales. Guesty showed what the Lancer can do with rally tyres on bitumen and he raised the cheers of the crowds.

It was good to see a few hundred spectators out and about to watch the start on that cool Saturday morning.

Bates was quickest by 2 seconds to Guest and Hoy, with Griffo and Norm Fritter another 1 second back.

The whole field is never separated by much over stages like this, and with no retirements the 31 starters headed off on the Gateway towards Mt. Mee.

'Pines 1' was 12.64 kilometres long and Guest was quickest over Bates. Bates apparently had a suspect tyre supply due to the big earthquake in Kobe but young Michael must have been peddling pretty hard just the same.

Onto 'Big Rock 1' (14.52 km) and again Guesty did the trick taking another 8 seconds off Neal.

Griffo and Craig retired in this stage when the gearbox cried "Ouch". They had thrown a box together during the week with some second hand cogs and the power of the Subaru was just too much.

The Impreza is a brilliant vehicle and is just about indestructible in all areas, except for the gearbox. Even Subaru acknowledge this now!

We also lost Steve Winwood in the XR6 Falcon when his gearbox failed, and he headed back to South Australia.

The fourth stage was in the back end of Beerburum - 'Chambers 1' and over 12.43 kilometres the 'Yokohama' Lancer was on top again! Three out of three!

We lost the Daihatsu Charade of Bob Nicoli/Dale Hynes and the Toyota Corolla of Justin Barham/Sue Brick when engines

expired in both cars.

SS5 was 17.25 kilometres of 'Beerburum 1' and Neal pulled back some precious seconds with Stewie's Celica taking second quickest.

This left the field at the first re-group at Moby Vic's Mobil Servos with Guest on 36:18, Bates on 36:24, Reid on 37:01, Hoy on 37:28, West on 37:47 and Graham Vaughan in the 'MacDonald's' VR4 on 38:03.

A short, sharp stage in Mapleton was next with 'Cooloolabin' at 6.14 kms and Guesty pulled back another seven seconds.

'Kenilworth 1' was next at just 5.51 kilometres and Michael won by one second from Hoy and three seconds from Bates.

Before the next re-group at Imbil was the stage 'Imbil' over 35.13 kilometres, the longest of the event and possibly the make or break for some.

Bates and Guest absolutely flew with Neal fronting the pair by just 12 seconds! Hoy was only seven seconds off Michael with West, Reid and Nomura not far away.

The field lost Lee Petersen when he put the Lantra off, Jeff Killbride did a gearbox and Viv and Noel Gees had the engine let go in the big Falcon.

Into the second re-group and, wait for it, the scores were Guest 1:07:04, Bates 1:07:08, Hoy 1:08:29, Reid 1:08:43 and West 1:09:19 - Four seconds between first and second after 105 k's.

Back down the highway to 'Kenilworth 2' over the same 5.51 kilometres and what happens? Bates and Guest tie on 3:55. Then to 'Cooloolabin Reverse' over 6.16 kilometres and Guesty gets another five seconds to his credit.

Unfortunately Graham Vaughan/Del Garbett went off the road here and had a smack in the VR4 into a tree. The car was damaged enough to retire on the spot. That was a good effort and they were running sixth at the time.

Then there was the last stage of the night



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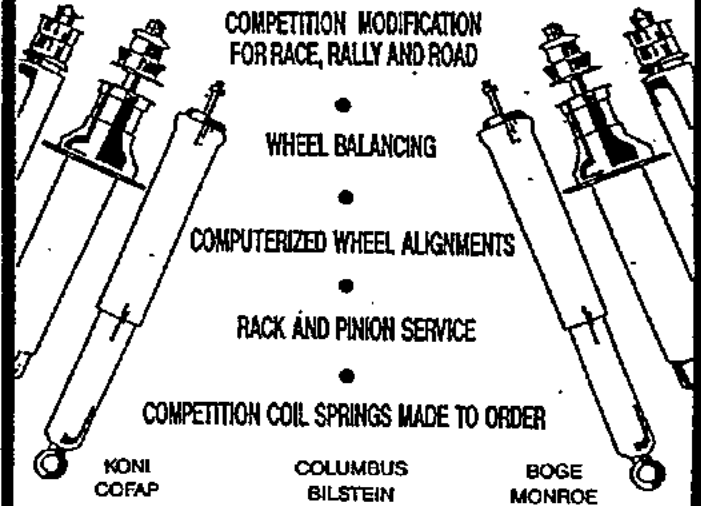
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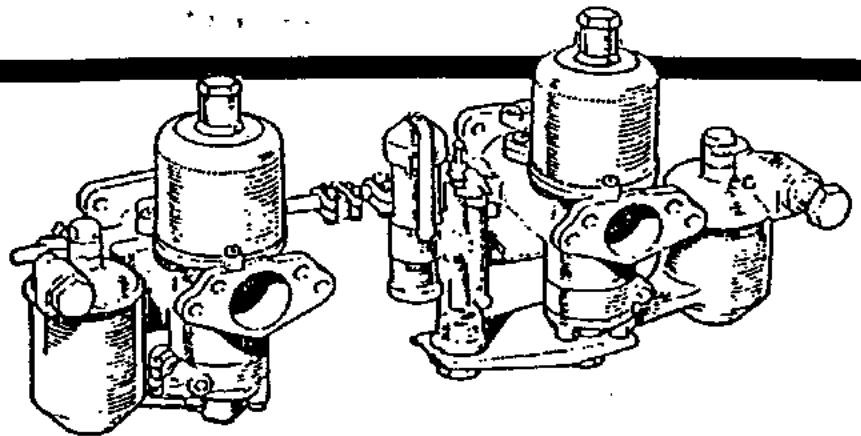
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and it was 'Beerburum 2' over the same 17.25 kilometres. Unfortunately it was dusty by that time of the night and Guest was hampered by visibility problems and a spin to relegate first place to Bates for the next day.

Whilst he may have been a little upset, starting day two in second spot, just 24 seconds behind the leader is not so bad!

Stewie Reid finished the night in third, followed by Wayne Hoy then Satoshi Nomura, David West and Norm Fritter. Westy had suffered a flat tyre on the last stage and driven much of the distance on the rim.

Good performances also came from Andrew Pinker/Clare Parker in the Charade, Peter Mapstone/David Lapworth in the big V8 Commodore and Bruce Fullerton/Rob Reddix in the Group N Mazda 323. (You would not believe that the scrutineers deemed the long sumpguard under the Mazda as an 'Aerodynamic Device' and insisted they cut it down!!)

The Sunday morning was bright and fine and I was out at the airport at 6.00 seeing someone off.

Bates led the field back out to Mount Mee for a re-run of 'Pines' (2) and this is where Guesty's traditional bad luck came to the fore.

He was almost through the stage, in fact on the last left hander before the red flag finish, when he spun. When he tried to re-join the road got stuck in the soft edges and lost six minutes to Neal.

Sufficient spectators eventually got him out and he flew over the last three stages 'Big Rock 2', 'Chambers 2' and 'Beerburum 3' to be quickest in each.

Unfortunately it was not enough and Bates/Taylor won the event by 3 minutes 57 seconds from Wayne Hoy/Alan Stean in the 'Falken Tyres' Lancer.

Guest/O'Brien-Pounder brought up third place for a good finish, with West, Nomura and Fritter rounding out the top six.

Bruce Dummett and Joe Ferrier had a scare

with a flat tyre on the last stage but they still managed to bring it home eighth outright.

Peter Mapstone was in ninth and Bruce Fullerton rounded out the top ten.

The event was well run all round except for a major problem with the computer-generated scoring. I was in the HQ all weekend generating Press Releases and we operated on manual scores the whole time. Even for the presentation we only had the spreadsheets that Esme and Heather had put together during the day.

From the non-competitive view it was a great race between the two quickest drivers in the country and I must offer congratulations to all those who bit the bullet and entered, and all those who finished the event.

Thanks to all the volunteers who performed road-blocks and controls and re-groups and whatever else there was out there.

Without your presence, we might as well forget the whole show.

Thanks to the sponsors 'Yokohama Tyres Qld' and the 'Carlton Crest Hotel' and all those affiliates who provided assistance.

This event is run on a shoestring budget with nowhere near the number of officials that other C10 rounds enjoy, plus we had a fairly small field which also doesn't help.

Whether that was because of the proximity of the 'Mobil 1 Trial' or some other unknown reason is past history.

The organisers put their hearts and souls into the rushed preparations for the rally, and they should be patted on the back - bigtime!! What happens next year is not quite clear at this stage, with some of the organisers wanting a break, and quite rightly so.

If they get burned out we will lose them completely and we cannot afford that scenario. **WHAT WE NEED NOW IS FOR PEOPLE TO COME FORWARD AND SAY "I'LL HELP YOU WITH THE 1996 ARC!!"**  
Just Do it!!  
Tom Smith.

SS1 - 'roombul' - 1.15 kilometres

Posn.	Time	Driver	
1.	0.58	Bates	=17. 1.09
=2.	1.00	Guest	=17. 1.09
=2.	1.00	Hoy	=17. 1.09
=4.	1.01	Griffith	=20. 1.10
=4.	1.01	Fritter	=20. 1.10
5.	1.02	Reid	=22. 1.12
7.	1.03	West	=23. 1.14
=8.	1.04	Vaughan	=23. 1.14
=8.	1.04	Nomura	=25. 1.15
10.	1.05	Dummett	=25. 1.15
=11.	1.06	Barham	=27. 1.18
=11.	1.06	Nicoli	=27. 1.18
=11.	1.06	Fullerton	28. 1.19
14.	1.07	Winwood	30. 1.29
=15.	1.08	Killbride	31. 1.39
=15.	1.08	Killer	

SS2 - 'Pines 1' - 12.64 kilometres

Posn.	Time	Driver	
1.	10.04	Guest	17. 11.29
2.	10.10	Bates	18. 11.43
3.	10.23	Hoy	19. 11.44
4.	10.24	West	20. 11.47
5.	10.25	Reid	21. 11.57
=6.	10.30	Griffith	22. 12.01
=6.	10.30	Vaughan	23. 12.03
8.	10.36	Nomura	24. 12.03
9.	10.45	Fritter	25. 12.12
10.	10.51	Dummett	26. 12.15
11.	11.04	Nicoli	27. 12.53
12.	11.14	Winwood	28. 13.03
=13.	11.21	Pinker	29. 13.22
=13.	11.21	O'Brien	30. 13.25
15.	11.23	Goodwin	31. 13.32
16.	11.26	Peterson	

SS3 - 'Big Rock 1' - 14.52 kilometres

Posn.	Time	Driver	
1.	10.06	Guest	16. 11.44
2.	10.14	Bates	17. 11.49
3.	10.28	Reid	18. 11.52
4.	10.31	West	19. 11.53
5.	10.32	Hoy	20. 11.58
6.	10.38	Fritter	21. 12.07
7.	10.42	Vaughan	22. 12.16
8.	10.45	Nomura	23. 12.39
9.	10.56	Dummett	24. 12.48
10.	11.04	Barham	25. 12.54
11.	11.12	Nicoli	26. 13.06
12.	11.19	Pinker	27. 13.07
13.	11.30	Peterson	28. 13.55
14.	11.32	Killbride	29. 15.58
15.	11.37	Mapstone	

SS4 - 'Chambers 1' - 12.43 kilometres

Posn.	Time	Driver	
1.	5.55	Guest	15. 7.09
2.	5.59	Bates	16. 7.12
3.	6.02	Reid	17. 7.18
4.	6.08	West	=18. 7.23
5.	6.09	Hoy	=18. 7.23
6.	6.13	Vaughan	20. 7.26
7.	6.16	Dummett	21. 7.36
8.	6.22	Nomura	22. 7.46
9.	6.23	Fritter	23. 7.59
10.	6.46	Killbride	24. 8.02
11.	6.53	Mapstone	25. 8.07
12.	6.54	Pinker	26. 15.58
13.	7.01	Fullerton	27. 20.15
14.	7.05	Gees	

SS5 - 'Bearburum 1' - 17.25 kilometres

Posn.	Time	Driver	
1.	9.03	Bates	15. 10.44
2.	9.04	Reid	=16. 10.59
3.	9.13	Guest	=16. 10.59
4.	9.24	Hoy	=18. 11.00
5.	9.34	Vaughan	=18. 11.00
6.	9.39	Nomura	20. 11.04
7.	9.41	West	21. 11.10
8.	9.47	Fritter	22. 11.13
9.	9.51	Dummett	23. 11.47
10.	10.04	Killbride	24. 11.49
11.	10.17	Mapstone	25. 11.54
12.	10.26	Pinker	26. 14.24
=13.	10.43	Gees	
=13.	10.43	Fullerton	

SS6 - 'Cooloolabin' - 6.14 kilometres

Posn.	Time	Driver	
1.	3.55	Guest	=12. 4.33
=2.	4.02	Bates	14. 4.34
=2.	4.02	Hoy	=13. 4.35
4.	4.04	West	=15. 4.35
5.	4.06	Reid	17. 4.38
=6.	4.10	Vaughan	18. 4.39
=6.	4.10	Dummett	=19. 4.44
8.	4.11	Nomura	=19. 4.44
9.	4.16	Fritter	21. 4.46
10.	4.28	Killbride	22. 4.54
11.	4.31	Pinker	23. 4.58
=12.	4.33	Goodwin	24. 5.04
			25. 5.11
			26. 5.18

SS7 - 'Xenilworth 1' - 5.51 kilometres

Posn.	Time	Driver	
1.	3.55	Guest	14. 4.31
2.	3.56	Hoy	15. 4.32
3.	3.58	Bates	16. 4.35
4.	4.06	West	17. 4.37
=5.	4.07	Reid	=18. 4.38
=5.	4.07	Dummett	=18. 4.38
7.	4.09	Vaughan	20. 4.47
8.	4.13	Nomura	21. 4.50
9.	4.16	Fritter	22. 4.53
=10.	4.27	Killbride	23. 4.54
=10.	4.27	O'Brien	24. 5.01
12.	4.29	Pinker	25. 5.02
13.	4.30	Fullerton	26. 5.06

SS8 - 'Tabil' - 35.13 kilometres

Posn.	Time	Driver	
1.	22.44	Bates	13. 25.50
2.	22.56	Guest	14. 26.21
3.	23.03	Hoy	15. 26.32
4.	23.22	West	16. 26.39
5.	23.29	Reid	17. 27.19
6.	23.52	Nomura	18. 27.49
7.	24.03	Vaughan	19. 28.06
8.	25.03	Fritter	20. 28.49
9.	25.33	Goodwin	21. 28.57
10.	25.36	Pinker	22. 29.22
11.	25.45	Fullerton	23. 30.07
12.	25.46	O'Brien	

SS9 - 'Xenilworth' - 5.51 kilometres

Posn.	Time	Driver	
=1.	3.55	Bates	13. 4.40
=1.	3.55	Guest	14. 4.45
3.	3.58	Hoy	15. 4.53
4.	4.05	Reid	16. 4.54
5.	4.11	West	=17. 4.55
6.	4.15	Nomura	=17. 4.55
7.	4.16	Vaughan	19. 5.00
8.	4.17	Dummett	20. 5.06
9.	4.24	Fritter	21. 5.12
=10.	4.34	Pinker	22. 5.18
=10.	4.34	Mapstone	
12.	4.36	O'Brien	

SS10 - 'Cooloolabin Reverse' - 6.16 kilometres

Posn.	Time	Driver	
1.	4.06	Guest	12. 4.56
=2.	4.11	Bates	=13. 5.13
=2.	4.11	Reid	=13. 5.13
4.	4.20	Hoy	=13. 5.13
5.	4.24	Nomura	16. 5.15
6.	4.31	Dummett	17. 5.19
7.	4.34	West	18. 5.20
8.	4.43	O'Brien	19. 5.23
9.	4.46	Pinker	20. 5.32
10.	4.48	Fullerton	21. 5.40
11.	4.54	Mapstone	

SS11 - 'Bearburum 2' - 17.25 kilometres

Posn.	Time	Driver	
1.	9.13	Bates	12. 11.57
2.	9.36	Reid	13. 12.11
3.	9.46	Guest	14. 12.13
4.	10.15	Hoy	=15. 12.15
5.	10.37	Dummett	=15. 12.15
6.	10.43	Nomura	17. 12.25
7.	10.56	Fritter	18. 12.35
8.	11.04	Pinker	19. 12.40
9.	11.24	Mapstone	20. 12.43
10.	11.30	Fullerton	21. 16.42
11.	11.54	Johnstone	

SS12 - 'Pines 2' - 12.64 kilometres

Posn.	Time	Driver	
1.	9.58	Bates	=10. 11.40
2.	10.12	West	12. 12.03
3.	10.31	Nomura	13. 12.18
4.	10.38	Hoy	14. 12.26
5.	11.00	Fritter	15. 12.34
6.	11.04	Dummett	16. 12.36
7.	11.18	Pinker	17. 12.55
8.	11.31	Fullerton	18. 15.58
9.	11.32	Mapstone	
=10.	11.40	Johnstone	

SS13 - 'Big Rock 2' - 14.52 kilometres

Posn.	Time	Driver	
1.	9.51	Guest	10. 11.23
2.	10.06	West	11. 11.27
3.	10.07	Bates	12. 11.37
4.	10.23	Hoy	13. 11.51
5.	10.27	Nomura	14. 12.07
6.	10.42	Dummett	15. 12.11
7.	10.59	Fritter	16. 12.28
8.	11.03	Pinker	17. 12.40
9.	11.14	Mapstone	18. 14.26

SS14 - 'Chambers 2' - 12.43 kilometres

Posn.	Time	Driver	
1.	5.50	Guest	10. 6.54
2.	6.03	Bates	11. 6.55
3.	6.08	West	12. 7.06
4.	6.12	Hoy	13. 7.17
=5.	6.17	Nomura	14. 7.21
=5.	6.17	Dummett	15. 7.37
7.	6.25	Fritter	16. 7.48
8.	6.40	Mapstone	17. 9.55
9.	6.50	Pinker	18. 9.59

SS15 - 'Bearburum 3' - 17.25 kilometres

Posn.	Time	Driver	
1.	8.33	Guest	10. 10.46
2.	9.01	Bates	11. 11.05
3.	9.18	Hoy	12. 11.10
4.	9.22	West	13. 11.26
5.	9.30	Nomura	14. 11.40
6.	9.46	Fritter	15. 11.45
7.	10.08	Pinker	16. 12.31
8.	10.12	Mapstone	17. 12.39
9.	10.20	Fullerton	18. 14.55

# YOKOHAMA RALLY QUEENSLAND 1995

## FINAL PROVISIONAL RESULTS

<b>Posn.</b>	<b>Car No.</b>	<b>Crew</b>	<b>Car</b>	<b>Time</b>	<b>Class</b>
1st	1	Neal Bates(ACT)/Coral Taylor(NSW)	Toyota Celica GT4	1:59:36	PR3
2nd	3	Wayne Hoy(NSW)/Alan Stean(QLD)	Mitsubishi Lancer RS	2:03:33	PR3
3rd	2	Michael Guest(NSW)/Steve O'Brien-Pounde <del>own</del>	Mitsubishi Lancer RS	2:05:23	PR3
4th	7	David West(VIC)/Tony Best(QLD)	Mitsubishi Lancer RS	2:06:07	Gp. N5
5th	8	Satoshi Nomura(Japan)/Andrew Gray(VIC)	Mitsubishi Lancer RS	2:06:49	Gp. N5
6th	12	Norm Fritter(NSW)/Andrew Bennett(NSW)	Toyota Celica GT4	2:10:45	PR3
7th	18	Andrew Pinker(WA)/Claire Parker(WA)	Daihatsu Charade GTi	2:15:29	A2
8th	12	Bruce Dummett(QLD)/Joe Ferrier(QLD)	Mitsubishi Galant VR4	2:16:11	PR3
9th	24	Peter Mapstone(QLD)/David Lapworth(QLD)	Commodore V8	2:17:08	PR2
10th	23	Bruce Fullerton(QLD)/Rob Reddiex(QLD)	Mazda 323 4wd	2:18:26	Gp. N5
11th	22	Andrew Johnstone(QLD)/Gerard McConkey <del>aus</del>	Datsun Stanza	2:22:36	PR2
12th	25	Tony Kabel(QLD)/Greg Tebble(QLD)	Suzuki Swift 4x4	2:24:23	PR3
13th	28	Colin O'Brien(QLD)/Trevor King(QLD)	Datsun 280Z	2:26:49	PR2
14th	17	Richard Anderson(QLD)/Bruno Fulcher(PNG)	Alfa Romeo 75	2:26:59	PR2
15th	27	Peter Lockhart(QLD)/Michael Bruce(QLD)	Commodore V8	2:28:09	PR2
16th	32	Richard Galley(QLD)/Steve Galley(QLD)	Holden Gemini	2:35:33	PR1
17th	31	David Grundy(QLD)/Bradley Davidson(QLD)	Toyota Corolla	2:35:34	PR1
18th	29	Lee Killer(QLD)/David Hood(QLD)	Toyota Celica RA23	2:57:38	PR2

### Legend:

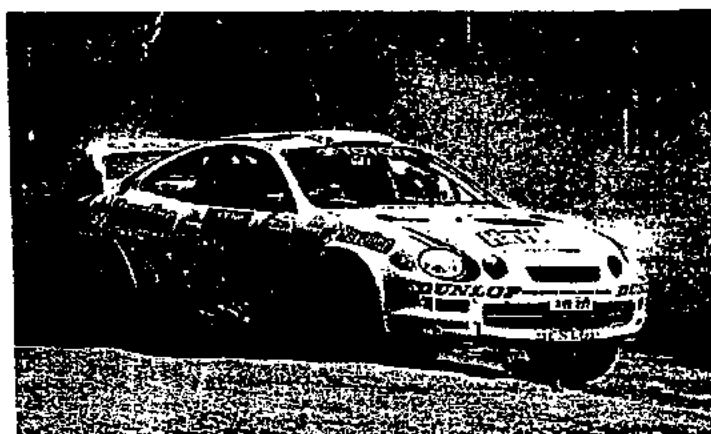
Class PR1 - cars up to 1600cc engine capacity, 2 wheel drive

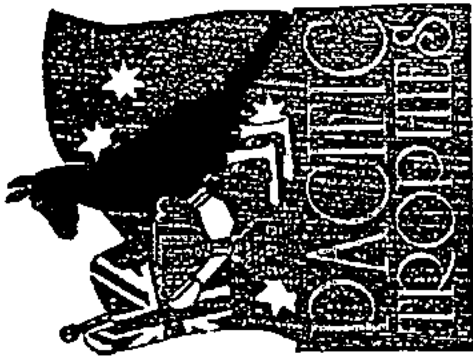
Class PR2 - cars over 1600cc engine capacity, 2 wheel drive

Class PR3 - any engine capacity, four wheel drive

Class A2 - Special class for any 2 wheel drive car under 2000cc

Group N5 - Four wheel drive cars, unmodified (showroom class)





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# Telstra Rally Australia

As most people would be aware the 1995 'Telstra Rally Australia' is just a matter of months away with the scheduled date being 15 - 18 September.

Once again there is an 'Assistance Package' available for privateer crews and again the amount this year is \$4,000.00.

This consists of \$1,000 in fuel, \$1,000 in accommodation costs and \$2,000 towards airfares on QANTAS.

The application must be made by July 10 1995 to the Rally Office in Perth. The entry fee for this year's event is \$1900 if recieved by July 10, and \$2150 if received by August 28.

The Rally office can be contacted on (09) 270 3333.

\*\*\*\*\*

## SOUTHERN SAFARI - August 4/5

Want to go to the C10 event in Tasmania? Perhaps drive over what have been called the best rally roads in the country?

The C10 Southern safari is on and will cover 220 kilometres of competitive roads.

The rally starts at 12.15 pm on Friday August 4 and runs until 7.00 pm, then re-starts at 8.00 am on Saturday morning and finishes at 3.30 pm that afternoon.

There has been a deal organised with Coastal Expressline at a shipping cost of \$350.00 return. Entry fee for the event is set at \$485.00 and further enquiries can be made on (002) 723 053 or fax (002) 723 053.

\*\*\*\*\*

## Australian Rallysport News Junior Challenge

After two rounds the ARN Junior Challenge is led by Ian Wright in his Datsun 280Z, with Trevor Sparkes from Coff's Harbour in a close second place, also in a Datsun Z. Third place is held down by 'Supa Tony' Morrison in his Suzuki Swift GTi, fourth goes to Grant Yarrow in the Celica and fifth to last year's winner Ben Watkins in the Gemini.

The next round is the pace-noted C5 ARC in Toowoomba on July 22/23.

\*\*\*\*\*

I was told a story the other week about a certain competitor who was re-preparing his V8 Torana after a lengthy lay-off.

There were some cracks in the floor and he busily welded them up. When he went to drive the car away, there appeared to be some reluctance on the car's part to move.

No flat tyres, the car was in perfect shape other than the investigations which revealed the hand-brake cable now beautifully welded to the floor under the car.

Nice one Jim!!!

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Phone: 847 3611

**Cleveland**  
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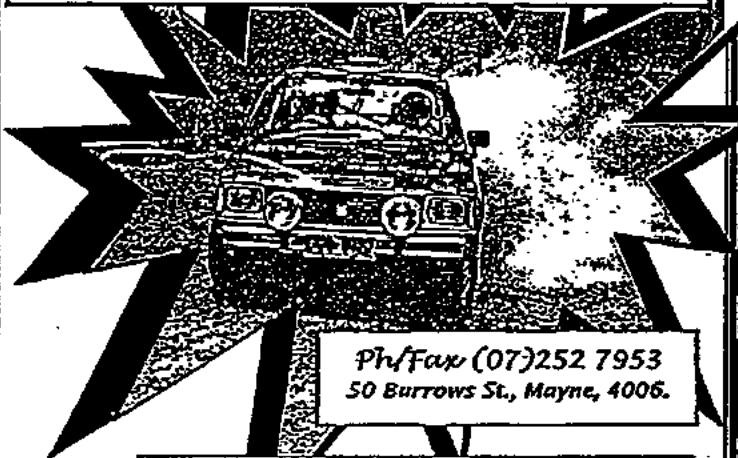
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## COMING EVENTS

### JULY NIGHT RUN

The MG Club have invited us to their next Night Run, which is on Friday 7th July, the first Friday in the month which is our usual Night Run night.

It starts at 7.30pm from their Clubrooms at 9 Nash Street, Rosalie (for those of you who have been around for a while this used to be the CAMS Office).

A word of warning. The MG Club Night Runs are a bit harder than ours. However the only way to improve in any aspect of motorsport is to enlarge your horizons and occasionally attempt something a bit more difficult.

As with our Clubs Night Runs, a third party insurance extension is now no longer necessary.

### NEXT MOTORKHANA

Our usual Motorkhana date is the third Sunday of the month, which will be the 16th of July.

Our Club will not be running a motorkhana on that date because we have been invited to a motorkhana run by the British Auto Club (no doubt Peter Smith is please to hear of the existence of such a club).

The event will be known as the "1995 Queensland Motorkhana Challenge". This implies some sort of interclub competition, so hopefully BSCC can field a team (possibly including a couple of BMWs and Japanese cars) that can hold its own with the opposition.

The venue is the Caltex Coomera Service Station, which is across the Highway from Mobil Coomera (of Classic Driving Trials fame). Starting time is 10.00 a.m. with competitors briefing at 9.30 a.m. and entries closing at 8.30 a.m.

Further information can be obtained from the event Secretary Brad Pledge, who can be contacted at 10 Samarai Avenue, Runaway Bay, or by phone on (07) 55375642.

### TROPHY PRESENTATION FOR CLASSIC DRIVING TRIALS

This will be held at the Clubrooms on Wednesday 19th July, commencing at 8.00 p.m.

### RALLY TOOWOOMBA

This event will be the second round of the 1995 QRC, also a C5 round of the ARC, the first round of the Corolla Cup, and the third Queensland round of the ARN Junior Rally Challenge.

The total distance will be approximately 450km, of which 120 km will be competitive. It starts in Toowoomba at 9.00 a.m. on Saturday 22nd July and the first car is due to finish at 8.00 p.m. Only one service crew will be needed, and competitors will meet up with their service crews after every special stage.

Scrutineering for Brisbane competitors will be held on Wednesday 19th July and at Toowoomba on Friday 21st July for all other competitors. Reconnaissance of the route will be permitted on Friday 21st July but this is not compulsory.

### T AND R MECHANICAL HISTORIC TOUR

This event is the next Historic Rally to be held in Queensland, and will be run by the Christian Autosports Club on Saturday 29th July.

The sponsor T and R Mechanical is located in Johnson Road, Brendale and specialises in the restoration of historic vehicles.

The start is at the Pine Rivers Shire Council Chambers, where competitors will be flagged off by the Mayor at 10.00 a.m.

Scrutineering and competitor briefing (including instruction for novice navigators) will be held on the morning of the event, prior to the start.

Total distance is approximately 300km, over good bitumen roads, with most cars hopefully finishing before it gets dark.

There will be two stops during the event, where morning tea and lunch will be provided (including entertainment at the lunch break!).

Further information can be obtained from the event Director, Ross Colledge, who can be contacted at work on 835 5565. Ross has stressed that it will definitely be a touring-style event, easier than most of the recent Historic Rallies, and a Halda will not be needed.

#### **NEXT RALLYSPRINT**

The clubs next Rallysprint will be on Sunday 30th July. The venue will be Woodford Forest (basically the same area as the chambers Road Special Stage in Yokohama Rally Queensland but using a few extra roads).

Sponsor of this event is the Z Car Shop, run by that well known preparer of rally cars Alan Stean (Alan helped to prepare the Dunkerton/Mansson Z Car which did so well in the recent London to Mexico Rally).

Regulations should be printed soon. If you are interested in competing or helping on the event please contact Esme at the Clubrooms.

#### **AUGUST NIGHT RUN**

The Clubs next Night Run will be held on Friday 4th August. Because this is also a kart racing night the event will start from Lee Karts in Ipswich Road, Rocklea instead of from the Clubrooms. Starting time will still be the usual time of 7.30 p.m.

The Director of this event will be Tony Slattery who is a well known competitor in historic events and night runs, also a good speedgun operator on speed checks on rallies, and is having a go in the kart racing competition.

Entries will be accepted on the night of the event, and don't forget that a third party extension is no longer necessary for night runs.

#### **GOLD COAST QRC**

Gary Hewson from the Gold Coast Club is putting this event together. It will be held on Saturday 19th August, starting at approximately 1.30 p.m. from Treetops Shopping Centre at West Burleigh. The total distance will be 400 km of which there will be 120 km competitive, and the first car should finish by 10.00 p.m.

Further information can be obtained from the event secretary Ian Richardson on 019-471554.

#### **THE RALLY CALENDAR FOR THE REST OF THE YEAR**

Following the concerns raised in "Calendar Comments" in the April issue of "Brisport", David Nash and Tony Best organized a meeting with representatives of the rally-oriented car clubs in South-East Queensland, (Ipswich West Moreton, Christian Autosports, Gold Coast and Northern Districts).

Agreement was reached on what events would be run in the remainder of 1995, what Clubs would run them, and what dates they would run them on.

The list adopted (weekend by weekend) is as follows (subject to approval by CAMS):

- |               |   |  |
|---------------|---|--|
| 1-2 July      | - | Finish of Mobil I Rally  |
| 8-9 July      | - | Spare Weekend  |
| 15-16 July    | - | Spare Weekend  |
| 22-23 July    | - | Rally Toowoomba on Saturday (Round 2 of QRC, C5 Round of ARC, Round 3 of Junior Challenge) |
| 29-30 July    | - | CACA Historic Rally on Saturday<br>BSCC Rallysprint on Sunday                              |
| 5-6 August    | - | Spare Weekend but there is a C10 ARC in Tasmania   |
| 12-13 August  | - | Spare Weekend  |
| 19-20 August  | - | Gold Coast Rally on Saturday (Round 3 of QRC and Round 4 of Qld Clubman Series)            |
| 26-27 August  | - | Holden Sporting Car Club Midnight to Dawn on Friday night                                  |
| 2-3 September | - | Toowoomba Auto Club Rallysprint on Sunday  |



	BSCC Historic Rally on Sunday (This is the only actual date clash that occurs in the six months, but it is unlikely to affect many competitors)
9-10 September -	BSCC Bailey Powerlines Rally on Saturday (Round 5 of Qld Clubman Series and Round 4 of junior Rally Challenge)
16-17 September -	Spare weekend, but Rally Australia is on
23-24 September -	BSCC Rallysprint
30 Sept - 1 Oct -	Spare weekend, but most people watch the Bathurst 1000
7-8 October -	IWMAC Rally on Saturday (Round 4 of QRC and Round 6 of Qld Clubman Series)
14-15 October -	Spare weekend, but there is a C10 ARC at Coffs Harbour
21-22 October -	Possible weekend for Gold Coast Clubs "Iron Man" motorsport competition
28-29 October -	BSCC Historic Range Rally on Saturday
4-5 November -	Christian Autosports Midnight to Dawn on Friday Night
11-12 November -	Northern Districts Sporting Car Club Rally on Saturday (Round 7 of Qld Clubman Series)
18-19 November -	Toowoomba Auto Club Rallysprint on Saturday (they have a hill climb on Sunday)
25-26 November -	Spare weekend, but the Esanda Rally is on at Canberra
2-3 December -	Keema Classic Rally at Gallangowan on Saturday (Round 5 of QRC and Round 8 of Qld Clubman Series) Keema Club Rally on Sunday

A reasonably tight (but achievable) calendar. There are not very many spare weekends for anybody who is involved in non-rallying activities, but not everybody will want to get to every event. Some of the Clubman rounds are a bit close together but the Series pointscore is based on the best 5 performances.

If an event is not held on its correct date it will almost certainly have to be cancelled as there are virtually no alternatives left.

There is a possibility that Ipswich West Moreton Auto Club may run a couple of events at Willowbank before the end of the year. If so they will use one of the spare weekends.

There were many other matters discussed at this meeting as well as the calendar including classes (and the possibility of running modified cars in more events), licence requirements for events, combined QRC/ARC and QRC/Clubman rounds, QRC events at Gladstone and Townsville, and proposed events for 1996 (a rough draft for the first few months of 1996 was done).

Notes from this meeting are available from the Clubrooms if anybody wants to read them, and it is proposed to hold a similar meeting in late October/Early November to help sort out things for 1996.

## Rallying the troops

PINE RIVERS PRESS, WEDNESDAY, MAY 31, 1995

### Profile



LEFT: Jim Reddix with the bones of the Citroen he is building for the around Australia Mobil 1 Trial next month.

RALLY champion, Jim Reddix is reporting on his experience conquering the Sahara Desert to help him succeed in the around Australia Mobil 1 Trial next month.

Jim, from Samsonvale, won the 18,054km 1974 World Cup rally from London to Munich (via Africa) in a Citroen DS21.

"Now he is preparing a fuel-injected version of the same model for the 19,000km Brisbane to Gold Coast rally starting on June 13.

"You go back to what you know," he said.

The Citroen will compete in the pre-1979 historic section against cars such as the Volkswagen Beetles which dominated similar events in the 1950s.

Jim will also face a challenge from Holden Monaros and XU1 Toranos, and GT Falcons.

He bought a DS21 for \$3000 and the modifications he is making will cost \$8000. He has budgeted \$18,000 for running costs during the rally, a long way short of the \$170,000 budgets some entrants have at their disposal.

Jim is hoping for a top-10 finish but his experience tells him anything could happen.

Driving a Citroen in the 1979 Repco Round Australia Trial, he was placed fourth just 20 minutes behind eventual winner Peter Brock when disaster struck.

South of Kakadu the strain finally told and the drive shaft splined through the engine block.

Since Christmas he and his brother Bob have been preparing the car for the ride of its life.

They have installed a roll cage, reinforced seams, mounting points and welds, and made guards to protect vulnerable underbody parts.

Jim and Bob have also made sure parts will not rub together and wear, and they have made special coolers for the shock absorbers.

"It's just a matter of being careful," he said.

However, being careful was not enough in the long rallies like the 1974 London-Munich event which Jim said was more like an adventure.

Starving refugees mobbed their car in Nigeria, holding out bowls begging for food.

They gave them what food they had. "It was like throwing a bit of meat among a mob of wild dogs," Jim said.

But there were plenty of lighter moments.

Like driving through a dust storm in Nigeria only to end up being surrounded by a pack of wild camels who were in "a pretty fair state of agitation".

Jim's association with rallying dates back to 1953 when as an apprentice mechanic he helped prepare a Citroen for the first Redex Trial.

— Glenn Roberts

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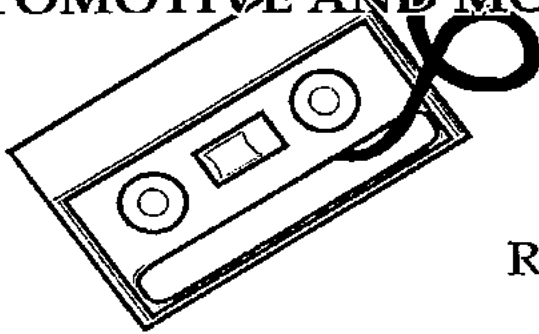
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## HOMOLOGATION PAPERS

Our own John and Meryl Rogers have put a lot of work into compiling a range of Homologation Documents for the general perusal of club members.

If you are considering building a rally car and wish to have a look at just what you can do to it for PRC specification, then drop into the clubroom on a Wednesday night and have a look at the papers.

The present range includes those vehicles listed below and if any one else has Homologation Papers which John can copy for reference details, please let him know.

Type of car	Year	FISA No.
Daihatsu Charade 1.3i	1989	5374
Datsun Bluebird 1800	1979	5768
Datsun Bluebird 1600	1971	5433
Ford Escort RS2000	1982	5036
Ford Escort RS2000	1982	5035
Ford Escort RS2000	1973	5568
Honda Civic SB1	1972	5531
Gemini PF50	1974	5589
Gemini PF60	1978	5681
Gemini ZZ sedan	1982	5089
Mazda RX2	1972	5378
Mazda RX7	1984	5195
Nissan Stanza HA10	1980	5196
Toyota Celica RA23	1975	5629
Toyota Corolla TE20	1970	5419
Toyota Corolla KE70	1982	5058
Volvo 360 GLS	1984	5201
Volvo 360 GLT	1984	5200
Volvo 360 GLE	1984	5202

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### For Sale:

Datsun 180B SSS Coupe PRC Rally Car, Bond Rollcage, Terratrip, Intercom, New Motor (1000<sup>k</sup> old), Reconditioned gearbox, 6 rally tyres, 4 motorkhans tyres and wheels - ready to compete.

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**PROPOSED BSCC 1995 CALENDAR OF EVENTS**

**QUEENSLAND RALLY CHAMPIONSHIPS**

Saturday 2 December 1995 Final '95 SE Qld./Gallangowan

**CLUB RALLIES**

Saturday 9 September 1995 Imbil  
Sunday 3 December 1995 Gallangowan

**RALLYPRINTS**

Sunday 30 July 1995  
Sunday 24 September 1995  
Sunday 5 November 1995

**OFF-ROAD**

Sunday 27 August 1995  
Sunday 26 November 1995

**HISTORIC**

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

**MOTORKHANA**

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**NIGHT RUNS**

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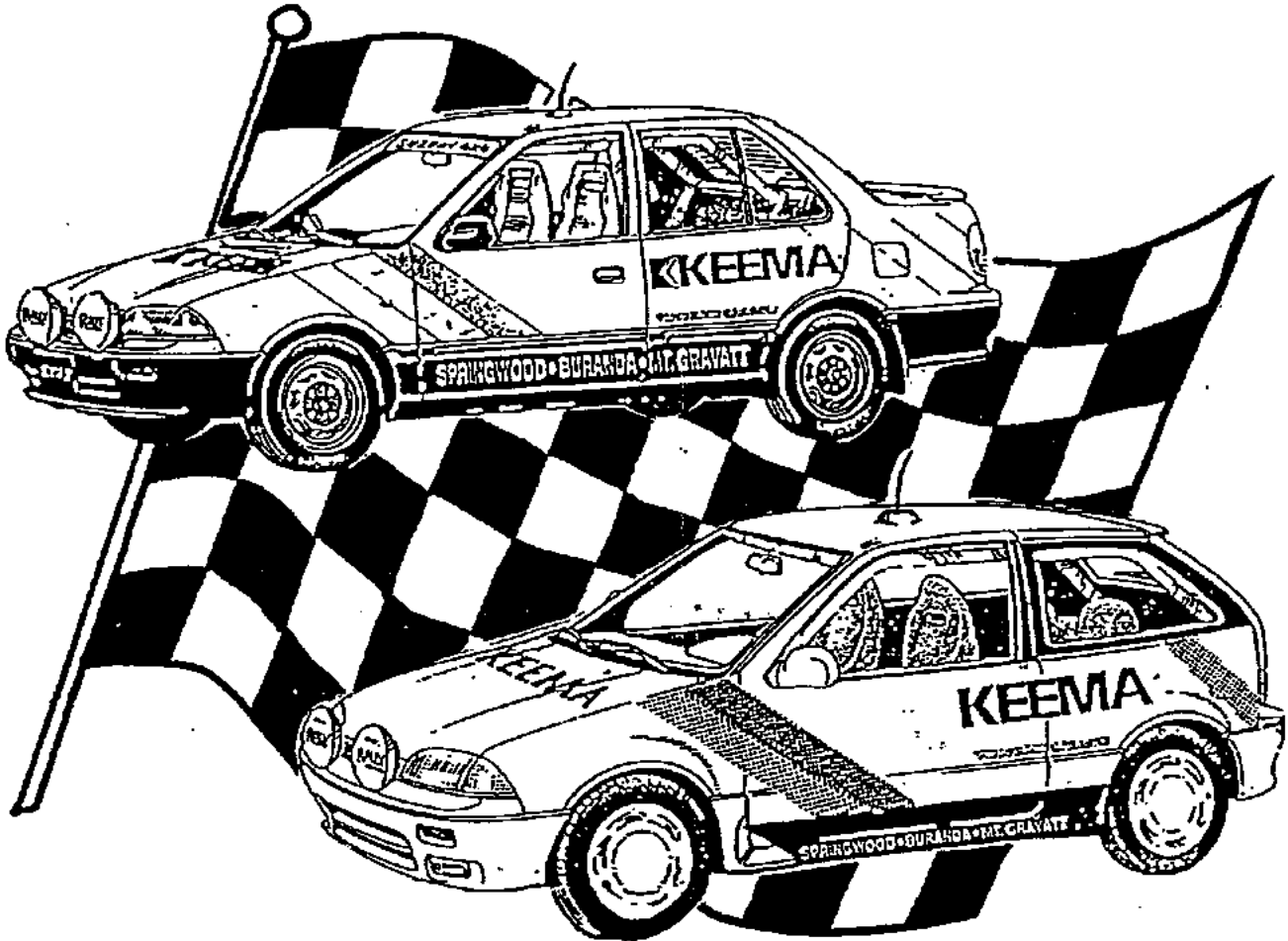
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