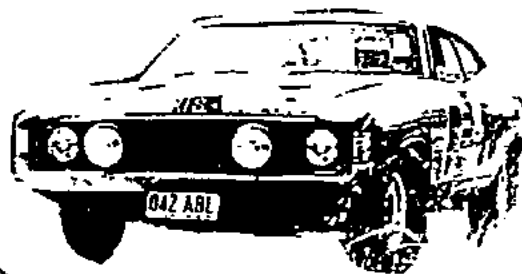


BRISPORT



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



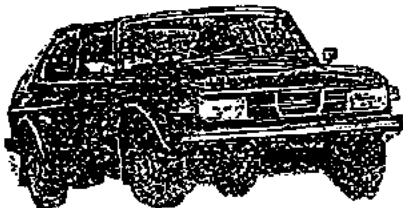
TONY BEST

1994
Junior Champion



LEE EVANS

1994
Historic Champion

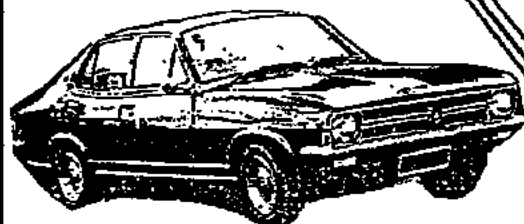


1994
Off-Road
Champions



STEVE/BARRY WILLETT

1994
Motorkhana
Champion

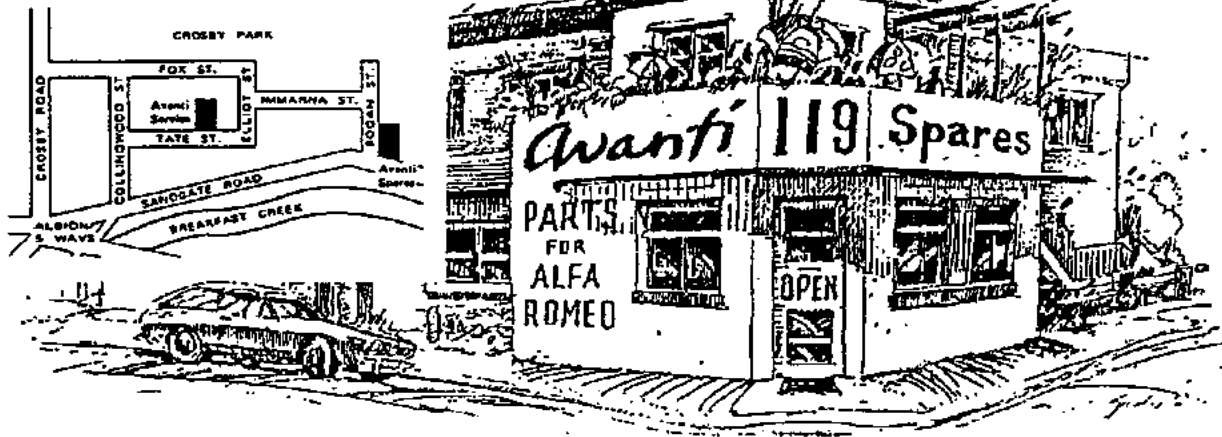


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Pace Note Time

As I write this I'm getting myself mentally prepared to attack the first ever pace-noted rally in the history of Queensland rallying.

I'm talking about the 'Rally of Toowoomba' of course which is to be based out of the 'Garden City' on the weekend of 22/23 July.

Clerk-of-Course for the weekend is Peter Marcovich and he has managed to gather a strong field of 39 crews to contest this C5 round of the 1995 ARC.

Just to clarify the matter, the BSCC has actually run the C5 round for the past 2 years of the co-efficient series but a CAMS regulation was passed that the same club which runs the C10, cannot also run the C5.

As a result, and in the face of no other applications, Peter was awarded C5 status for the event to be run under his company 'Sports and Corporate Promotions'.

I will provide an extensive report in next month's mag. and I will be again sitting in with Darren Gardiner in the Gemini. Unfortunately I just don't have the resources to be running with Marky-Mark in the Subaru at the moment so Craig keeps his bum in the seat.

The field includes 5 Corolla RV's for the first round of the 'Corolla Cup', so it should be an interesting weekend.

June just seems to have flown by and the mighty Mobil 1 Trial is now past history, with Ed Ordynski/Ross Runnalls taking the big win in their Bridgestone Commodore - well done.

I've made mention of the efforts of BSCC members within this issue so please read on with interest and forgive me if I've missed any one out - most names were unfamiliar to me.

Actually that's an interesting point - Look at the list of entries for the Trial and see just how many of the current crop of leading ARC drivers were there. Not many I can tell you, but those who found the time and budget did well indeed.

Very worthy of mention was the effort of Rod Salmon and Michael Guest. Mick almost had the cat in the bag but for a number of incredible problems, but his second place finish was well deserved.

I mentioned in a snippet of news last month that a certain competitor committed the ultimate sin and welded his handbrake cable to the floor (I won't reveal who it was, Jim Pilgrim). Bruce MacMahon of the Courier Mail picked up the piece and threw it into a Friday Motoring edition as a funny inclusion. Thanks, Bruce!!

I must throw off on a tangent at this time to wish David Nash a belated happy fortieth birthday for the 18th of July.

Who would have thought he'd make it this far??

Off onto another tangent and I must congratulate Johnny Herbert on winning his first ever Grand Prix for Benneton. I'm sure he gets to read Brisport when he's sitting in the loo at home, so well done son!!

Since the last magazine I've managed to sell the mighty 120Y wagon and you'll see me gadding about in the ex-Tony Graham Toyota T-18. No, don't laugh it was a good deal and Tony didn't have to pay me too much to take it away.

Keep your eyes peeled for another new car in the form of Ron van Opstal's Ford Sierra Cosworth road car. It actually has a dunger 2.0 litre Escort engine in it at the moment (something to do with the MOT tax on registration in Pommie-Land), but a full-honk engine will be coming.

The car looks like a million bux, with it's Ford Motorsport colours and in two wheel drive form will light up the bags at Boondall next motorkhana day.

At the last Rally Advisory Panel meeting, much discussion ensued over the possibility of heading up to Townsville for a QRC in 1996. The Twin Cities Auto Club are very keen and they gained valuable organisational experience with the Mobil 1 Trial.

The RAP are quite supportive of the concept and with the added possibility (?) of Central Coast Car Club running a QRC, this would make it a genuine Queensland-wide championship which can only be great for the sport.

I hope a fair representation of south-east Queensland crews take part if it happens. Let us know your thoughts on the matter.

That's it from me for now - CIAO!!

Tom

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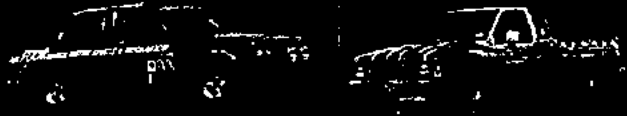
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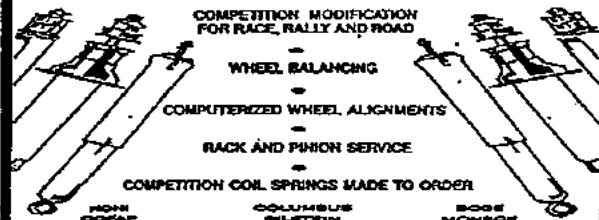
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The Mobil 1 Trial

1995.

Well the great motoring adventure is over and to all of those people who were involved in one way or another - well bloody done!

Brisbane and the BSCC were fortunate in that we witnessed the start of the event and the collection of vehicles which were part of both the 'Trial' and the 'Challenge'.

For those of you who weren't aware, there were in fact two races going on. One for the 'Trial' which generally covered harder and more competitive distance and one for the 'Challenge' which was a lesser rally, but a rally nonetheless.

There were quite a few Queenslanders in the event, and a number of those came from the Brisbane Sporting Car Club.

Congratulations and commiserations go to those who respectively finished and didn't finish.

The BSCC also ran a number of stages in conjunction with other clubs around the state and the country and thanks go out to those who assisted under the guidance of Craig 'The Barking Chihuahua' Porter.

There were also BSCC members in the road crews which followed the event, and if you thought you saw Pat Hetherman, Paul Williamson, Glen Duthie or Brian Everitt out there, you were right!!

Queenslanders, Brisbane-ites and BSCC members fared damn well in the final analysis and here are the finishing places as I am aware of them, based on a set of final provisional results.

Firstly unofficial Queensland Peter Glennie finished in fifth outright with Peter Clark alongside. Their mighty Toyota Landcruiser put the wind up a few people and I, for one, always thought they'd be in with a chance.

In tenth outright and first Brisbane team home was the magnificent sounding Alfa Romeo 75 of Richard Anderson and Bruno Fulcher.

The 75 was purpose-built for the trial and proved that it could indeed cope. With a bigger budget (a-la-Commodore) and some tyres they may have pushed further up the order. In any case Richard and Bruno put in a number of top five stage times on the last leg!!

In twelfth outright was the factory Isuzu Jackaroo of Peter Lockhart and Tim Donovan. Poor Pete was involved in a couple of incidents on the road and was running higher up the order early in the event, showing the worth of his Safari experience.

John Spencer and Charlie Camilleri went around Australia in a little Corolla Levin that no-one thought

would last the distance. It surprised a lot of people with it's performance and good looks, and particularly it's unusual 'Goodyear Wrangler' tyres. They finished sixteenth outright and first in class.

In 26th outright after making a valiant trek around the country was the Landcruiser of Nev and Shirley Hawkins. They were probably never in contention but saw this as an adventure to be overcome. A great result!

In fortieth outright, after running as high as nineteenth was the Peugeot 504 of David Owen and Gary Ratcliffe. The Pug was solidly built and David overcame little rwd experience, and Gary overcame no rally experience to fix a few breakages and make the finish, very satisfied indeed. They were fifth in class H7.

Ross Dunkerton's co-driver Noel Richards is also a BSCC member and they were looking for a top finish until engine problems forced their early retirement.

Jim reddiex also built a Citroen for the event but a problem which resulted in engine damage put he and co-driver Mal Crockenberg out of the running. The little 'Cit' was also capable of being right there in the end in Jim's experienced hands.

In the 'Challenge', the top-placed BSCC crew was the KEEMA Mazda 929 of Henk Kabel, with Russell Worthington and Kevin Weule along for company.

Henk showed that he had not lost any of the driving talent that made him a leading competitor not that long ago, and this finish in equal sixth outright was a brilliant result.

Down in thirtieth outright in the 'Challenge' was the ex-Ray Evans Ford Cortina Mk 2 of Wayne Reed and Michael O'Dea.

The 'Osella Motorsport' team presented an excellent package and well-presented vehicle which made the trial and finished happily.

There may have been other BSCC people involved who I am unaware of and I apologise if I have omitted to mention you.

Unfortunately the media coverage of the event here in Brisbane (and across the country, so it seems) was a little lacking, but the specialist motor magazines covered the rally very well indeed.

The general consensus is that it was a great event, although very demanding at times. Stories continue to surface regarding teams and tricks and of course these become part of the legend of the Trial. I can hardly wait for the book!!

Rally Video Nights

Looking for an excuse to get out on Wednesday nights??

Well, the second Wednesday of every month is now "Rally Video Night" at the clubrooms. Chris Lane has procured a monthly video called 'Acceleration' for rally fans not getting what they want from the old television!

Every month he will show you the best rally action from around the world, from the world's best drivers. There are features on the top teams as well as rounds of all the British and Irish Championships and anything else he can lay his hands on!

All within 2 months of the events being run (GUARANTEED).

Watch out for the night 'Rally Video Night' on August 9.

German Autos Enduro

Laurence Svenson's business 'German Autos', (the only place to go for repairs to your Porsche 935) has decided to sponsor the next major off-road event for the club on 27 August.

Director for the German Autos Enduro is Graeme Hill (No, not the father of F1 sensation Damon!) and the venue for the event is Gatton.

The course will be 150 kilometres in total length over 6 laps, and will be round 3 of the 'Queensland Off Road Driver's Series'.

If you haven't competed in a race so far this year, or are looking to be entertained by some high-flying action, then get on out there to participate.

Who knows, you might even see off-road legend Derrick Kennedy in action - HAI

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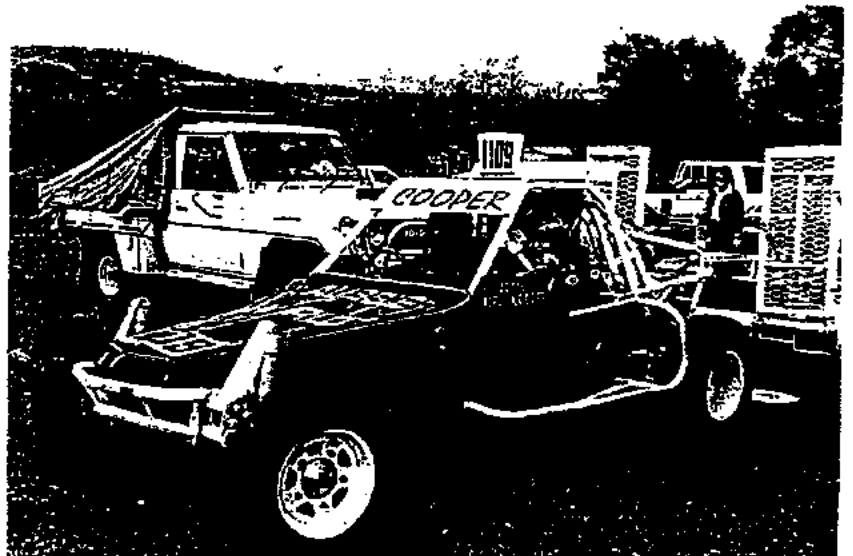
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CLASSIC DRIVING TRIALS

The Brisbane Sporting Car Club ran their annual Classic Driving Trials on Saturday 24th June. The event was held for the first time last year, and this year the major change was a shift to the grass venue at Mobil Coomera.

A total of sixteen entries were received, consisting of most of the regular Historic rally competitors plus some motorkhana enthusiasts. The main difference between this event and a motorkhana is that a navigator is required. The navigator has a reasonable amount of work to do during the day including starting and stopping the timing clock, picking up golf balls, opening gates etc.

The first test was the gate-opening test where the navigator had to open and close three gates. Lee Medhurst / Clair Swallow (Mini) were quickest from Grant Harvey / Cameron Smith (MG Midget) and Brian Kreiger / Michael Holahan (Hillman Hunter).

The next test was a standard motorkhana test but involved starting from a parking space with a tree in front of the car and a marker peg behind, without hitting either. Glen Carpenter / John Potts (Mini) were quickest from David Burnett / David Gilbert (BMW) and Andrew and Glenda Owen (Sprite).

The third test was the golf ball test, where five golf balls have to be picked up from the top of witches hats and dropped into a tin. Tony Perrett / Barry Goodwin (Mini) were quickest on this test, even with a 5 second penalty for hitting a marker. Second and third placegetters, Harvey / Smith and Burnett / Gilbert also hit markers.

The fourth test was a conventional motorkhana test but had an additional penalty for the distance from the end of the garage that the vehicle was parked on completion of the test. Medhurst / Swallow achieved the best result from Owen / Owen and Burnett / Gilbert.

This was followed by the blindfold test where the driver was blindfolded and had to rely entirely on the instructions from the navigator. Burnett / Gilbert were quickest from Kreiger / Holahan and Carpenter / Potts. Four crews received penalties for Wrong Directions.

The last test was a conventional motorkhana test. Before the last test Burnett / Gilbert had an outright lead of approximately five seconds, but hit a marker and were beaten into second place by Carpenter / Potts, the margin being half a second, a very close result for the day. This test was won by Medhurst / Swallow from Carpenter / Potts and Tony Slatery / Debbie Davies (MG 1100).

Everybody had a very enjoyable day, with most of the competitors voting it one of the best fun-type events that the Club has run.

The event Sponsor was Refrigeration Parts (Qld) Pty Ltd, who provided lunch for all competitors and officials as well as the trophies for the event. They have indicated their willingness to again sponsor the event in 1996.

COMING EVENTS

Next Historic Rally

Ross Colledge from the Christian Autosports Club is organising the "T and R Mechanical Historic Tour" on Saturday 29th July.

The event starts at Strathpine at 10 a.m. and finishes at Runcorn in the afternoon (hopefully before dark if you do not get lost).

The total distance is approximately 370km and the official maps are the Ipswich 1:250000 and the Brisbane UBD. Any vehicles built before 1975 (including model run-ons) are eligible to enter.

Nissan Z Car Rallysprint

This event will be sponsored by Alan Stean's Nissan Z Car Workshop and will be the Clubs second Rallysprint for the year. It will be held on Sunday 30th July using two 5km special stages (each run twice) on forestry roads near Woodford. Scrutineering is at 10 a.m. on the Saturday at Norm Singleton's workshop. The event gets under way on the Sunday with competitors briefing at 10a.m., reconnaissance runs at 10.30 a.m., followed by the timed special stages. Spectators are welcome.

August Night Run

To be held on Friday 4th August this event is to be organised by Tony Slatery and will start from Lee Karts in Ipswich Road, Rocklea, as this date is also the fifth of the Clubs kart racing nights. Starting time is 7.30 pm and everybody is welcome. No third party insurance extension is necessary.

Next Round of the QRC

The Gold Coast Tweed Motorsporting Club is running this event which will be held on Saturday 19th August. It will be the third round of the 1995 QRC and the fourth round of the Clubman Rally Series.

The event starts at 1.30 pm from Treetops Shopping Centre at west Burleigh, and runs on some of the roads from the mobil I Trial, including the 22 km stage in Whian Whian Forest near Mullumbimby that the Challenge cars used (perhaps it should be called the Geoff Ponton Memorial Stage).

Event Headquarters will be at the Murwillumbah Showgrounds and total competitive distance will be approximately 120 kilometres. Anybody who is interested in competing or helping on the event should contact the event secretary Ian Richardson on 019 - 471 554.

August Motorkhana

For the motorkhana on the third Sunday in August (Sunday the 20th) we are back to our usual venue, which is the car park at the Boondall Entertainment Centre.

Mark Pearce is the Clerk of Course for this motorkhana which starts at 9.30 a.m. with entries being accepted on the morning of the event. If you need further information Mark can be contacted on 849 7477 (work).

Midnight to Dawn

Those of you who want to try something a bit harder than a Club Night Run but a bit easier than a Clubman Rally should try a Midnight to Dawn. The Holden Sporting Car Club is organising one of these events, which commences at midnight on Friday 25th August, and BSCC members are invited.

The event will be basically a navigation run or touring assembly. There will be some bitumen roads and some dirt, but all roads will be suitable for road cars. Different parts of the event have been designed to appeal to both drivers and navigators.

Further information can be obtained from Rod Biggar on 378 1971 (a/h).

Next Off Road Event

This event is sponsored by Lawrie Svenson and will be known as the "German Autos Enduro". It will be held on Sunday 27th August and will be organised by Graeme Hill and Michael Collins, with Rod Sams as Event Secretary.

The location is at Buaraba near Gatton and the event will consist of six laps of a 25 kilometre course. The prologue will be held at 8.30 a.m. with the main event starting at 10 a.m. and catering will be available at the venue.

September Night Run

Friday 1st September is the date of this run and it will be starting at 7.30 pm from the Clubrooms.

Mark Carbine has offered to be the director. Mark has been a well known competitor in night runs over the past twelve months and should be able to put together a good event.

With the weather starting to get a bit warmer, hopefully we will see a few more competitors coming on the night runs.

G.P. Cars Classic Rally

Jim Reddix is the director of this event (with assistance from Peter Marshall) so there is a fair chance that this event will bear some resemblance to last years VACC Historic Rally.

The event will be held on Sunday 3rd September starting at approximately 9 a.m. from a location to be advised just to the west of Brisbane.

The distance will be approximately 400km with a lunch stop on the Southern Downs and a finish around 4pm at a country pub where a barbecue will be held.

Sounds like a very enjoyable day should be had by all. Further information can be obtained from Jim on 289 9276.

Bailey Powerlines Rally

This event is again sponsored by Rod Bailey and his crew from Bailey Powerlines, and will be held on Saturday 9th September, running on roads in the Imbil area.

Start time will be 3.30 pm from a location near Imbil, and there will be 110 kilometres competitive over six special stages. David Nash is the Clerk of Course and is looking for helpers.

This rally will be the fifth round of the Queensland Clubman Rally Series, the fourth and final Queensland qualifying round for the ARN Junior Rally Challenge, and will also be a round of the Queensland Gemini Rally Series.

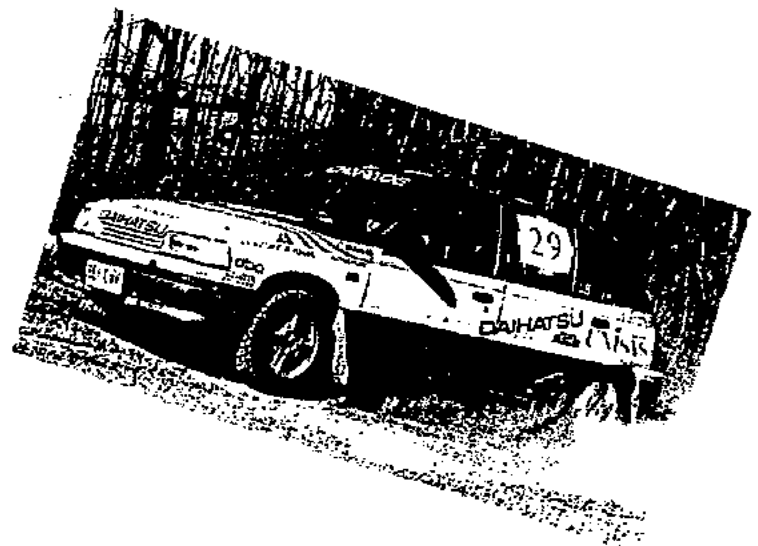
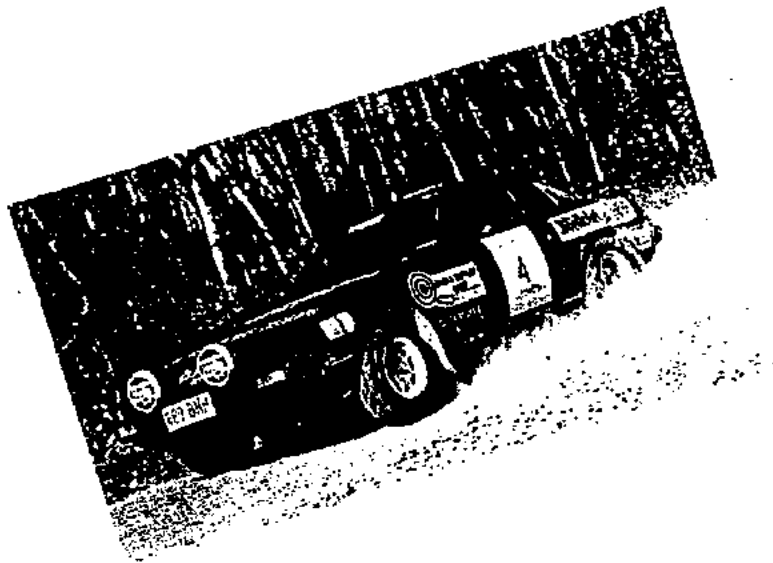
Rally Calendar for the remainder of 1995

There was one misprint in the list of dates of events for the remainder of the year as it appeared in last month's "Brisport".

A Rallysprint should also have been listed for Sunday 5th November.

Some keen members picked up that it was on the BSCC calendar on the last page of the magazine, but was not on the other list.

At this stage this event should definitely be going ahead on the 5th November as planned.



'Refrigeration Parts Classic Driving Trials' Results - June 24, 1995

Results

No.	Driver	Navigator	Vehicle	Year	Class	Test 1	Pen	Test 2	Pen	Test 3	Pen	Test 4	Pen	Test 5	Pen	Test 6	Pen	Total	OR
3	Glen Carpenter	John Polts	Morris Clubman	1971	5	1.14.97		0.54.86		1.26.34		0.44.57	5	1.26.31		0.46.82		6.38.67	1st
7	Dave Burnett	David Gilbert	BMW	1974	5	1.14.88		0.59.07		1.16.61	5	0.51.57		1.19.42		0.47.84	5	6.39.39	2nd
2	Brian Kraeger	Michael Holahan	Hilman Hunter	1967	4	1.12.18		1.07.04		1.22.87		0.48.55	6	1.25.86		0.48.13		8.50.43	3rd
6	Andrew Owen	Glenda Owen	Austin Healey Sprint	1960	1	1.14.16		1.00.84		1.25.75		0.48.45	3	1.32.08	15	0.48.38		7.07.66	4th
1	Anthony Parrett	Barry Goodwin	Morris CooperS	1970	5	1.15.83		1.18.12		1.13.06	5	0.48.82	8	1.45.83	15	0.45.76	5	7.40.44	5th
4	Lee Medhurst	Claire Swallow	Austin Mini	1971	5	1.10.72		1.021.00	5	1.21.43		0.48.01	3	2.21.67	25	0.44.38		8.01.21	6th
14	Donald Biggar	Malcolm Gibb	Austin A 35	1956	1	1.14.53		1.03.29		1.30.88		0.58.87	3	2.06.89	15	0.48.12		8.01.58	7th
5	Grant Harvey	Cameron Smith	MG Midget	1971	3	1.12.02		1.18.57		1.14.31	5	0.55.88	4	2.27.88		0.51.78		8.09.42	8th
9	John McKeon	Roxanne McKeon	BMW	1971	3	1.22.20		1.04.92	5	1.35.65		0.56.23	5	2.15.37		0.49.27		8.12.24	9th
8	Graham Brown	Ray Walkin	Austin Healey	1954	1	1.27.59		1.14.88		1.42.07		1.19.16	5	1.36.49		0.49.85	5	8.20.04	10th
13	Michael Hocking	Anita Whyatt	Holken Torana	1973	5	1.22.08	10	1.04.46		1.38.46		1.00.40	3	1.37.94	5	1.19.29		8.20.53	11th
15	Tony Slattery	Debbie Davies	MG "1100"	1964	4	1.15.90	5	1.08.52	5	1.36.42		0.54.19	4	2.27.88		0.46.72		8.23.63	12th
12	Richard Groves	Gail Groves	Toyota 1800 S	1965	4	1.30.00		1.16.73		1.35.66		1.01.58	4	2.22.88	5	0.48.48		8.44.34	13th
10	Ross Colledge	Andrew Gaston	Datsun 1600	1973	5	1.33.13	5	1.13.92	25	1.45.64	5	0.59.94	10	1.22.04	15	1.14.29		9.03.96	14th
11	Gaoff Stanaway	Meryl Rogers	Gemini	1975	5	1.30.15	5	1.46.72		1.43.79		0.58.20	3	2.27.88		0.51.12		9.20.66	15th
16	Lee Evans	Patricia Evans	Escort	1970	5	1.35.57		1.41.72	10	2.18.51	25	1.01.42	2	2.27.88		0.52.32		10.34.42	16th

Class 1

6	Andrew Owen	Glenda Owen	Austin Healey Sprint	1960	1	1.14.16		1.00.84		1.25.75		0.48.45	3	1.32.08	15	0.48.38		7.07.66	
Class 3																			
5	Grant Harvey	Cameron Smith	MG Midget	1971	3	1.12.02		1.18.57		1.14.31	5	0.55.88	4	2.27.88		0.51.78		8.09.42	
Class 4																			
2	Brian Kraeger	Michael Holahan	Hilman Hunter	1967	4	1.12.18		1.07.04		1.22.87		0.48.55	6	1.25.86		0.48.13		8.50.43	
Class 5																			
3	Glen Carpenter	John Polts	Morris Clubman	1971	5	1.14.97		0.54.86		1.26.34		0.44.57	5	1.26.31		0.46.82		6.38.67	

The CAMS Page of Information

The following information has been gleaned from the pages of the QSC News for the month of June and associated minutes of Advisory Panels:

QSC notes the achievement of John Davies in winning the Australian Hillclimb Championship at Mt Cotton and establishing a new record at the circuit.

Norm Singleton, Ian Syme and Carl Stecher have been appointed as Scrutineers Grade 4.

For the Clubman Rally Series, approval has been given to increase the number of invited clubs to ten (10).

In respect of the Clubman Rally Series, it has been clarified that drivers who have placed fifth or higher in a QRC or higher status event between 1/1/90 and 31/12/94 (inclusive) are not eligible for points as drivers.

The Gemini Regulations concerning circuit racing Geminis have been amended to allow freedom of the camshaft top drive sprocket.

NDSCC requested approval to run a round of the GP CARS-Cibie Clubman Rally Series on 11 November 1995 - granted.

Rally Panel Chairman Errol Bailey has spoken with representatives of Twin Cities Auto Club in Townsville regarding that club organising a round of the 1995 Queensland Rally Championships.

The Scrutineering Advisory Panel was concerned at the lack of use of graded scrutineers and eligibility officers at championship rallies. The panel wished to encourage the use of S2 grade scrutineers at Championship rallies and S3 at club and other events.

The Scrutineering Advisory Panel was looking for nominations from S3, S2 and S1 scrutineers for the Toohy's 1000 race in October.

The Z-Car Workshop Rallysprint

The second round of the 1995 Rallysprint Series will have been run and won by the time readers receive this issue.

The event was again organised by Tony Best in the Beerburrum/Woodford area and for this occasion the sponsor was Alan Stean of the Z-Car Workshop.

The Series for 1995 is not supported by last year's series sponsor, but rather by a number of minor sponsors.

It appears that awards/trophies for the end of the season will be put up by the BSCC.

The first round of the series was well attended and the field for round 2 was expected to be most likely larger.



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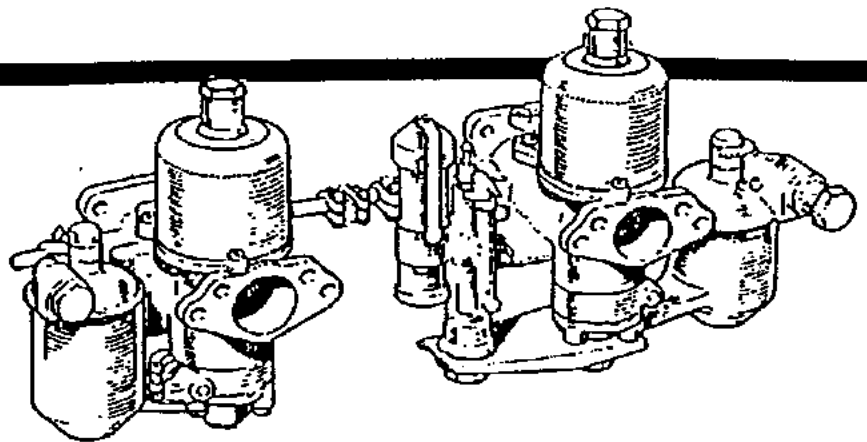
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Toyota Celica GT4

The Queensland Connection.

After the last issue of 'Brisport' hit the newsstands, someone asked why Stewie Reid's Celica GT4 didn't grace the front cover, as he was the 1994 Queensland Rally Champion.

Well, whilst the BSCC monthly club magazine is recognised far and wide as being something rather special, the cover is for internal club champions, and Viv Gees in the mighty Falcon was indeed the '94 Club Rally Champ.

Nonetheless, I thought "Here's an opportunity to tell readers a little about the Scotsman who can drive like a Spaniard!"

As a matter of coincidence I actually first met Stewie about 12 or 13 years ago when he first came to Australia, moved to Brown's Plains and had purchased a certain ex-Rod Browning Gemini coupe.

A school-friend of mine who had never navigated before ended up sitting in the silly-seat for Stewie in a Benarkin rally and he was quite sick at the time, ending any chance of a good result.

Stewie went on from big to bigger and although my archives don't show his specific results, I think from memory he achieved a few good finishes in the 'Opel'.

From the Gem. he progressed to KE35 Corolla coupe, powered by a twin-cam engine and again previously owned by Rodney the Rocket. This was perhaps the instigation of his ongoing relationship with the Toyota marque.

After the Corolla had become too slow or too boring, Stewie moved on to Datsun 1600's and had a series of them which were very fast indeed.

A couple were wrecked in quite famous accidents (just ask Ian Hamwood), and one occurred in Mt Coot-tha Quarry, luckily on a flat piece of the earth.

His last Datto is in fact the car now owned by Johnny Goasdoue and this was a beautifully built, very light and legal PRC car.

After the Datto's came an ex-racing Starion turbo and the Mitsubishi proved that Stewie had some speed with horsepower and reliability.

Unfortunately that car also had a couple of unlikely crashes, with one occurring when the trailer brakes failed on the way to Bathurst. I know about that one because I was driving the car behind when it happened and I watched the rig go into a ditch!!

The Starion had a gearbox failure in Stewie's last event in the car (Coff's Harbour, I think), and with the horsepower it was putting out it was no wonder.

Stew sold the car to Andrew Hamilton, who has done a few events, but presently has the car undergoing a partial rebuild (so far it's taken about 18 months).

The next project was the current Celica GT4 which was brought in as a Japanese import road car and meticulously built into the current rally weapon.

The right input and brainpower was used in the build and it has always been a credit to Stewie's abilities.

The car has had genuine TTE parts used in construction and has reached a level of power and reliability, sufficient to achieve National Classified seeding for Stewie and the 1994 Queensland State Rally Championship.

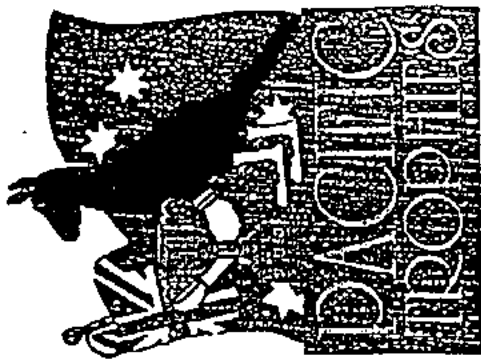
Supporters of the team include MOTORAMA TOYOTA, BRIDGESTONE TYRES, SHELL KIPPA RING AND CRANCH SMASH REPAIRS.

Stewie has enjoyed the assistance of a number of co-drivers over the years including Ian Hamwood, Geoff Krause, Iain Stewart and most recently Hugh Reardon-Smith.

While recent stories indictae that Stewie had the car for sale in order to fund a Corolla Cup car, I can't see his flat-out driving style fitting the 1.8 litre front-wheel drive car. But then again, the prize at the end is a 'factory-assisted' drive in a Group N GT4 in New Zealand...

Stewie has been a great rallying representative for Toyota in Queensland and across the country in the white Celica GT4.





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The Nurse of the Year Quest and CAMS.

In the last issue of Brisport a report was printed listing a situation involving efforts to run a day navigational event through the Brisbane Sporting Car Club on behalf of a 'Nurse of the Year' entrant who was a friend of a member.

The story outlined how CAMS were unable or unwilling to make some license concessions to enable the club to 'run' the event.

The content of that story was basically accurate, but with fairness to CAMS and in particular the Queensland Manager Milton Brennan, the following information should be put forward.

The initial report was written by a concerned club member based on the information which was presented to the club, but all of the initial negotiation was done by club member Ian Bremner.

When Ian discussed the matter with Milton, he was told that the insurance risk for non-CAMS members competing in such an event was too great. Accordingly, he was unfortunately unable to assist on this occasion however much he supported the concept.

Ian accepted this explanation quite happily as he was satisfied that CAMS were basically stuck between a rock and a hard place.

The report in the last issue of Brisport was probably written as a reaction to CAMS' previous practice of allowing certain freedoms and licencing to promote various aspects of the sport - along the lines of the 'Motor Show/Rally Connection Rally' and the like.

The basic premise is, that times change and we may not gain these advantages anymore due in part to those same insurance problems.

The Cancer Fund, Ian and Berenice Linton certainly wish it to be known that they were not aware of the 'ruckus' that was caused.

In addition, Ian happily advises that a fund-raising event will be run totally separate to the club and CAMS, (similar to any group's 'rally' that takes place) which will still satisfy those keen to participate in a nav. run.

'The Bailey Powerlines Rally' 1995.

Once again the famous (infamous) 'Bailey Powerlines Rally' will be held in 1995, supported by Rod Bailey who has been a keen sponsor of a club event for the club for many years.

In past years the rally has been as far afield as Stanthorpe, Millmerran and Beerburum but on September 10/11 the rally returns to beautiful downtown Imbil Forest.

Clerk-of-Course, of course, is none other than David (I just turned 40 on 18/7/95) Nash and he promises a compact event over good roads with perhaps a change to the HQ venue and general layout.

There will be 110 kilometres of competitive roads in the afternoon and nighttime, with an early enough finish to enable crews to enjoy a few golden ales before hitting the sleeping bags.

Six (6) stages will form the basis of the rally which means that the length of each will not be super short and the entry fee remains static at the recognised \$90.00 for clubman events.

Note this is a round of the GP CARS - Cibie Clubman Series, and the Australian Rallysport News Junior Challenge.

With a top organising team and the traditional support of the Imbil people (watch that 40kph speed limit), the 'Bailey Powerlines Rally' will be one not to miss.

You read it here first so circle the date on your rally calender, you know, the one that's on the wall just over there....

Summerland Sports and Classic Car Club Annual Static Car Display.

The BSCC has been invited to attend at the above event on the weekend of 5/6 August at Heritage Park in Lismore.

Various awards are to be presented for special categories so check the club notice board for more info.

HISTORIC RALLY NEWS

Norm Singleton's Rally Connection

Historic Rally Series

POINTSCORE - Top 10

1 D Biggar	29
1 M Gibb	29
3 D Burnett	28
3 D Gilbert	28
5 T Best	24
6 R Colledge	21
6 G Carpenter	21
8 K Philp	20
8 T Galletly	20
10 T Slattery	19
10 D Davies	19
12 Peter Smith	18
12 P Whalley	18
12 I Ferguson	18

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Historic Rally Group MEETING

WEDNESDAY August 16th, 1995 (8.00pm)

Jim Reddiex will be along to tell us about the GP Cars Classic Rally to be held on Sunday, September 3rd which will be Round 5 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 - some still available for the GP Cars Rally.

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

COMING EVENTS

August 6	<i>Summerland Sports and Classic Static Display - LISMORE</i>
August 26	<i>NSW #2-Sprite Club "Beach and Brekkie" (Midnight to Dawn) Rally</i>
September 3	<i><u>Historic Rd 5 - GP Cars Classic Rally</u></i>
September 9/10	<i>NSW #3-MG Classic Rally</i>
October 14/15	<i>NSW #4- Winter Classic Rally</i>
October 28(Sat)	<i><u>Historic Rd 6 and NSW #5 - BP Range Rally Classic</u></i>

Refrigeration Parts (Old) Classic Driving Trials

For the second year running, Ian Ferguson and Tony Best have organised an excellent Classic Driving Trials event. This year's event was held at Coomera, near Dreamworld.

The winners of the event were Glen Carpenter and John Potts driving a Mini Clubman, with Dave Burnett in the BMW 2002 second and Brian Krieger in the mighty Hillman Hunter. There were six tests on the day, with navigator having to work hard as usual.

OTHER NEWS - AROUND THE MAPS

BP Australia have been confirmed as the sponsor for the **BP Range Rally Classic** on October 28. This event will be the final round of the QLD and NSW Historic Series. Alan Stean will be directing the event after his walkover win of last year. The event will start and finish at Murwillumbah, with the lunch stop at Lismore. Its great to see BP supporting Historic Rallying again this year - more details in coming months.

The **GP Cars Classic Rally** is all set to go with Jim Reddiex and Peter Marshall setting a route in areas not used for some time. The start will be at the MOBIL at Amberley, with lunch at Allora and the finish at Lowood for a BBQ. The cost is a very reasonable \$40 including the BBQ. Scrutineering at 8.00am and first car away at 9.30.

1995 Mountain Rally and mini Mountain Rally

The 1995 Mountain Rally and MINI Mountain Rally were a great success. Queensland was represented in 5 crews, Dick Groves and Garth Evans in the Toyota Corona 1600S *chook* car, Ian Ferguson and Alan Bates in the SAAB 99 EMS, John and Roxanne McKeon in their BMW 1600 (or is it 2000?), George Minassian navigating in a Volvo 122S and Ken Philp and Tony Galletly in the Lancia Fulvia 1200. The rally started from Eastern Creek with the Touring Cars practising in the background and headed off on the 2,200 kms via Goulburn, Wagga Wagga, Wodonga, Winton Raceway, Wodonga, Canberra, Wakefield Park Raceway, Goulburn and back to Sydney for the finish at Parramatta Mall. The tradition continued with a 1600cc car again winning the event for the fifth year while crews from 4 states (NSW,SA,Qld,WA) filled the 4 top places which shows the talent throughout the country. The format and standard of the event has returned to a similar format to 1993 and was an all bitumen event.

Dick Groves should be reported to the RSPCA for the things he did to the stuffed *Toyota chooks* on the Mountain Rally. Those poor chooks always appeared to be hanging on for grim death and usually by their necks from the back windows of the Corona. Were they really last seen crossing busy Parramatta Road, Dick ?? . Apparently one has survived to compete in the Classic Driving Trials ?

Ian Ferguson in the SAAB 99 EMS was trialing a new competition limited slip diff during the Mountain Rally. Ian was really getting the swing of things, but it caught Alan (Bates) by surprise at the Wakefield Park Hillclimb with the dreaded torque steer. Their combined driving and *running* talents proved up to the task by finishing 16th against some stiff opposition.

With over 70 crews in this years MINI Rally the format is set to continue next year. Rumours continue on next years event, but it seems John Pearson and crew are heading NORTH next year. Finally a bit of local knowledge advantage ?!

Mountain Rally Results - Outright

1.	Alchin/Hudson	Morgan	
2.	Browne/Hunt	Lancia Fulvia 1600	
3.	Philp/Galletly	Lancia Fulvia 1200	(1st Class C1, 3rd Team Award)
..			
7.	Ferguson/Bates	SAAB 99EMS	(1st Class G2, <u>4th Concourse Award</u>)
19.	Groves/Evans	Toyota Corona 1600S	(2nd Class F1)
23.	Keran/Minassian	Volvo 122S	(2nd Class F2)
36.	McKeon/McKeon	BMW 1600	(4th Class D2, <u>1st Sporting Award</u>)

Mini Mountain Results (which consisted of the Sydney -> Goulburn -> Hardon section)

1.	Alchin/Hudson	Morgan
2.	Papadopoulos/Duff	Alfa Montreal
3.	Browne/Hunt	Lancia Fulvia 1600
4.	Philp/Galletly	Lancia Fulvia 1200
..		
10.	Ferguson/Bates	SAAB 99EMS
22.	Groves/Evans	Toyota Corona 1600S
33.	Keran/Minassian	Volvo 122S
58.	McKeon/McKeon	BMW 1600

The Classic Rally Club (NSW) is set to organise a new 2 day historic rally to be known as **The Great Western** in 1996 and will bring back the talents of Geoff Bott and Doug Henderson. Geoff and Doug were the driving force behind the first 3 Repco Mountain Rallies. The event will be held in April 1996 and start from the Caves House, Katoomba and head towards Orange and Bathurst, before finishing at the Hydro Majestic at Katoomba.

The NSW #2-Sprite Club "Beach and Brekkie" (Midnight to Dawn) Rally will held on August 26/27 and is organised by Wendy Gibbs from *Tarts on Tour* fame. Its good to see these new clubs putting their hand up to organise events. Cost is \$50 (including Breakfast). Phone Wendy (02) 601 1557.

The NSW #3-MG Car Club *Classic Spring Rally* will again be organised by Richard and Leone Johnson. The rally will start from Penrith, with the overnight stop at Orange and the finish at Mt. Tomah. I'm not sure where Mt. Tomah is, but I'm sure we will soon find out. Cost is \$250 per crew, and includes accommodation, all meals, maps and even instructions ! Entries close on August 17, so phone Richard on (02) 878 4143 for entries.

.....Tony Galletly

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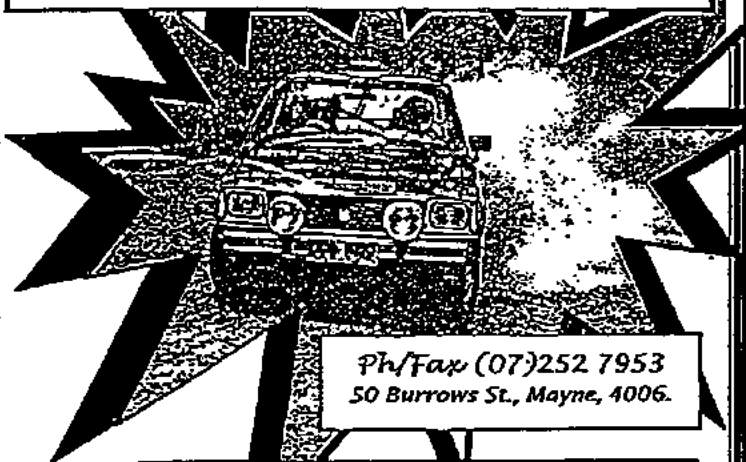
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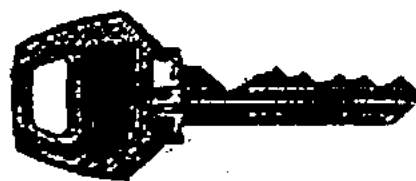
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The Hysterical Historical Video Review

I was asked by the club's resident video producer/director/cameraman/editor Chris Lane to view his most recent effort with a view to providing a report for this magazine.

Chris's dulcet tones told the story and explained the hows and wherefores of the House of MG Historical Rally and we saw lots of footage of some quite special cars doing their thing.

They drove through a test in a carpark, drove up Mount Coot-tha, entered controls at high speed and reversed back to get the correct answers to questions.

We saw a number of bearded men in cars (obviously this is a pre-requisite for this avenue of the sport) Peter Stringfellow/Ross Colledge (BMW), David Owen/Andrew Owen (Sprite), Ken Philp/Tony Galletly (Lancia).

Hmmmm, facial hair??? Interesting concept...

Anyway, the long and short of it is that Chris's video skills are improving constantly. This little number gives a good look at the event and has a couple of 'paparazzi-style' interviews with some of the crewmembers.

It covers most of the field I think, so if you were in the event there's a good chance you could be on TV!!

The fillum only runs for about 35 minutes so you wont get bored watching it and I tend to again offer the opinion that it's a good souvenir of the halcyon days of historical rallying in the nineties.

I'm sure Chris will be covering more events during the year, so if you want to collect some motion picture history of the sport, a copy of the video is available from Chris at a very reasonable price.

Call him at work on 209 9155 or at home on 398 1991.

The only criticism I have is the old voice-over, perhaps a script would be in order next time Chirs old chap!!!

Congratulations!!

The club wishes to offer belated congratulations and best wishes to first time parents Todd Warner and partner Kym.

The now have a little daughter, named Emily Grace who was born in April.

That's another rally driver who has a daughter - it's all in the genes, you know!!

That said, it appears Todd will now be putting up his rally car (Datsun 1600) for sale. Hopefully this is only a temporary halt in his rallying.

MERCHANDISE.

Some of the more observant sorts who have been around lately may have noticed that some club members are wearing quite nice new club shirts in royal blue.

The committee arranged for a new style of shirt to be made and they were delivered just before the start of the Mobil 1 Trial.

They are royal blue polo shirts with collars and some even have pockets (must be for co-drivers), with gold stripes on the collar and the BSCC logo and wording. They are in layman's terms - Quite Flash!!!

If you would like one they are \$20.00 each from the club or they can be purchased by ordering through Eame at \$25.00 postage paid. Sizes are Small, Medium, Large, Extra Large.

Also we have bumper stickers available at \$2.00 each - What a bargain!!!

Sorry Hoddol

In the last magazine I mentioned the great performance by Bruce Hodgson and Paddy McClintock in Hoddol's ex-LSM Falcon V8.

I have been reliably informed that it was in fact a different Falcon (later model) with lots of the LSM car's running gear installed.

Nonetheless, it was a top effort. Sorry about that, Bruce.

The Maroondah Rally

(This report is being written before I have received any results!)

This was another round of the H.R.A. Historic Rally Series of events for 1995.

The event started early for me. Actually Saturday morning at 5.00am to be exact when I leapt out of bed to gather my gear, have a bit to eat and head off to the famous Bill's Barn where I was to leave my car and get a lift to the start of the event.

The first bit went OK - I made it out of bed and gathered my gear etc but when it came to starting the famous Mazda 1500SS (now known as the Green Hornet) it did not want to have anything to do with starting at such an ungodly hour. Hilary emerged from the flat and gave me a hand to start the aforementioned G.H. and I was off.

Arriving at Bill's Barn at Dixon's Creek I was a wee bit early and was in time to witness the ceremonial rebuilding of the barn, after a week of winds did their best to remove sections of the aforementioned structure. After the rebuild Bill gave me a lift to the start.

The Maroondah Rally was sponsored by Performance Exhausts of Ringwood and started at the Target Carpark at Ringwood. (I Think! - Being a misplaced Queenslander it could have been anywhere. All I know of Melbourne is that there are a lot of roads, full of cars day and night that travel at about 90kph from one red light to another.)

Cars of various makes and models including the usual range of Peugeot's, Volvos, a couple of 'Land Crabs' (Austin 1800's for the younger members), Cortinas, Anglias plus a 1969 Ford Mustang started the event.

One of the Volvos was driven by Peter Wherret of 'Healthy, Wealthy and Wise' fame, with the TV crew popping up everywhere. At the start was an Alpine Renault, all of about 3 feet tall and left hand drive. What a beaut car!!

The rain was falling all morning and we were going to be in for an interesting event. The first competitive stage was a motorkhana style stage behind a furniture shop. True! By the time we got there as car 22, the route was a boggy track and we had a go, but no matter what all we could manage was a lot of wheel spin.

We then had a route chart transport to the old Lakeland Hillclimb. It appears to be owned by an enthusiast and is still useable. It's about 1 km long, bitumen and complete with wooden safety fences in parts. According to rumours Brent and I were quickest up the hill in the Bimmer. However I will wait for the official results (stop press - Yes we were!).

Another transport took us to a private property blast along the high voltage power lines (No Alice, not on the powerlines but along the track underneath them. You have to explain everything to some people!! How would we have lifted the car up the pylons, huh??)

The length of this stage was about 1 km with originally five gates. This was reduced to one gate by the time the stage was run. I feel that there was no reason for the gate to be shut other than as a spectacle for the spectators!! Brent has just fitted a front cage and intrusion bars to the BMW and it is now the world's hardest car from which to extract oneself.

When we arrived at the gate I was ready. The instructions were in the back seat, and I only had the lap section of the belt on.

The previous car had been reading from the 'Laurie Garth Book of Sneaky Tricks and Not Nice Things to do to Gates to Slow Down the Following Car!'; paragraph 12. So when we arrived at the gate I found the chain wrapped around the bendy thing that sticks out of the post (technical talk) about 5 times then a big knot tied in it !!!

They should have read the annexure A to Paragraph 12 which states "If you are going to wrap the chain around the bendy thing that sticks out of the post five times then tie a knot in it, make sure that the other end of the chain is welded to the gate and not attached with a flimsy length of wire."

As I approached the gate at the speed of Ben Johnson on steroids I noticed the chain wrapped around the bendy thing that sticks out of the post five times then tied in a big knot. I also noticed that the other end of the chain was attached to the gate with a flimsy length of wire. "So I hit the gate doin' ninety eight singing let them truckers roll, 10-4" (I've always wanted to use that line from C.W McCall's song 'Convoy'.)

The wire came apart and the gate flew open. I thought "All the spectators must be thinking - 'what a clever person!'" The Bimmer went through and I shut the gate, twisted the wire together, turned to make a graceful sprint after the Bimmer and base over apex I went into the mud. It was that slippery!!

Just a note re driving styles. Brent is a bit conservative and takes it easy through the mud, whereas I am maximum attack until I have a huge lose then I slow down a bit.

The following section was a navigation section of about 75 km with what appeared to be millions of informations to get. One of the first ones was on an old alignment near Dame Nellie Melba's cottage(so that's why they call it the Melba Highway!)

On through the outer eastern areas and over the Acheron Way. This is a road that climbs the Great Divide to Cement Creek on bitumen through magic country with the most magnificent straight gum trees reaching up forever, and the ground area covered with the biggest ferns you have ever seen. We saw three lyrebirds on the way up the Acheron Way and that's the truth.

After Cement Creek the Acheron way changed to a small dirt winding road to the summit at Acheron Gap where one of the observations took the form of a question which may be a talking point for a while.

Night fell as we descended Acheron Gap and with the windy road, night time and with the bit of flu virus I had, I thought that old control official proverb "Muck down the side of a rally car may not all be mud!" may come into play as it did in the Rally of the Valley. Night, and windy roads downhill don't seem to be agreeing with me at the moment.

The last via point was a bit of a problem as the location appeared to be wrongly stated and caused mass confusion amongst the crews. Navigators were trying to convince drivers to turn left off the road down the muddiest tracks the navigators could find, whilst the drivers were revolting (Old joke). I think this 'Via' will be scrubbed, the section ended near the intersection of the Acheron Way and the Melba Highway.

This led to a short blast section of about 3 km through the mud and slop. All the short blast sections were timed to the second I think.

A transport followed during which we had time for a break at the chalet (I think was the name). It was so cold that I ordered a coke off the shelf and it was still cold. If Brent doesn't fit a heater soon I'll take firewood and build a fire on the front floor.

We, the navigators (the Brains of the organisation) sat in the restaurant at tables in front of the open fire plotting the next four full-on navigation rally sections, timed to the second using M.U.M. Maps, whilst the drivers sat in the cafe part or stood on the driveway trying to work out how the forest people manage to plant the pine seeds so the green part of the tree is up!

The first of the M.U.M. map sections was a good run for us and I could call the bends from the map just like a co-driver on pace-notes. The first moment of high drama was when we arrived full noise at a Cortina that was stuck across the road blocking 80% of it.

With much torch waving, braking in the mud and a quick verse 'Just a closer walk with thee', we got around the front of the Cort. and were on our way. (It wasn't quite as bad as it sounds but I thought I would spice up the story a bit.)

Towards the end of the section we caught a Cortina - now this doesn't happen very often in rallies these days and it took us by surprise.

"What do I do?" Brent said.

"Bloodywell pass him," said I, so we did, the race was then on for the control.

A short transport followed and it was on again this time. We caught a Pug and passed him. (This was most unusual to pass two cars in the one event).

A kilometre or so down the road while I was yelling "90 left, 90 left!!", Brent was on the brakes and the Birrner was going straight off in the mud.

"Off the brakes, off the brakes!!" I was yelling, but it was like telling Brent to lean into a left hook. We stopped with the front wheels just on the edge, reversed out just before the Pug caught us, and the race was on again for the control.

A mini transport then a short loop section that returned us to the same intersection. The only problem here is that the distance on the M.U.M. map was 200 metres out and we

sailed past the correct road to a 'Wrong Way, Go Back' board. Once again we nearly went off with Brent hard on the brakes while I was yelling "Off the brakes, off the brakes!!"

Another mini transport and we were ready for the last section. The fog rolled in and my chance of a good time went out the window. However it was probably the same for everyone.

During this section Brent tried lifting off the brakes when we were doing a S.O. at a 90 left and was amazed how it worked, so we learned something. So did one of the Volvos that performed a B.R. down a water run-off (You know the things I mean, where the grader makes a track off the road) when the road did a S.O.

Toward the end of the stage less than 1 km from the timing marker one of the Austin 1800's was lying across the road with the wheel at an angle that no maker ever designed!

The last section around Bill's paddock was cancelled due to the rain, thank Heavens, and we adjourned to Bill's Barn for a post mortem and beaut food. The organisers get a caterer in and we have roast beef, roast pork, potatoes, cooked apple for the pork and salad reminiscent of the commercial establishments.

I'm off the berr at the moment so I had 2 Peptis. Much beer and wine was drunk, many lies told whilst standing before the open fires in the barn and the 'Healthy, Weakly and Wise' mob filmed on. What a way to finish an event!!

I had many offers of places to sleep but I decided to head home as it would give me more time to do things on Sunday.

I loaded my gear into the famous Green Hornet and told it I did not want a repeat of the mornings stunt - and it fired up!!

It was about 10.00pm and I thought about 4 hours would see me home. On checking the petrol gauge it showed 1/4 tank and I realised I should have refuelled on the way down, but thought I could make the service station on the Hume Freeway just north of Seymour.

Off I went along the aforementioned Melba Highway up to Yea. Plenty of traffic but no service stations. After Yea the traffic was non-existent and the gauge was reading empty - whoops!!

I feather-footed it through Seymour and onto the Freeway. The car coughed and spluttered a couple of times as I turned and then picked up. I barely touched the accelerator on the flats and coasted downhill. There was no traffic on the road and I had no torch to see if I ran out of petrol.

When the lights of the service station came into view, I breathed a sigh of relief, turned into the driveway and ran out of petrol!!

True! I had to get two young blokes in a VW to push me up to the bowzers. After refuelling it was a straight run home arriving at 2.00am.

I would recommend the Victorian style of Historic Rallying to anyone who likes motorsport to be motorsport. After all, when we had to move that's why we chose the Victoria area.

More adventures of 'Large Laurie' and the Green Hornet as they develop.

Laurie Garth

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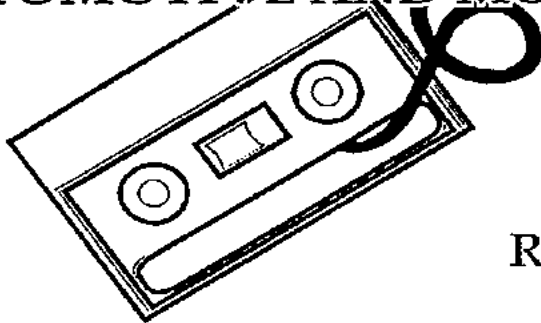
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AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER No. 4

CAMS Limited

July, 1995

Firestone Jackaroo 500

Griffith in July is no doubt going to be a new experience for many people, including your humble scribe! No doubt competitors from the north of the country will find it even more chilly than normal at 7 o'clock on a Saturday morning, but we Mexicans from the southern states probably won't notice a great deal of difference.

For the event, Griffith Off Road Club have come up with a variation to the format tried last year. Taking on board feedback from competitors about last year's night loop, the club has decided to run one section on Saturday afternoon, with two sections being run on Sunday. Your views on this new format - constructive of course - would be welcomed.

Competitors' meeting

As most of you would be aware, another meeting of competitors will be held. The venue is the Yeogall Club, Mackay Avenue, which is where the presentation dinner has been held over the last couple of years. Two hours, commencing 5.30pm, on Saturday have been set aside for the meeting.

Although agenda items were called for in the last newsletter, so far none have been received. Time permitting, matters can be raised at the meeting, but if there is something you feel very strongly should be raised, you are strongly advised to forward an outline to me as soon as possible.

One matter that will feature large on this agenda is the results of the Competitor Survey conducted earlier this year. John Paterson, chairman of the National Off Road Committee, has been incredibly busy the last month or so feeding the answers received into his computer to ascertain what it is the majority of competitors want. You can be sure that the findings will be presented and discussed at Griffith.

On behalf of the National Off Road Committee, may I express thanks and appreciation to the more than one hundred people who responded to the survey. Nearly all of you went to some

trouble to be helpful with your responses, which has made the survey that much more valuable and effective.

Drivers' Briefings

For some months now the requirement for all crew members to sign at drivers' briefings has caused some disquiet, and resulted in a surprising number of people being charged for failing to do so. Significantly, there has been very little problem with the more prominent competitors, who appear to have simply met the requirement and got on with the business of racing.

Commencing with this event, AORC 3, the requirement for all crew members to sign on has been significantly reduced.

The new requirement is for only either the co-driver or driver to sign the attendance sheet, which must be done prior to the scheduled start time of the briefing. Those who arrive late, or who don't sign on for any reason, will be charged and referred to the stewards. However, with only one member from each crew required to sign on queues will not be nearly as long, and the requirement to sign on should not cause any problems. Let's hope so anyway!

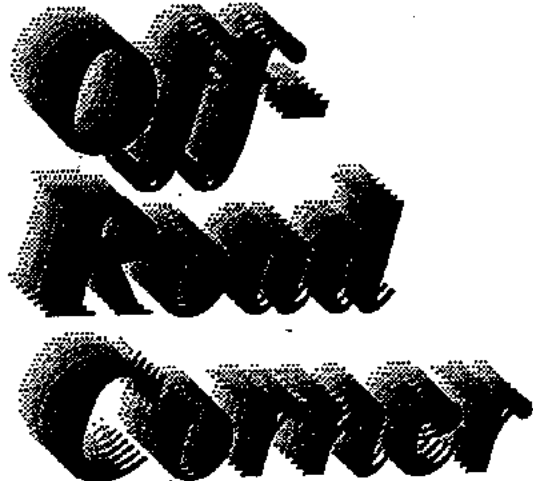
It is interesting to note that one state off road panel recently considered the issue, and reportedly indicated that it felt a \$30 fine to be totally inadequate. The apparent consensus was that any person who did not attend the drivers' briefing should not be permitted to participate in the event! Interesting....!

And finally....

That is all for this newsletter. All the best for Griffith, and I look forward to catching up with you there.

Andy Clark
A16/18
AC:30-255
30 June 1995

AON 069 045 665



AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER No. 3

Confederation of Australian Motor Sport

June, 1995

Goodiwindi 400

Goodiwindi has now been run and won, with the home town boy taking the honours. A very fast and tidy run by Brad Zacks saw him take the event from reigning champion Mark Burrows by a mere 26 seconds. Neville Boyes continued his welcome return to form to come home third, with Kenapey sensation Shane Cottas leading Doug McMillan in the minor placings.

A very pleasing feature of the event was the size of the field. With 104 entries, Goodiwindi boasted a larger field than has been seen at an AORC round in Queensland for many years; a fitting reward for the efforts of the organisers.

From all reports it was a successful event, with the majority of the problems experienced falling into the category of teething problems. Congratulations must go to SEQORRA for their efforts, and we look forward to even bigger and better events in the future.

Drivers' Briefings

The one sour note from Goodiwindi is the number of competitors who were charged as a result of their failure to sign on at both drivers' briefings. At the time of writing, there is an appeal against the penalty imposed against one competitor pending, so it is not appropriate to make any further comment at this stage.

However, it is pertinent to point out that both the general and further supplementary regulations for the event specifically require all crew members to sign on at both briefings, as do the AORC series regulations. In the light of this it is hard to understand why competitors don't just sign the attendance sheet as required, instead of complaining after they have been penalised for not doing so.

Competitor Survey

The response to the competitor survey was generally pleasing. What was a little disappointing was that a significant percentage of the serious AORC competitors, that is those who do four or more rounds a year, did not respond. And these are the people who are going to be most affected by any decisions taken as a result of the survey.

Does this mean that these people think we are doing everything right?!

Competitors' Meeting

As most people would be aware, there will be another meeting of competitors at Griffith. This will take basically the same format as the meeting conducted at Puckapunyal last year.

The results of the survey will be discussed, but there are no doubt other issues of concern to competitors.

As with the meeting at Puckapunyal, anyone who wants to place an issue on the agenda is free to do so and will, time permitting, be given the opportunity to speak on it. Agenda items should be forwarded to me, care of PO Box 441, Camberwell 3124 by not later than 1st July. This will enable an agenda to be prepared, and hopefully sent out with further regulations for Griffith. Details of time and location of the meeting will be advised with the further regulations for Griffith.

Insurance

Motor sport being what it is competitors occasionally fall foul of trees, ditches, and other competitor un-friendly features and fixtures of the landscape. Occasionally this results in an injury which is serious.

To provide some measure of protection CAMS has taken out a personal accident insurance policy, and this covers all competitors and officials. This much is common knowledge.

What is not common knowledge is what benefits are payable in the event of a claim against the insurance policy. It seems that competitors in all facets of the sport worry little about the extent of insurance cover until they actually need it, by which time it is too late to do anything about it if the cover provided is less than you had thought.

Every competitor should be aware of the provisions of CAMS' personal accident insurance cover, which is why details are included in the Manual of Motor Sport. On page 14-4 of the 1995 manual.

All competitors are urged to spend 15 or so minutes reading the appropriate portion of the manual so that they have an understanding of what benefits are provided. Then, if these benefits are not felt to be sufficient for your situation, you can take out additional cover. This obviously must be done prior to an incident, after you have been injured it is too late!

The message is that it is your responsibility to know what cover is provided. If you have not already done so, read the relevant section of the manual and then, if felt to be necessary, additional cover can be arranged. Additional cover can be taken out through CAMS, and details of this are available through your state office.

Andy Clark

Andy Clark
A16/18
AC:30-227
8th June 1995

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Documents consisting of only text do not meet the reader's expectations anymore. For a report, article or presentation to be effective, the text has to be accompanied by photos, illustrations, charts or graphs.

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**1995 AUSTRALIAN OFF ROAD CHAMPIONSHIP
PROGRESSIVE POINTSCORE**

After Round 2

OUTRIGHT DRIVERS ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Doug McMillan	20	8				28
2	Neville Boyes	10	12				22
3	Brad Zacks		20				20
4	Daren Wells	15					15
5	Mark Burrows		15				15
6	Kevin Lee	12					12
7	Shane Cottage		10				10
8	Bob Mowbray	8					8
9	Andrew Ziems	6					6
10	Mark Warren		6				6
11	Les Sivilour	4					4
12	Bill Buchanan		4				4
13	Luke Fell	3					3
14	Michael Willett		3				3
15	Fabio Zarfù	2	1				3
16	Tony Schafer		2				2
17	Bryan Basham	1					1

CLASS 1 ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Neville Boyes	12	12				24
2	Daren Wells	20					20
3	Brad Zacks		20				20
4	Kevin Lee	15					15
5	Mark Burrows		15				15
6	Tony Schafer	6	8				14
7	Bob Mowbray	10					10
8	Michael Willett		10				10
9	Luke Fell	8					8
10	Michael Collins		6				6
11	Wayne Bannan	4					4
12	Daniel Willett		4				4
13	Nigel Whittaker	3					3
14	Michael Bowden		3				3
15	Terry Rose		2				2

NAVIGATORS ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Colleen Roper	12	12				24
2	Ian McPhee	20					20
3	Wayne Bell		20				20
4	Ericki Syrjanen	15					15
5	Michael Shannon		15				15
6	Jessamine Mowbray	10					10
7	Darv Warren		10				10
8	Alex Ziems	8					8
9	Kaleb Schmidt		8				8
10	Josh Goldby-Smith	6					6
11	Leish Willett		6				6
12	David Parsons	3	3				6
13	Steven Purkiss	1	4				5
14	Mark Fell	4					4
15	William Basham	2					2
16	Desley Collins		2				2
17	Maura Watson		1				1

CLASS 2 ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Andrew Ziems	20	10				30
2	Mark Warren		20				20
3	Derrick Kennedy	12	4				16
6	Dick Alboert	4	12				16
4	Bryan Basham	15					15
5	Bill Buchanan		15				15
7	Red Simpson	10					10
8	John Webb	8					8
9	John Brand		8				8
10	Bruce Chapman	6					6
11	Zane Murray		6				6
12	David Spokes	3					3
13	Tony Mc Nicol		3				3
14	Ron Kiehn	2					2
15	Andrew Doyle		2				2
16	Werner Zent	1					1
17	Troy Crane		1				1

CLASS 3 ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Ted Potter	20					20
2	Keith Honour		20				20
3	Scott McNeil	8	10				18
4	Graeme Julius	15					15
5	Darrell Johnson		15				15
6	Scott Brown	12					12
7	Glenn Hancey		12				12
8	Darren Parrin	10					10
9	Scott Beard		8				8
10	Grant Walker	6					6

CLASS 7 ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Les Sivilour	20	20				40
2	Mark Mann	10	15				25
3	Eric Whitebread	12	12				24
4	Chris Lingham	15					15
5	Robert Butler		10				10
6	Gary Weatherly	8					8

CLASS 4 ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Nev Taylor	20	12				32
2	Kevin Huischmid	15	15				30
3	Warren Iroes		20				20
4	David Alboert	12					12
5	Les Rowsell		10				10
6	Michael Taylor		8				8

CLASS 8 ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Fabio Zarfù	20	20				40
2	Grahame Baxter		15	15			30
3	Dale Waters	12	6				18
4	Robert Knott		12				12
5	Ken Smith		10				10
6	Barry Massey		8				8

CLASS 5 ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Ross Watson		20				20
2	Norman Vesty		15				15
3	Ian Marshall		12				12
4	Tim Uxwell		10				10
5	Roy Pring		8				8
6	Geoff Southey		6				6

CLASS 9 ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Doug McMillan	20	15				35
2	Shane Cottage	15	20				35
3	Mick Bowden		12				12
4	Bill Vesty		10				10

CLASS 6 ROUND 2

PLACE	NAME	1	2	3	4	5	TOTAL
1	Michael Eggert	15	20				35
2	Steven Grod	20					20
3	G Fitzpatrick		15				15
4	George Croucher		12				12

STAGE TIMES

The News Leader of Australian Rallying
FIRST EDITION JULY 1995

BUSINESS PLAN PRESENTED

After input from competitors, organisers, sponsors, the media and CAMS administrators the National Rally Committee has presented its strategic plan for rallying.

The plan was presented to the CAMS National Council on May 12.

The 30 page blueprint for the future is part of the National Rally Committee's push to bring some direction to rallying and to focus on a detailed plan for the year 2000 and beyond.

It identifies a mission statement, goals, objectives and most importantly some specific action plans to achieve the objectives.

High on the list of priorities is the enhancement of the sports exposure particularly on television and to make the sport easier to access for competitors at all levels.

The draft plan will be widely circulated to gather further comment so that it can be further improved to give rallying a clear focus on the future.

Welcome to the first edition of The Stage Times, a newsletter which will regularly communicate the work of the National Rally Committee to you the members of the rallying community in Australia.

We feel it is vital for everyone to know the work of the Committee and how that will affect the sport as we race to the year 2000.

We trust that you will find the newsletter useful and full of interesting information and look forward to your input in future issues.

Garry Connelly
Chairman
National Rally Committee.



AUSTRALIAN CHAMPIONSHIP POINTSCORE

Top three after Round 10, the Yeppah Rally of Queensland

1. Neal Bates/Coral Taylor 900 points
2. Michael Guest/Steve O'Brien Pound 370 points
2. Ed Orlynski/Mark Stacey 370 points

PLEASE NOTE

The final pointscores for the 1994 Australian Rally Championship as originally published contained an error. The pointscore for Michael Guest and David Green should have read 870 not 770 as has been published. This revised pointscore places the Guest/Green team equal third with Ed Orlynski in the 1994 title.

ATTENTION ORGANISERS - INSURANCE EXCESS REMINDER

Event organisers are reminded that the CAMS Public Liability Insurance carries an excess of \$1,000 on all claims for damage to property (light posts, animals, fire hydrants, gates, fences etc) on each and every claim.

FOUR WHEEL DRIVES HERE TO STAY

Four wheel drive turbocharged rally cars have been given a new lease of life and will remain the staple of the World Rally Championship until at least the year 2000.

That was the edict of the FIA Rallyes Commission as has been widely reported in the motor sport press.

The Rallyes Commission also ruled that from 1997 the WRC will consist of 12 rallies with both the 4WD and Formula 2 titles running concurrently.

Information on the proposed "kit car" rules put forward by the FIA which are aimed at encouraging more manufacturers into rallying is currently being sought by the National Rally Committee. We will report on this in coming issues.

The Committee is proposing that our existing categories will therefore continue and that we will have:

- IRC (Including 4WD Turbos)
- FIA Group N
- "Australia Cup" cars (Formula 2)

FIRST NAMES PLEASE

Rally organisers should be reminded that the Christian name and state of origin of all drivers and co-drivers should be included in all starting lists. May we remind you to refer to NCR 91 which will give you the relevant details pertaining to CAMS and competitors in this regard.



CLASSIFIED DRIVERS

The NRC has had talks regarding the Nationally Classified Drivers list and some drivers have been inadvertently left off the all important lists. Wayne Bell, Bob Herdige and Graham Vaughan are to be included on the 1995 Nationally Classified Drivers list.

Kelley Verman from CAMS Rally Division will maintain an ongoing list of drivers eligible under the established criteria.

The Committee will also soon be discussing the Classified Drivers list for 1996 as well as the possibility of including the Formula Two Champion in the 1996 CAMS Manual.

CHANGES TO MINIMUM PRIZEMONEY REQUIREMENTS?

The National Rally Committee has had discussion about the possibility of removing the minimum prizemoney requirement from January 1 next year.

The Rally Committee is currently seeking comments on the proposal to remove the minimum prizemoney requirements from the IRC regulations. All comments to Trevor Fry, Rally Manager by 30 July.

FIRE EXTINGUISHERS

The NRC is investigating an increase in the amount of fire extinguishers carried in rally cars as a means of improving safety standards.

With the potential for fires in turbocharged cars always a hardy possibility the move is a timely one.

The Committee seeks comment on the proposal by the end of July to increase the amount of fire extinguishers carried in rally cars in national and state championship events to the same as that carried by FIA specification Group N cars.

There is also the possibility that new regulations be drafted to take into account the efficiency of commercially available extinguishers and the fact that it may be desirable and more efficient to carry the total required amount of extinguishers in more than one extinguisher.

International events known in the ARC regs as the #1 sign. The old P board signifying a passage control would change to the red star sign known in the ARC regs as the #2 sign.

To complete the overhaul the T board displayed at flying finishes would be replaced with the #4 sign from the ARC regs which is a red chequered flag board.

Of course the change would only apply to events not using the A to A timing system. These events which include all rounds of the ARC are already required to use the International Standard signage.

Comment on the proposal is welcome before the end of July, to Trevor Fry Rally Manager

LOOKING INTO HISTORY

In a bid to foster historic rallying and the heritage of the sport, Rally Committee members Steve Ashson and Mark Neison proposed that the Historic Rally Association's eligibility regulations should be adopted nationally as a separate category of rally car eligibility from January 1996.

Historic Rally Association representatives John Kenny, Garry Bashford and Geoff Byron attended the most recent NRC meeting in Melbourne providing information on this sector of rallying. They outlined event formats, categories, attendance and membership of the historic rally movement.

Given the huge success of historic touring car racing on the racing circuits in Australia, as well as the boom in historic rallying both here and abroad, forecasting the recognition will hopefully help the category flourish even further.



FIRST AID KIT REQUIREMENTS FACE REVISION

In a bid to ensure that first aid kits carried in rally cars are able to meet the needs of rally crews arriving on the scene of an accident the NRC has recommended a motion to change the requirements of them, so that required for off-road vehicles. (page 11-11 of CAMS Manual)

The move follows a recommendation from the South Australian Rally Advisory Panel.

Trevor Fry will be seeking comments on the proposal until the end of July.

KEEP UP

WITH THE LATEST NEWS ON AUSTRALIAN AND OVERSEAS RALLYING EACH MONTH WITH



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COROLLA CUP PROVIDES PATH TO RALLY STARDOM

Toyota has announced a special time-to-make rally series which it believes will uncover the rally stars of the future.

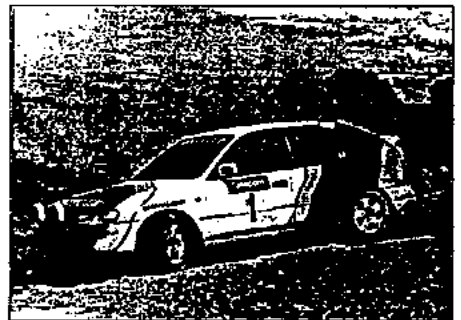
The Corolla Cup, which starts in July this year, will see drivers competing in identical Toyota Corolla Seca RVs in a series of three rallies held in conjunction with Australian Rally Championship events.

The winner of the inaugural Corolla Cup will receive a works drive in a Neal Bates prepared Group N Corolla GT-Four in the 1995 Esancia International Rally in Canberra.

The Corolla Cup will be as rewarding as Toyota's Star Search contest was in 1989, according to Toyota Australia's general manager - marketing, Mr Bob Miller.

"Star Search was responsible for discovering Neal Bates who has gone on to win the Australian Rally Championship in a Toyota Corolla for the past two years," said Mr Miller.

"Corolla Cup has the potential to



uncover a great deal of new driving talent and give Australia's rally drivers a means to showcase their skills," he said.

"It will also serve to prove the reliability and strength of the Corolla in standard trim in one of the toughest forms of motor sport," he added.

The Corolla Cup will be conducted over three rounds this year, starting with the co-efficient \$ rally in Queensland on July 22. Telstra Rally Australia in Perth, Australia's round of the World Rally Championship, will be round two while the major NSW round of

the ARC, the Cairns Havelone Rally at Coffs Harbour on October 14, will be the final round.

"The Corolla Cup will also allow drivers to experience a range of events, including the chance to tackle a round of the World Rally Championship," said Mr Miller.

"Toyota is keen for new drivers to be given the chance to showcase their talent and the Corolla Cup is the best way of achieving this," he added.

In 1996 the Corolla Cup will be conducted over five rounds including the Rally of Melbourne, Rally Queensland, the Coffs Harbour Cairns Havelone Rally, Telstra Rally Australia in Perth and the Esancia Rally in Canberra.

The winner of the 1996 series will receive a fully-funded drive in a Group N Corolla GT-Four prepared by Neal Bates in the 1997 Rally of New Zealand.

Toyota Australia is currently homologating the Corolla Seca RV with the world governing body of motor sport, for competition in Group N.

Co-ordination of the Corolla Cup will be undertaken by Events corp, promoters of Telstra Rally Australia.



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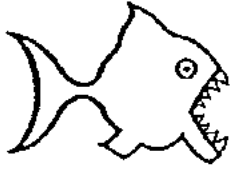


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Richard Anderson (10th Outright) has kindly agreed to host the evening, and we are hoping that we might even have a few photographs/slides to show you.

Promoted BSCC 1995 CALENDAR OF EVENTS

QUEENSLAND RALLY CHAMPIONSHIPS

Saturday 2 December 1995 Final round

SE Old/Gallangowan
C of C Craig Porter

CLUB RALLIES

GP Car Clubman Bailey Powerlines Rally

Saturday 9 September 1995

Imbil -
C of C David Nash

Sunday 3 December 1995

Gallangowan
C of C Craig Porter

RALLYSPRINTS

Sunday 30 July 1995

Sunday 24 September 1995

Sunday 5 November 1995

Woodford

OFF-ROAD

GERMAN AUTOS ENDURO

Sunday 27 August 1995

Gatton -
C of C Graeme Hill

Sunday 26 November 1995

HISTORIC

GP CARS CLASSIC

Sunday 3 September 1995

S.E. Qld
C of C Jim Reddell

BP RANGE CLASSIC

Saturday 28 October 1995

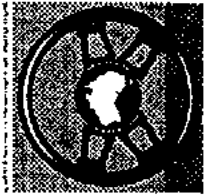
Richard Collingwood/Alan Stean

MOTORKHANA

Third Sunday of the month - Boondall Entertainment Centre Q Carpark

NIGHT RUNS

First Friday of the month - Start BSCC Clubrooms unless otherwise advised



JUNE 13-JULY 2, 1995

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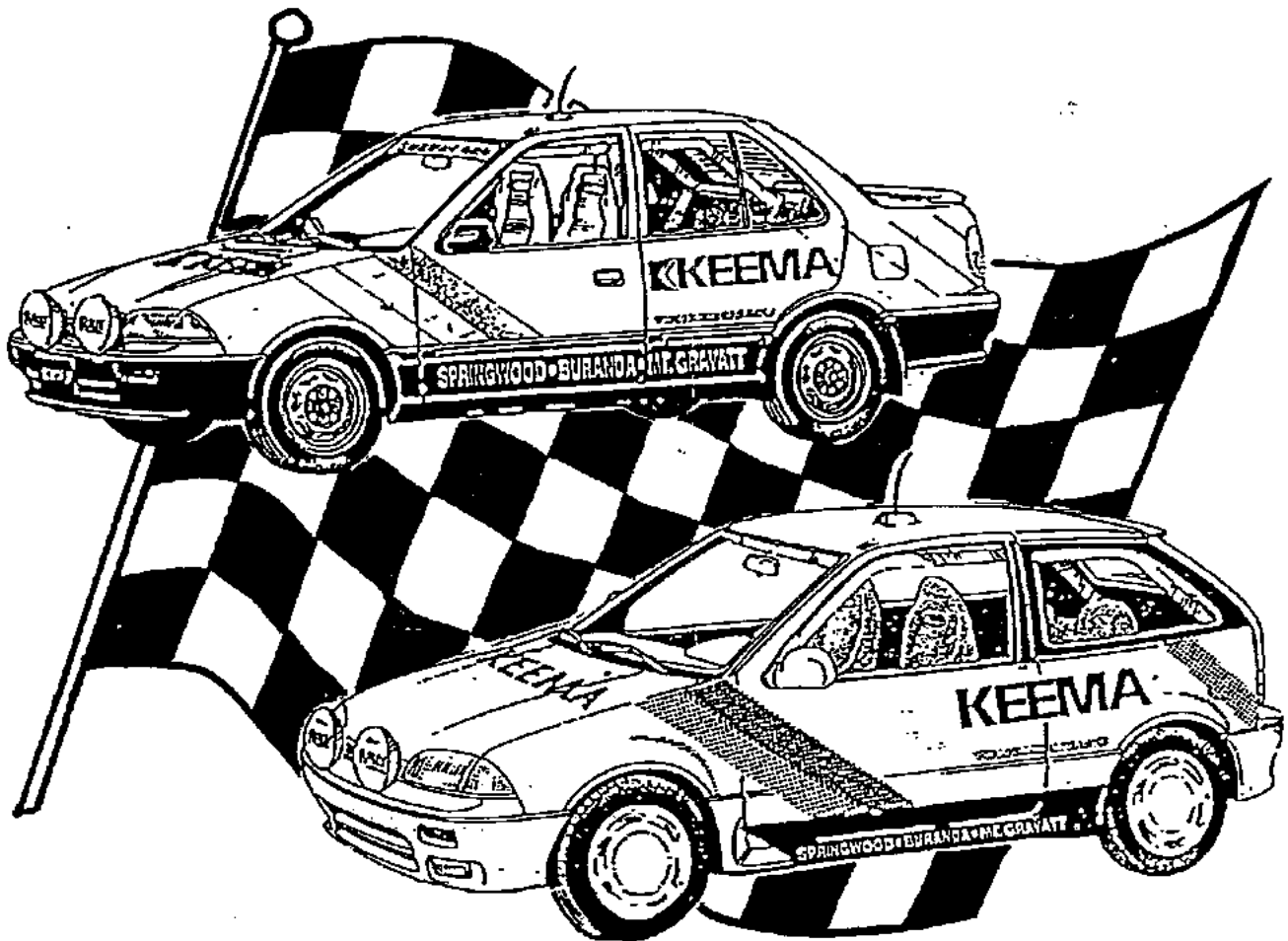
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