

BRISPORT

THE MONTHLY MAGAZINE OF THE BRISBANE SPORTING CAR CLUB

1994 Rally Champion



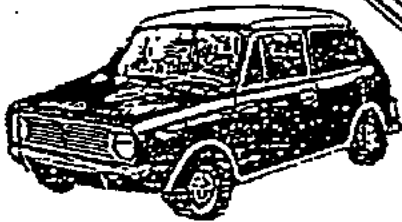
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1994
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STEVE/BARRY WILLETT

1994
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Champion

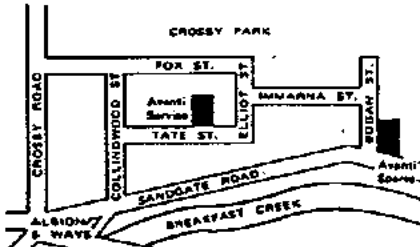


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Tom's Introductory Comments

Hello and Welcome to another issue of the unforgettable Brisport magazine, which comes to you a little early this month thanks to the 'Raound Australia Night' on Wednesday 23 August.

I have been a little rushed to get everything into place thanks to a number of other deadlines and the Gold Coast Tweed Rally, in which I was fortunate enough to return to the mighty Mark Griffith Subaru WRX - what a hoot.

there were some problems during the running of the event but some of the roads were very good and it is testing to do a rally in a different venue.

At this time the results are still provisional but the win will go to Mark and I in the Subie or Brucie Dummett and Joe Ferrier in the Galant VR4. Keep watching!!

Not a big month to report on but there is some info on the Rally of Toowoomba inside and a report on the last rallysprint, both of which I attended.

As we head into the month of September, Telstra Rally Australia is almost upon us and I am unfortunately not going over but Mark is. He will be taking Del Garbett to co-drive this year and although the competition will be fierce, they are hoping for a top result in the Australian contingent.

The WRX will have a new Group N spec gearbox, so it will be back in very competitive condition.

With the results from the Gold Coast Tweed Rally comes an interesting scenario for the 1995 QRC. The results will be determined at the keema Classic Rally in December and a

number of tied results look possible. For the first time we may have joint QRC Champions. I am unsure at this stage what the good book says about such a possibility but I will investigate and let readers know.

The Bailey Powerlines rally is next out of the box and a good one it should be under the guidance of David Nash. Using the great roads of Imbil, crews will be treated to 100 kilometres of competition and an early start and finish to allow some drinking and story-telling. Please volunteer to help if you are not competing or on the list of officials just yet.

Have a good month and I'm signing off early because I'm just about to take the draft of the magazine down to Lyndall to punch through the photocopier.

As Don Burke says "Hoo-Roo!"

Tom



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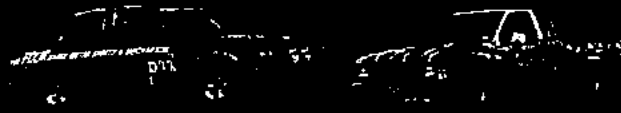
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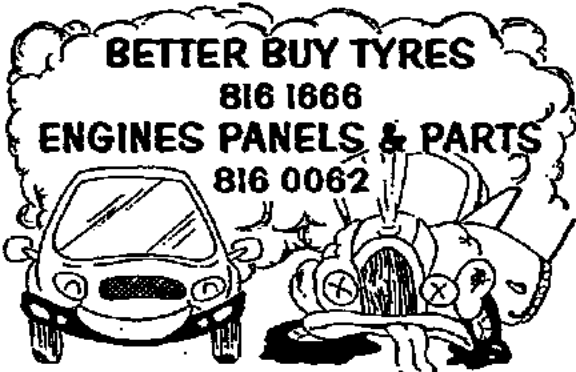
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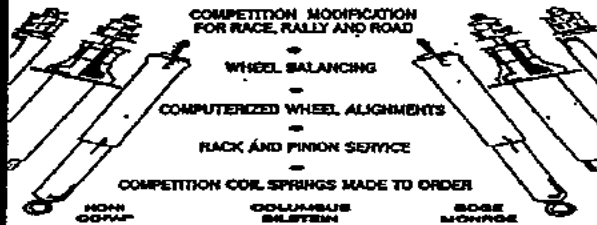
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The following article was supplied by Donna Heitmann, co-driver for Jeff Killbride in the 'Silverstone Tyres Mazda 323 4wd'.

The team finished fifth in the recent 'Rally of Toowoomba'.

"The 20th of July has arrived and we head off on our journey to Toowoomba for the Rally. We book into our room at the 'Gateway Motel' and anybody not knowing where Rally HQ was, could easily have mistaken this motel as it!

It could have opened it's doors as a new and used car sales yard, comprising rally cars, trailers and 4wd service vehicles.

Already having experienced one pacenoted event prior to this one, we knew this time what was required in recce to be competitive on the day. We realised that we had to put in a hard day's work to get the best results.

Well, well, well - Toowoomba experiences one of the coldest days of the year and we were to be up at 5.00am to begin the day of recce. We were baffled that the night before, the motel manager asked us which of our cars we were riving in the recce.

We asked why?? He replied "Cover it up if you don't want it to be covered in ice!" - How charming!!

Mind you, we had pacenoted in a 2wd diesel Hilux Utility. Nobody required alarm clocks to wake up with one Stewart Reid and Hugh Reardon-Smith leaving the motel at 5.00am in one very cold Gemini.

We arrived at Special Stage 1 at 6.00am, then proceeded to SS2. We then travelled the highway to pacenote all other stages twice. Jeff suggested that we recce SS1 and SS2 on our journey back to Toowoomba, so they would be foremost in our minds for the big day!

We did so to our dismay, as the roads in SS2 had dramatically changed since the morning. They had become so much rougher, that I thanked someone above for I had to re-write nearly every note to suit.

The big day arrives, and everyone is down at Headquarters by 7.30am. From memory, the first words out of people's mouths was "What the hell are we doing here - it's so cold!"

Everything amazingly starts off without a hitch and we are all then gathered for the start of SS1 - how nerve-wracking for a few! Especially myself - as I forgot to wind up my window and Jeff and myself could not see a bloody thing for all that red bullidust, and to make matters worse who should we come across and have to trail behind - Bruce Dummert after having a problem! Well, all was bonded together with one thing - are you ready for pacenotes?

Whilst booking in at SS1, I remember one of the officials saying "I detect a few nerves around here - all has gone quiet!"

We continue on and at every service point our manager Wes' first words were "How are the Silverstone Tyres going?"

Yes Wes we are fine as you well know! As the day proceeded on, we discovered the tyres were exceeding their limits by far. The only drama we had was in SS6 when the back decides it wants to be punctured, how nice!!

Other than that puncture - through no fault of the tyre, everything else with the 'Silverstones' performed extremely well. As a result of our times, I noticed at start controls a lot more people were showing interest in the tyres and asking questions as well as congratulating us.

Well the event comes to an end and our results were very pleasing. After talking with everyone at the end, I don't think we came across anyone not liking pacenotes at all.

If it wasn't for 'Silverstone Tyres', this result would not have been achieved. Looking forward to running the rest of the season and any further testing on the 'Silverstone Tyres'. Thanks to all for such an enjoyable event. We would also like to thank personally, 'SILVERSTONE TYRES', 'NETA AUTOMOTIVES', and especially Wes and the service crew."



THE RALLY OF TOOWOOMBA

Past Queensland Rally Champion Peter Marcovich became the first person to run a rally under the name of a corporation when he put up his hand to be Clerk-of-Course for the C5 Rally of Toowoomba.

The event on July 22/23 was also the first pace-noted event to be held in Queensland and counted for points towards the Australain Championships, the ARN Junior Rally Challenge, the 'Corolla Cup' and of course the Queensland Rally Championship.

39 entries were received including a few interstaters, who were competing in the 'Corolla Cup' and looking for ARC C5 points.

The competition at the head of the field was pretty fierce with Stewie Reid, Wayne Hoy and Mark Griffith in their 4wd turbo beasts. Liam Mahoney was also making his debut in the pretty ex-Craig Lucey Celica GT4 which had undergone a long restoration.

Ian Bailey from Morce was also making his return to the sport after a rally crash and a road crash kept him out for some time. It was good to see him back!!

After a hectic and busy day of recce on the Friday, the field assembled for the start on the crisp morning before heading out to do the stages in nearby Pechey Forest and up the highway to Yarraman.

The Pechey stages cut up a little because the ground was very dry, and this caused a few problems for the field with a number of cars even getting dry-bogged.

The race up at the front of the field was quite intense with a great race between Wayne Hoy and Griffo. Unfortunately Stewie Reid retired after a new Detroit Locker diff failed to be successful.

In the end result the course covered some 120 competitive kilometres and Hoy took the win over Marky-Mark. As a recently returned Queensland resident, Wayne is pursuing the Queensland Championship this year as well.

Simon Evans from Victoria put in a great effort to be third outright in his Corolla RV and having seen them go, they are an impressive little package. Trevor Sparks in his Coff's Harbort-based Datsun 240Z came home in a great fourth outright to take the lead in the ARN Junior Challenge over Ian Wright in the ACC Datsun 280Z. Results and a stage analysis follow:-

*** OFFICIAL FINAL RESULTS: ORDER OF MERIT FOR ALL COMPETITORS ***
 RESULTS FOR COMBINED C5 AUSTRALIAN & QUEENSLAND CHAMPIONSHIP EVENT
 1995 RALLY OF TOOWOOMBA A.R.C. Rd 10 (C5) ORC Rd 2 22/7/95
 THIS REPORT ISSUED ON SATURDAY AT 00:49 AFTER 9 STAGES.
 AT THE END OF SECTION 2 OF 2
 STAGES DONE:- 9 OF 9 DISTANCE DONE:- 119.88 KMS.

O/R	CAR	DRIVER/CO-DRIVER	CAR TYPE	CAR CLASS/PLACE	GRADE/PLACE	CATEGORY/PL	PENALTIES	TOT SCORE	GAP	CUML GAP
1	2	HOY/STEAN	NITS. LANCER RSE	PR3 1	NAT 1	PRC 1	0:00.00	1:13.20	0:00.00	0:00.00
2	3	GRIFFITH/LEE	SUBARU IMPREZA	PR3 2	NAT 2	PRC 2	0:00.00	1:15.53	0:02.33	0:02.33
3	4	EVANS/HOBBOUGH	TOYOTA COROLLA RV	PR2 1	N/A 1	PRC 3	0:00.00	1:21.31	0:05.38	0:08.11
4	26	SPARKS/O'DONERTY	DATSUN 260Z COUPE	PR2 2	NOV 1	PRC 4	0:00.00	1:22.10	0:00.39	0:08.50
5	10	KILBRIDE/HEITMANN	MAZDA 232 4WD.	PR3 3	N/A 1	PRC 5	0:00.00	1:22.41	0:00.31	0:09.21
6	18	SPENCER/GARBETT	TOYOTA COROLLA	A2 1	N/A 1	GPA 1	0:00.00	1:23.03	0:00.22	0:09.43
7	8	COASDOUJE/WASH	DATSUN P510 1.8L	PR2 3	N/A 2	PRC 6	0:00.00	1:23.15	0:00.12	0:09.55
8	17	FULLERTON/REDDIEX	MAZDA 323 BFNR 4WD.	N5 1	N/A 3	GPN 1	0:00.05	1:23.58	0:00.43	0:10.38
9	13	MAHONEY/SMAN	TOYOTA CELICA GT4	PR3 4	N/A 4	PRC 7	0:00.00	1:24.23	0:00.25	0:11.03
10	11	MORRIS/VARDOS	TOYOTA COROLLA RV	PR2 4	N/A 5	PRC 8	0:00.00	1:24.35	0:00.12	0:11.15
11	12	PINKER/PARKER	DAIHATSU CHARADE	A2 2	N/A 6	GPA 2	0:00.00	1:25.04	0:00.29	0:11.44
12	5	FRITTER/GLEESON	TOYOTA COROLLA RV	PR2 5	N/A 2	PRC 9	0:00.00	1:25.19	0:00.15	0:11.59
13	20	APPLEYARD/MCLOUGHLIN	HOLDEN GEMINI COUPE	PR1 1	N/A 2	PRC 10	0:00.00	1:25.25	0:00.06	0:12.05
14	16	MARTIN/WASHUISSEN	HOLDEN COMMODORE V8 V8	PR2 6	N/A 3	PRC 11	0:00.00	1:25.35	0:00.10	0:12.15
15	24	WRIGHT/YOUNG	NISSAN 280Z COUPE	PR2 7	NOV 2	PRC 12	0:00.15	1:26.10	0:00.35	0:12.50
16	14	GEES/GEES	FALCON XB V8 COUPE	PR2 8	N/A 4	PRC 13	0:00.00	1:26.25	0:00.15	0:13.05
17	15	HARKS/MAHONY	TOYOTA COROLLA RV	PR2 9	N/A 7	PRC 14	0:00.00	1:28.02	0:01.37	0:14.42
18	21	MORRISON/BEST	SUZUKI SWIFT GT1	N1 1	NOV 3	GPN 2	0:00.00	1:28.31	0:00.29	0:15.11
19	30	KABEL/TEBBLE	SUZUKI SWIFT	PR3 5	N/A 5	PRC 15	0:00.00	1:28.38	0:00.07	0:15.18
20	27	COLLINGWOOD/COLLINGWOOD	HONDA CIVIC	PR1 2	N/A 6	PRC 16	0:00.00	1:29.46	0:01.08	0:16.26
21	34	NORTON/HYLAND	HYUNDAI LANTRA	N2 1	N/A 7	GPN 3	0:00.00	1:31.42	0:01.56	0:18.22
22	33	YARROW/SLATTERY	TOYOTA CELICA TAZZ	PR1 3	NOV 4	PRC 17	0:00.00	1:32.41	0:00.59	0:19.21
23	32	MICHEL/BROOKING	NITS. GALANT G8	PR1 4	N/A 8	PRC 18	0:00.00	1:33.34	0:00.53	0:20.14
24	37	GRUNDY/DAVIDSON	TOYOTA COROLLA	PR1 5	N/A 9	PRC 19	0:00.00	1:34.45	0:01.11	0:21.25
25	6	DUNNETT/FERRIER	NITS. GALANT VR4	PR3 6	N/A 3	PRC 20	0:01.25	1:36.23	0:01.38	0:23.03
26	38	KILLER/BEARDMORE	TOYOTA CELICA RA23	PR2 10	NOV 5	PRC 21	0:01.30	1:40.35	0:04.12	0:27.15
27	39	WATERS/PETERS	ISUZU GEMINI	PR1 6	N/A 10	PRC 22	0:00.35	1:50.26	0:09.51	0:37.06

SS1 - 'Pechey East' - (12.16 km)

Posn.	Driver	Time	Posn.	Driver	Time
1.	Hoy	7.58	20.	Fritter	9.40
2.	Griffith	8.13	=21.	Bailey	9.43
3.	Reid	8.28	=21.	Collingwood	9.43
4.	Killbride	8.43	23.	Morris	9.48
5.	Marks	8.49	24.	Kabel	9.54
6.	Mapstone	9.05	25.	Horton	10.06
7.	Sparks	9.10	26.	Watkins	10.15
8.	Wright	9.17	27.	Mahoney	10.16
9.	Martin	9.19	28.	Grundy	10.18
10.	Anderson	9.24	29.	Killer	10.20
11.	Pinker	9.26	30.	Gardiner	10.26
=12.	Goasdoue	9.29	31.	Galley	10.29
=12.	Fullerton	9.29	=32.	Neale	10.34
=12.	Morrison	9.29	=32.	Waters	10.34
15.	Gees	9.30	34.	Yarrow	10.35
=16.	Evans	9.32	35.	Michel	10.37
=16.	MacDonald	9.32	36.	Bukmanis	10.55
18.	Spencer	9.33	37.	Dummen	20.40
19.	Appleyard	9.35	38.	Neary	43.54

SS5 - 'Yarraman 1' - (9.04 km)

Posn.	Driver	Time	Posn.	Driver	Time
1.	Hoy	5.12	17.	Gees	6.00
2.	Anderson	5.28	=18.	Fritter	6.01
=3.	Evans	5.38	=18.	Pinker	6.01
=3.	Goasdoue	5.38	20.	Horton	6.03
=3.	Dummett	5.39	21.	Marks	6.06
=5.	Mahoney	5.39	22.	Bailey	6.09
7.	Spencer	5.41	23.	Morrison	6.10
8.	Fullerton	5.44	=24.	Griffith	6.16
9.	Wright	5.45	=24.	Waters	6.16
10.	Killbride	5.47	=26.	Collingwood	6.26
11.	Martin	5.48	=26.	Grundy	6.26
=12.	Morris	5.51	28.	Michel	6.33
=12.	MacDonald	5.51	29.	Killer	6.54
14.	Sparks	5.54	30.	Yarrow	7.15
15.	Appleyard	5.57			
16.	Kabel	5.59			

SS2 - 'Pechey West' - (6.03 km)

Posn.	Driver	Time	Posn.	Driver	Time
1.	Hoy	4.22	18.	Bailey	5.23
2.	Griffith	4.23	19.	Wright	5.26
3.	Reid	4.39	20.	Morris	5.27
4.	Killbride	4.43	21.	Appleyard	5.30
=5.	Dummett	5.00	22.	Spencer	5.32
=5.	Fullerton	5.00	23.	Marks	5.40
7.	Pinker	5.01	24.	Collingwood	6.00
8.	Mahoney	5.05	25.	Kabel	6.03
9.	Evans	5.11	26.	Neale	6.13
10.	Mapstone	5.12	=27.	Morrison	7.05
11.	Fritter	5.13	=27.	Michel	7.05
12.	Goasdoue	5.14	=27.	Yarrow	7.05
=13.	Gees	5.18	=27.	Horton	7.05
=13.	Anderson	5.18	=27.	Bukmanis	7.05
15.	Sparks	5.19	=27.	Grundy	7.05
16.	Martin	5.20	=27.	Killer	7.05
17.	MacDonald	5.21	=27.	Waters	7.05

SS6 - 'Peach' - (15.27km)

Posn.	Driver	Time	Posn.	Driver	Time
1.	Griffith	11.12	15.	Fullerton	12.53
2.	Hoy	11.13	16.	Morrison	12.55
3.	Evans	12.03	17.	Marks	12.57
4.	Sparks	12.06	18.	Horton	13.00
5.	Goasdoue	12.16	19.	Bailey	13.01
6.	Mahoney	12.26	20.	Gees	13.09
=7.	Morris	12.31	21.	Collingwood	13.11
=7.	Spencer	12.31	22.	Kabel	13.12
9.	Fritter	12.33	23.	Dummett	13.14
10.	Appleyard	12.57	24.	Waters	13.17
11.	Wright	12.40	25.	Michel	13.31
12.	Pinker	12.42	26.	Yarrow	13.43
=13.	Killbride	12.43	27.	Grundy	14.03
=13.	Martin	12.43	28.	Killer	14.20

SS3 - 'Mt. Bings 1' - (15.67 km)

Posn.	Driver	Time	Posn.	Driver	Time
1.	Hoy	10.49	18.	Fritter	12.15
2.	Griffith	10.51	19.	Gees	12.17
3.	Reid	11.18	30.	Appleyard	12.21
4.	Dummett	11.20	21.	Morrison	12.28
5.	Anderson	11.33	22.	Horton	12.32
6.	Sparks	11.56	25.	Kabel	12.36
7.	Evans	11.43	24.	Marks	12.43
8.	Wright	11.47	25.	Collingwood	12.44
9.	Goasdoue	11.48	26.	Yarrow	12.51
10.	Killbride	11.50	27.	Michel	12.54
11.	Spencer	11.54	28.	Waters	13.07
12.	Mahoney	11.59	29.	MacDonald	13.27
13.	Pinker	12.00	30.	Grundy	13.28
14.	Martin	12.07	31.	Neale	14.05
15.	Fullerton	12.09	32.	Killer	15.00
16.	Morris	12.11	33.	Bukmanis	26.18
17.	Bailey	12.14			

SS7 - 'Hartland 2' - (18.50 km)

Posn.	Driver	Time	Posn.	Driver	Time
1.	Hoy	8.49	15.	Wright	10.39
2.	Griffith	9.05	=16.	Gees	10.44
3.	Evans	9.50	=16.	Kabel	10.44
4.	Dummett	10.01	18.	Yarrow	10.48
5.	Spencer	10.05	19.	Morrison	10.50
6.	Mahoney	10.06	20.	Martin	10.55
7.	Goasdoue	10.08	21.	Horton	11.02
8.	Sparks	10.10	22.	Marks	11.10
9.	Fullerton	10.13	25.	Collingwood	11.11
=10.	Killbride	10.25	34.	Michel	11.14
=10.	Morris	10.25	35.	Grundy	11.46
12.	Fritter	10.27	26.	Killer	11.56
13.	Appleyard	10.33	27.	Waters	28.43
14.	Pinker	10.37			

SS4 - 'Hartland 1' - (18.50 km)

Posn.	Driver	Time	Posn.	Driver	Time
1.	Griffith	7.45	17.	Gees	9.07
2.	Hoy	7.59	=18.	Fritter	9.10
3.	Dummett	8.19	=18.	Horton	9.10
=4.	Anderson	8.23	20.	Morrison	9.18
=4.	Wright	8.23	21.	Kabel	9.22
6.	Sparks	8.29	22.	Yarrow	9.24
7.	Goasdoue	8.35	23.	Collingwood	9.26
8.	Spencer	8.40	24.	Appleyard	9.35
=9.	Evans	8.44	25.	Marks	9.39
=9.	Killbride	8.44	26.	Waters	9.46
=9.	Fullerton	8.44	=27.	Michel	10.02
12.	Martin	8.48	=27.	Grundy	10.02
13.	Mahoney	8.50	29.	Killer	10.43
=14.	Morris	9.03	30.	Neale	11.15
=14.	MacDonald	9.03	31.	Bailey	11.27
16.	Pinker	9.06			

SS8 - 'Yarraman 2' - (9.04 km)

Posn.	Driver	Time	Posn.	Driver	Time
1.	Hoy	5.13	15.	Kabel	6.24
2.	Griffith	5.28	16.	Martin	6.32
3.	Evans	5.50	17.	Morrison	6.41
4.	Goasdoue	6.04	18.	Marks	6.42
5.	Mahoney	6.05	19.	Dummett	6.45
6.	Appleyard	6.10	20.	Grundy	6.55
=7.	Fullerton	6.11	=21.	Collingwood	6.59
=7.	Sparks	6.11	=21.	Waters	6.59
9.	Spencer	6.12	23.	Yarrow	7.06
10.	Fritter	6.13	24.	Wright	7.10
11.	Killbride	6.15	25.	Killer	7.53
12.	Morris	6.17	26.	Michel	7.47
13.	Pinker	6.18	27.	Horton	8.04
14.	Gees	6.20			

SS9 - 'Mt Bings 2' - (15.67 km)

Posn.	Driver	Time	Posn.	Driver	Time
1.	Hoy	11.45	=16.	Dummett	14.00
2.	Griffith	12.40	=16.	Gees	14.00
3.	Spencer	12.55	18.	Martin	14.03
4.	Evans	12.59	19.	Waters	14.04
5.	Morris	13.02	20.	Goasdoue	14.05
6.	Appleyard	13.07	21.	Collingwood	14.06
7.	Sparks	13.15	22.	Marks	14.16
8.	Fullerton	13.30	23.	Kabel	14.24
9.	Killbride	13.31	24.	Horton	14.40
10.	Morrison	13.35	25.	Grundy	14.42
11.	Fritter	13.47	26.	Wright	14.48
12.	Michel	13.51	27.	Killer	15.04
13.	Pinker	13.53			
14.	Yarrow	13.54			
15.	Mahoney	13.57			

'Z-CAR WORKSHOP RALLYSPRINT'

1995 'SPRINT SERIES ROUND 2

The second round of the 1995 Rallysprint Series was held on Sunday 30 July under the watchful eye of Clerk-of-Course Tony Best. Tony also directed the first round in Beerburum on short notice and while setting those roads he found another combination which he felt eminently suitable for the second round of the series.

The trophy sponsor for this event was Alan Stean of the Z-Car Workshop who was more than happy to chip in and support the club.

Thirty-nine crews entered the 'sprint but only thirty-seven fronted up in Woodford with the Geminis of Colleen Smith and Wayne Macchion not making the start. The event HQ was situated in a small rest area beside the highway through Woodford and could not be missed by crews as they arrived in town. Also the start of the first stage was just minutes away, with the forest literally on the fringes of town.

After the usual recce runs over the two 5-ish kilometre stages the field settled in for the timed runs.

The top runners included the Mazda RX7 of Mark Taylor and the 4wd Mazda 323s of Barry Cook, Greg Poole and Rob Bekker.

Mark Taylor suffered a gearbox problem in the quick RX7 which robbed him of any chance of another win, and Bill Wilson retired his red Datsun 1600 with gearbox and clutch failure.

Other retirements included Rob Bekker with a strut failure, Michael Hocking with engine problems in the LJ Torana, Chris Dinte rolling his Gemini on the recce run (at a spectator point, no less!) and Glen Rogers with engine problems in the Golf GTi.

Cookie suffered some gear selection problems in his Mazda which allowed Greg Poole to run away with the win. The roads were very fast and some of the poor little Geminis were flat out but getting nowhere!

The results show the final outcome with Bruce Dawson and Terry Boardman performing very well also.

Tom Smith.

NISSAN Z CAR WORKSHOP RALLYSPRINT 30 JULY 1995 Provisional Results

OUTRIGHT

No	Entrant	Driver	Co-Driver	Vehicle	Clas	SS1	SS2	SS3	SS4	TOTAL	Clas	OR
4	Greg	Poole	Dei Garbett	Mazda 323	R6	2.54.1	3.29.3	2.46.5	3.28.1	12.38.0	1	1
2	Barry	Cook	Shaun Gill	Mazda	R6	3.06.8	3.39.9	2.50.9	3.31.3	13.08.9	2	2
16	Bruce	Dawson	Karen Soxsmith	Datsun Z	R4	2.59.7	3.38.3	2.54.6	3.37.1	13.09.7	1	3
5	Terry	Boardman	Geoff Boardman	Datsun 1600	R3	3.58.8	3.40.8	2.54.9	3.37.1	13.11.0	1	4
13	Geoff	Stanway	Damien Johnson	Gemini	R2	3.03.0	3.41.6	3.00.0	3.43.3	13.27.9	1	5
15	Kevin	Taylor	Tony Taylor	Ford	R6	2.58.8	3.44.5	3.07.2	3.39.7	13.30.2	1	6
22	Michael	Scheers	Shane Garbin	Gemini	R2	3.05.8	3.47.4	3.05.1	3.48.5	13.46.8	2	7
38	Ron	Oliver	Martin Witman	Daihatsu	R1	3.09.2	3.45.4	3.03.9	3.49.0	13.46.9	1	8
20	Rooney	Reid	Beinda Fussell	Commodore	R4	3.05.0	3.48.1	3.02.2	3.51.9	13.47.2	2	9
19	Robin	Barardo	Paul Pyyvaara	Datsun	R5	3.11.8	3.49.4	3.04.1	3.49.5	13.54.8	2	10
14	Kenneth	McWha	Deborah Dillon	Gemini	R2	3.07.3	3.49.6	3.07.0	3.50.9	13.54.8	3	10
11	Gordon	Bishop	Paul Bishop	Commodore	R4	3.16.8	3.46.9	3.04.9	3.48.0	13.56.6	3	12
7	Chris	Corbee	Gary Worrall	Corina	R4	3.14.9	3.49.6	3.04.9	3.49.6	13.59.0	4	13
30	Paul	Boardman	Murray McNeil	Fiat 131	R3	3.12.2	3.55.0	3.05.2	3.52.1	14.04.5	2	14
21	Richard	Galley	Stephen Galley	Gemini	R2	3.15.8	3.49.5	3.11.8	3.49.2	14.06.3	4	15
9	Damen	Gardner	Tom Smith	Holden	R2	3.10.8	3.50.4	3.09.3	3.56.2	14.06.7	5	17
18	Craig	Mole	Craig Smith	Datsun	R3	3.12.0	3.52.2	3.06.4	3.55.9	14.40.8	4	18
24	R Bell	Mat	Trevor King	Ford Escort	R3	3.10.8	3.52.8	3.15.2	3.50.0	14.08.8	4	18
12	Horst	Ellenberger	Peter Lettice	Mitsubishi	R2	3.15.5	3.57.8	3.05.7	3.52.9	14.11.9	6	19
17	Bob	Crase	Fred van den Brink	Gemini	R2	3.20.0	3.50.2	3.14.0	3.51.3	14.06.3	4	20
28	Antony	Paton	Lisa Jones	Daihatsu	R1	3.16.1	3.55.8	3.10.5	3.54.4	14.16.6	2	21
25	Tony	Howard	David Lapworth	Datsun 1600	R5	3.14.0	4.02.9	3.11.4	4.00.3	14.28.6	3	22
8	Ian	van de Straat	Steven Bird	Gemini	R2	3.21.1	4.02.6	3.16.8	3.57.4	14.37.9	6	23
10	Mark	Neary	Chris Lane	Gemini	R3	3.23.3	4.02.2	3.15.4	3.59.9	14.40.8	5	24
23	Mick	Barry	Megan Barry	Gemini	R2	3.14.6	4.03.7	3.15.8	4.09.3	14.43.4	9	25
27	Airol	Schaler	Dan Schaler	Datsun	R3	3.19.7	4.03.5	3.22.4	3.59.9	14.45.5	6	26
31	Adrian	Dillon	Jeff Thrupp	Holden	R2	3.20.2	4.01.6	3.19.0	4.07.2	14.48.0	10	27
37	Henry	Fyman	Meryl Rogers	Honda Civic	R1	3.16.9	4.11.1	3.25.4	4.05.3	14.58.6	3	28
34	John	Rogers	Mark Carbine	Toyota	R1	3.31.3	4.13.9	3.23.2	4.13.2	15.21.6	4	29
39	Ann	Malcolm	Kevin Carment	Datsun	R3	3.45.8	4.08.4	3.25.8	4.18.2	15.36.2	7	30
35	Ed	Freudenberg	Fiona McNaughton	Mazda	R2	3.38.1	4.14.7	3.32.8	4.19.7	15.45.3	11	31
1	Mark	Taylor	Allen Jones	Mazda RX7	R4	28.21.4	3.37.8	2.56.0	4.00.5	38.05.7	5	32
	#Includes	1.10.0 road	penalty									
3	Robert	Bekker	Tony Wilson	Mazda 323	R6	dnf						
6	Bill	Wilson	Stephen Pocock	Datsun 1600	R6	retired	clutch					
26	Michael	Hocking	Anita Whyatt	Holden	R4	3.19.5	4.04.4	3.25.1	dnf/engine			
29	Chris	Dinte	Lee Arbon	Gemini	R2	retired	rolled in r					
32	Colleen	Smith	Emma Price	Isuzu	R2	dnf						
33	Wayne	Macchion	Scott Griffin	Gemini	R2	dnf						
36	Glenn	Rogers	John Peters	VW Golf GTi	R2	retired	engine					

DUNLOP GEMINI CHALLENGE - 1995

At a recent meeting of the 'Gemini Challenge' committee, Geoff Stanaway was elected as President of the popular series.

Outgoing President and series founder Steve Ross has stood down due to new business commitments and his desire to see new officials taking over these important roles.

Graeme Offer continues in the dual roles of Secretary/Treasurer and is to be congratulated for his efforts during the last eighteen months.

Adrian Dillon takes over as newsletter editor, and further information about the series can be obtained by contacting either Geoff Stanaway (07- 3351 3740 hm.), Graeme Offer (074 - 956 248 hm.) or Adrian Dillon (074 - 986 662 hm.)

The Board of Directors
Brisbane Sporting Car Club Ltd.

Re: Mobil 1 Trial 1995

From my own personal viewpoint I wish to express my sincere thanks to the B.S.C.C. and it's members for the active support they gave to the 1995 Mobil 1 Trial.

Fate determined the start and finish to be within the area of the Club's influence, and everyone worked well to make it all happen. I can assure you that the crowds around Australia were greater in Brisbane.

When I was approached by the Trial to co-ordinate Queensland and put a "ting in the tail" of the Trial, I knew where to go but was anxious about support. That was not a worry in S.E. Queensland.

Craig Porter did a great job and shared some of the frustrations I endured also.

At the end of the day a great event and a job well done by a good club.

Thank you,

Patrick Hetherman

JAG-BAGS!

I was driving along Bowen Bridge Road the other day and noticed a rather bad accident involving a new Jaguar which had been hit and then suffered the embarrassment of having a fallen light-pole strike the roof making the whole vehicle look a proper mess.

In the Courier Mail the next day was a story by none other than Bruce McMahon, who had been actually driving the aforementioned beastie when it was hit by an errant Corolla.

The story concentrated on the efficiency of the big cat's airbags which worked perfectly in the emergency situation.

The point of this piece is, however, just to say how unlucky a Joumo can be in a borrowed car to be in the wrong place at the wrong time!! Bad luck, Bruce!

KART COMMENTS

Having to draw on ones powers of recollection some five weeks after the first round of this club's inaugural Kart Championship, is no easy task for one of my years. Besides, I didn't get the results until the day prior to the writing of this article. Nonetheless, I shall try.

Round 1

Rod Browning won it! Told ya my powers of recollection were not too good.

Round 2

I didn't attend this round due to doing stage set-up for the Mobil 1 Trial, but Brett Wright won that one. But I was told, as in Round 1, there were some very dubious driving techniques employed by some of the drivers. Too many hours in front of the of picture tube watching British Touring Cars - me thinks.

Round 3

I was at this one - and a right cracker of a night it was too. At the driver's briefing, rules were laid down about do's and don'ts of Kart racing and those not familiar with the rules prior to this obeyed them. So the racing turned out to be nothing short of exhilarating for everyone.

Young Lee Evans I thought was brilliant (little ...). Weighing only 3 kilos he gets off the line quicker than a quick thing. He left me for dead in the heat I raced against him. While I was doing my level best to keep Rod Browning at bay young Lee was gone and home 1 1/2 seconds to the good. Well done Lee. (I'll collect the money from you prior to round four).

Most difficult person to overtake - Ron van Opstal. He drives with his elbows out wider than the rear track of the Kart.

Easiest person to go by - Ray Evans 'cos he wasn't racing. Poor Ray had a bit of a nasty stunt in Round 1 and is out of the series. Hence the reason for a serious driver's briefing. Goes to prove that you can get hurt at all forms of motorsport. Hope this doesn't put you off another series Ray but it was great to see you laughing so much as Lee was doing so well.

To Chris Michel - never wear a full face helmet. The constant Cheshire Cat grin on your face had us all amused, especially at the point where you were wondering where Rod Browning was at the point he went past you!

This Karting is a lot of fun for so little money.

Winners:

	Round 1	Round 2	Round 3
1st	Rod Browning	Brett Wright	Rod Browning
2nd	Brett Wright	Scott Griffin	Brett Wright
3rd	Chris Michel	Chris Michel	Lee Evans

Next Round is on Friday 23 July at 7.00 pm

Barrie Burr

HOW TO START RALLYING

Having recovered from the excitement of being invited to participate on the Mobil 1 Round Australia Rally, the sheer magnitude of the job ahead was daunting. Preparing the car, organising the spares, and convincing my wife that all the late nights over the next eighteen months and endless conversations about slip diffs and what type of air filters to use was going to enrich her life (not easy believe me).

With my wife's blessing, away I went gathering all the info I could on rallying. My first step was to join the BSRC, and then receive some excellent tuition from Norm Singleton's 'Rally Connection' (and many thanks to Steve Ross). To my relief, and the driver's, I passed the first test. I did not vomit in Norm or Steve's Cars and I now knew what a 'tulp' was. The opportunity to compete in such an event came about when my friend Geoff Broad heard of the Mobil 1 Rally. After watching the London to Sydney Marathon Video, Geoff was keen to participate in this style of event, and thus entered in the Challenge section of the Mobil 1 Rally.

Preparation of the Twin Cam Escort was in the capable hands of the owner/driver Geoff and was prepared over an eighteen month period in every spare moment that could be snatched. Following a lot of the factory ideas for spares which included rear discs, slip diff and a brace upon said diff, a semi-close box, and the motor tweaked to 1700cc. Fuel was taken care of thanks to an 85 litre tank and twin fuel pumps. Not having a service crew until Darwin, we carried a lot of extra weight initially in the spares department. Not that we were the only team to do this, but it creates it's own problems of what to take and what to leave, this task made even harder having never competed in a rally before. Competing in a local rally in Mackay four weeks before the start of the Mobil 1, was a good shakedown for car and crew. I didn't get us too lost and Geoff drove well enough at times to make some of the local drivers take notice. The times he didn't drive well made me take notice!

Starting second in the Challenge behind Ken and Kim Harper was great. Ken, having competed in so many events and having a wealth of knowledge and ability, he was as good a benchmark as we could ask for. Carrying a couple of problems to the start such as not knowing if we would stop due to a steady cing clutch, we decided to be competitive for as long as possible from the outset.

On the second stage, we caught Ken and booked in on the same minute, so according to my new found skills, that put us in front even with Geoff insisting on using his indicator on any turn instruction on the special stage. The organisers having set liberal times on the stages, meant that a lot of the field were clearing them (A-B timing, not A-A timing as in the final). We were in equal lead up until Kalgoorlie but dropped a point on the last stage from Kalgoorlie to Perth, thanks to a slow puncture.

Having traversed NSW, Vic, SA, WA and the NT, we arrived back in Queensland where, between Mt Isa and Townsville, we completed two stages filled with dread, due to a grinding noise in the back and of the car. Consequently the last stage was very steady, only to pass the leaders David Hodge & Tom Seymour in their corolla which had a flat tyre. In Townsville, we sought opinions from many people about our noise, but no one answer was the same...maybe the diff, maybe the wheel bearing. After a busy evening organising a spare diff and wheel bearings for a scheduled service stop in Mackay, we began the next day. Discovering that the gap between us and first was back to seven minutes, after the leader, in his corolla, had a flat tyre to contend with, followed by ignition wozies, putting him four minutes late into Parc Ferme, we were in the hunt for first again.

The following day we made it into Mackay with our noisy 'diff', not before a close inspection of a wedge-tailed eagle at 80 kilometres before the last special stage. With our noise growing, and a bugged windscreen, it looked like our bubble had well and truly burst. Arriving to the start of the stage with a couple of minutes to spare, we consulted with our wise leader, David Hodge, in his corolla, who suggested we drive the stage with the windscreen in, to reduce dust. At the end of the stage, David asked for us and relayed a message from our radio via his mobile phone to our waiting service crew, one hour away in Mackay. We went directly to have the new windscreen installed, and drove out 25 minutes later to repair our 'diff'. Only to discover it was both wheel bearings that were shot. Having fixed two bearings to the back end, we set sail for Rockhampton for our compulsory three hour rest break. Our motivation strong, as there was a 5 point penalty for each minute late. We arrived in Rockhampton with three minutes to spare.

The next day was fairly uneventful, and we maintained our position to the end. Our final result was first in C2/2, first in C2, and second outright in the Challenge. Not meaning to drone on too long, the highlight of this rally was undoubtedly the help we got, when it was needed the most, from our rivals, especially those running closest to us. My contribution to memorable moments were many but the worse would have been when after closing a gate on a special stage, I very cleverly flicked the handle into reverse with my shoelace getting into the car, sending us both into panic. But what do you expect? We are only novices!

David Abbott



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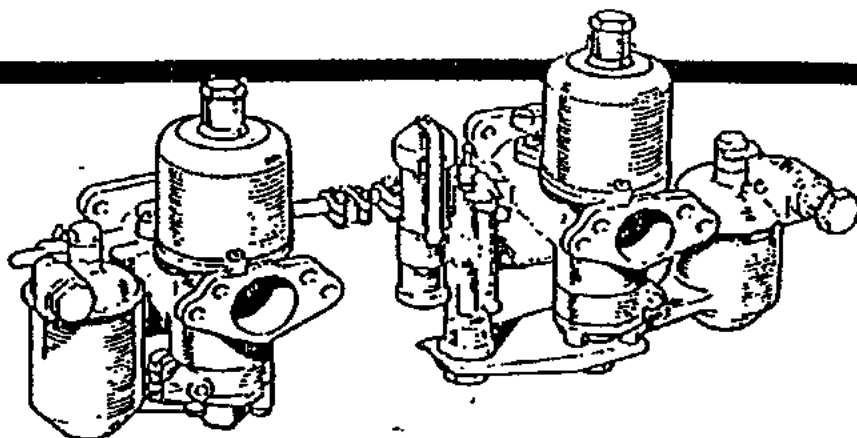
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ALEX CAMPBELL	0.8428	18	JOHN FRITZER	0.9096
VIVIAN CABBIE	0.8218	19	PAUL GOODWIN	0.9092
VARRER CARRIGAN	0.9747	20	VIVIAN GEES	0.9076
TIM COLLINGWOOD	0.8778	21	MAYNE APPELYARD	0.9071
CHES COABEE	0.8754	22	PETER HAPSTONE	0.9047
ROBERT CRASE	0.8253	23	BRUCE FULLERTON	0.9043
TREVOR CRASE	0.8568	24	NOEL BATHIE	0.9041
BRIAN CRISP	0.8528	25	TREVOR SPARKES	0.9029
BOB CROSS	0.8078	26	PAUL WILLIAMSON	0.9021
BRUCE DAVSON	0.8368	27	ANDREW GASTON	0.9006
SHANE DAY	0.8764	28	PAUL LEE	0.9002
ADRIAN DILLON	0.7859	29	JOHN MARTIN	0.8976
SCOTT DOTLE	0.7548	30	DAVID SCHAFER	0.8974
BRUCE DUMMETT	0.9575	31	ANDREW MCGRAND	0.8957
ALLEN BATHIE	0.9041	32	LEAM HARDY	0.8909
TROY BUTTON	0.7479	33	IAN WRIGHT	0.8825
ROBERT EFFENBERGER	0.8329	34	TERY BRADSHAW	0.8829
BRIAN EVERETT	0.8209	35	ANDREW JOHNSTONE	0.8826
ANDREW FARHAM	0.7978	36	BOB WATKINS	0.8815
BOB FORD	0.8369	37	CRAIG MOLE	0.8813
ANDREW FLETCHER	0.9096	38	STEVE ROSS	0.8799
BRUCE FULLERTON	0.9043	39	TIM COLLINGWOOD	0.8778
RICHARD GALLEY	0.8047	40	SHANE DAY	0.8768
BARREY GARDNER	0.8353	41	MARK TAYLOR	0.8758
ANDREW GASTON	0.9006	42	CHES COABEE	0.8756
MICHELLE GAYTON	0.7478	43	BARREY GARDNER	0.8753
VIVIAN GEES	0.9076	44	MARK REACT	0.8751
MARTIN GIBSON	0.7285	45	IAN GOLDSMITH	0.8744
PETER GLENNIE	0.9659	46	COL O'BRIEN	0.8732
JOHN GOASDOUE	0.9116	47	ANDREW GIFFER	0.8730
LEAM GOLDSMITH	0.8742	48	JOHN STOCK	0.8691
PAUL GOONIX	0.9092	49	GREN POOLE	0.8687
GREG GREVELL	0.7449	50	GARY PARSHALL	0.8621
MARK GRIFFITH	0.8092	51	TONY KABEL	0.8588
DAVID GUNBY	0.7991	52	TONY PARHARSON	0.8571
JIM GUEST	0.8444	53	ROBERT BELL	0.8568
BEN HAYDEN	0.8534	54	TREVOR CRASE	0.8567
GREG HORTON	0.8329	55	BILL WILSON	0.8536
MAYNE HOY	0.9787	56	BRIAN GIBSON	0.8525
OSCARO TRING	0.7479	57	IAN BAILEY	0.8521
GRAHAM JACKSON	0.7337	58	IAN BREWER	0.8521
DAVID JOHNSON	0.9548	59	JOHN HOGAN	0.8502
MAYNE JOHNSTONE	0.8079	60	MAYNE JOHNSTONE	0.8499
ADRIAN JOHNSTONE	0.8423	61	ADRIAN HOGAN	0.8447
ALLEN JONES	0.9092	62	JIM GUEST	0.8444
TONY KABEL	0.8615	63	CHES WATERS	0.8441
PETER KAHLEN	0.8132	64	SCOTT STANHAM	0.8435
JEFF KILBRIDE	0.9319	65	BOB SIMONSON	0.8444
LEE KILLER	0.8208	66	COL MOHA	0.8439
TREVOR KING	0.8147	67	ALEX CAMPBELL	0.8428
MAYNE KIRBY	0.8072	68	MARK VARRER	0.8423
CRAIG LANSBERG	0.8088	69	RICHARD ANDERSON	0.8421
LEON LAWRENCE	0.8082	70	PETER FLETCHER	0.8420
CRAIG LEE	0.9197	71	BOB FORD	0.8369
PAUL LEE	0.9082	72	BRUCE DAVSON	0.8368
PETER LEITCH SHR	0.7848	73	DARREN BARKER	0.8329
PETER LOCKHART	0.8389	74	ROBERT EFFENBERGER	0.8329
MAYNE MACGIBSON	0.9317	75	STEPHEN TAYLOR	0.8320
LEAM MAHONEY	0.8089	76	GARY HORTON	0.8308
PETER HAPSTONE	0.9047	77	LEE KILLER	0.8308
GARY PARSHALL	0.8621	78	ROBERT STEVENSON	0.8294
JOHN MARTIN	0.8976	79	BEN HAYDEN	0.8287
ANDREW MCGRAND	0.8957	80	CARROLL SMITH	0.8285
ADRIAN HOGAN	0.8447	81	LEON SCOTT	0.8285
BOB HOGAN	0.8479	82	ANDREW MOLE	0.8280
GEORGE HOGAN	0.8153	83	KEVIN SMITH	0.8279
JAN HOGAN	0.7948	84	MICHAEL BIRNBE	0.8275
CHES WATERS	0.8113	85	JIM PELGRIJN	0.8264
NEIL HOGAN	0.8143	86	ROBERT CRASE	0.8252
BRETT HORTON	0.8221	87	NEIL HOGAN	0.8243
IAN HOGAN	0.8209	88	BOB HOGAN	0.8226
ANDREW MOLE	0.8208	89	PETER STEVARE	0.8225
CRAIG MOLE	0.8013	90	BRETT HILLON	0.8221
TONY MORRISON	0.8595	91	ADRIAN CABBIE	0.8218
MARK REACT	0.8751	92	IAN HOGAN	0.8209
LISLE NEWMAN	0.8147	93	BRIAN EVERETT	0.8209
COL O'BRIEN	0.8732	94	ALAN THOMPSON	0.8196
ANDREW O'BYE	0.8738	95	PAUL PITTALARA	0.8190
ED O'BYE	0.9096	96	ANDREW BISHOP	0.8170
JOHN PILGRIM	0.8447	97	SCOTT REACHMAN	0.8152
GREG POOLE	0.8687	98	LESLIE REIDMAN	0.8147
ALAN PORTER	0.8163	99	TREVOR KING	0.8144
JOHN PRYOR	0.8162	100	KEVIN WATERS	0.8134
PAUL PITTALARA	0.8163	101	PETER XAMER	0.8132
ANDREW REID	0.8163	102	LEONIS MICHEL	0.8111
STEWART REID	0.8163	103	ADRIAN HOGAN	0.8092
SCOTT RHODES	0.7318	104	MAYNE LANSBERG	0.8088
BOB ROGERS	0.7363	105	BOB CROSS	0.8078
STEVE ROSS	0.8799	106	MICHAEL THOMPSON	0.8070
ANDREW SCHAFER	0.7369	107	COLLEEN SMITH	0.8064
DAVID SCHAFER	0.7374	108	RICHARD BARKER	0.8047
H SCOTT	0.7374	109	TREVOR BARKER	0.8039
TERRY SCOTT	0.7374	110	HAYDEN BRIGHT	0.8032
MORAN SINGLETON	0.8046	111	ROBERT REID	0.8003
CARROLL SMITH	0.8285	112	CHES WATERS	0.8002
COLLEEN SMITH	0.8285	113	DAVID GUNBY	0.7991
KEVIN SMITH	0.8285	114	LEAM GOLDSMITH	0.7988
H SMITH	0.8285	115	BOB ROGERS	0.7983
FRANK SPARKES	0.9029	116	BRUCE BARNICK	0.7982
JOHN SPENCER	0.9127	117	H SMITH	0.7978
SCOTT STEVENSON	0.8235	118	H SCHEERS	0.7975
ROBERT STEWART	0.8235	119	MAYNE FARHAM	0.7974
PETER STOCK	0.8491	120	PAUL BRADSHAW	0.7954
ANDREW TAYLOR	0.8758	121	PETER LEITCH SHR	0.7940
ALAN THOMPSON	0.8196	122	IAN HOGAN	0.7899
MICHAEL THOMPSON	0.8070	123	ADRIAN DILLON	0.7895
J THOMPSON	0.8236	124	MARTIN GIBSON	0.7795
CHES WATERS	0.8113	125	ANDREW IRVING	0.7699
BOB WATERS	0.8124	126	SCOTT DOTLE	0.7648
BOB WATKINS	0.8815	127	MAYNE MACGIBSON	0.7632
DAVID WEST	0.9979	128	MICHELLE GAYTON	0.7478
PAUL WILLIAMSON	0.9021	129	GREG GREVELL	0.7449
BILL WILSON	0.8536	130	JOHN ROGERS	0.7369
IAN WRIGHT	0.8825	131	ANDREW JACKSON	0.7337
MARK YARRON	0.8425	132	SCOTT RHODES	0.7318
SPENCER YARRON	0.8329	133	PAUL BRADSHAW	0.7272
			ANDREW BUTTON	0.7129
			ALAN PORTER	0.7043

QUEENSLAND RALLY CHAMPIONSHIP POINTS SCORE

DRIVERS CHAMPIONSHIP

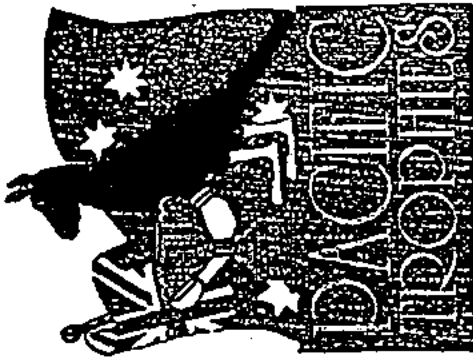
EVENT	QRC1	QRC2	QRC3	QRC4	QRC5	TOTAL
MAYNE HOY	40	40				80
BRUCE FULLERTON	25	28				51
BRUCE DUMMETT	27	8				35
LEE KILLER	18	20				35
DAVID WEST	25					35
DAVE GRUNDY	16	15				31
PETER HAPSTONE	30					30
JOHN SPENCER		20				30
MARK GRIFFITH		20				30
TONY KABEL	16	13				29
ANDREW JOHNSTONE	26					26
VIV GEES		26				26
JEFF KILBRIDE		24				24
TONY MORRISON		24				24
TIM COLLINGWOOD		22				22
RICHARD GALLEY		21				21
CHRIS MICHEL		21				21
COL O'BRIEN	18					18

CO-DRIVERS CHAMPIONSHIP

EVENT	QRC1	QRC2	QRC3	QRC4	QRC5	TOTAL
ALAN STEAM	48	48				80
TONY BEST	25	24				59
BOB REDDIX	23	30				55
BRAD DAVIDSON	17	22				39
GREG TENBLE	21	13				34
DAVID LAPWORTH	22					32
CRAIG LEE		30				30
GERARD MCCONKEY	28					28
PETER RASMUSSEN	28					28
DONNA HELTHANN	24					24
STEVEN GALLEY	23					23
NOEL GEES		21				21
TREVOR KING	19					19
DAVID HOOD	16					16
						0
						0
						0
						0

CLASSIFIED DRIVERS

CLASS NO	QRC1	QRC2	QRC3	QRC4	QRC5	TOTAL
CLASS NO 1	1	1				2
CLASS NO 2						0
CLASS NO 3						0
CLASS NO 4						0
CLASS NO 5						0
CLASS NO 6						0
CLASS NO 7						0
CLASS NO 8						0
CLASS NO 9						0
CLASS NO 10						0
CLASS NO 11						0
CLASS NO 12						0
CLASS NO 13						0
CLASS NO 14						0
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CLASS NO 75						0
CLASS						



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Progressive pointscore for the Australian Rally Championships after round 11 - 'The Southern Safari' in Tasmania.

						Tasmania		
						RD 11		
						C 10		
DRIVERS NAME	ST	CAR	CL	BEST S	POS	PTS		
NEAL BATES	ACT	TOYOTA CELICA GT4	PRC	1100	1	200		
ED ORDYNISK	SA	MITSUBISHI LANCER RS EV 2	GPN	520	2	150		
MICHAEL GUEST	NSW	MITSUBISHI LANCER RS EV 2	PRC	370				
GRAEME WISE	VIC	MITSUBISHI LANCER RS EV	PRC	350	3	120		
RAYOSHI NOMURA	NSW	MITSUBISHI LANCER	GPN	320	4	100		
GRAHAM VAUGHAN	ACT	MITSUBISHI GALANT VR4	PRC	280				
WAYNE HOY	NSW	MITSUBISHI LANCER RS-E	PRC	250				
GRAHAM ALEXANDER	VIC	MITSUBISHI LANCER RS-E	PRC	235	6	80		
JIM MARDEN	WA	SUBARU RS TURBO	PRC	180				
DAVID WEST	NSW	MITSUBISHI LANCER RS EV 2	GPN	180				
COOY CROCKEN	VIC	MAZDA 323 FAMILIA	PRC	155				
ALLAN MCCARTHY	WA	SUBARU LIBERTY RS TURBO	PRC	150				
GERARD MCGROARTY	WA	MITSUBISHI LANCER RS-E	GPN	120				
ALAN FRIEND	VIC	NISSAN PULSAR GTR	PRC	120				
NORM FRITZER	NSW	TOYOTA CELICA GT4	PRC	125				
MARK GRIFFITH	QLD	SUBARU IMPREZA WRX	PRC	115	7	40		
BMON EVANS	VIC	NISSAN PULSAR GTR	PRC	100				
JUSTIN MIDDLETON	WA	MAZDA 323	PRC	80				
JAMES MEDECKE	TAS	MITSUBISHI LANCER EV2	GPN	80	5	80		
GLEN CUGLEY	SA	SUBARU LEGACY	PRC	80				
JOHN FARRELL	WA	MITSUBISHI GALANT VR4	PRC	75				
WARREN ROSE	NSW	MITSUBISHI LANCER RS-E	PRC	75				
MARTYN BECKTON	VIC	MITSUBISHI LANCER EV2	GPN	75				
LES WALKDEN	TAS	MITSUBISHI LANCER RS EV 2	GPN	70				
TONY WURF	TAS	MITSUBISHI GALANT VR4	PRC	60				
GARREN WILLIAMS	NSW	MITSUBISHI GALANT VR4	PRC	60				
JOHN MACARA	WA	MITSUBISHI GALANT VR4	PRC	60				
PAUL KENNEDY	NSW	MITSUBISHI LANCER RE/E	GPN	55				
PETER THOMPSON	VIC	MITSUBISHI GALANT VR4	GPN	50				
JASON BUCHAN	WA	TOYOTA LEVIN	PRC	50				
TREVOR SPARKS	NSW	DATSUN 280Z COUPE	PRC	50				
JAMES VANDERBERG	TAS	MAZDA RX2	PRC	50				
KEITH HEDGELAND	WA	MAZDA 323	PRC	50				
MILES SANDY	NSW	TOYOTA CELICA GT4	PRC	50				
STEVE WIRWOOD	SA	FORD FACON EF XR6	PRC	50	8	30		
LEE PETERSON	TAS	HYUNDAI LANTRA	GPN	40				
ANDREW PARKER	WA	DAIHATSU CHARADE GTI	GPA	40				
JEFFREY KILBRIDE	QLD	MAZDA 323 4WD	PRC	40				
JOHN PURSHOUSE	WA	MITSUBISHI GALANT VR4	GPN	40				
JASON WHITE	TAS	MAZDA 323	PRC	35	9	20		
PETER TAYLOR	ACT	MAZDA GTX	PRC	30				
BRUCE DUNNETT	QLD	MITSUBISHI GALANT VR4	PRC	30				
GEOFFREY MAGUIRE	SA	FORD SIERRA RS COSWORTH	PRC	30				
JOHN SPENCER	QLD	TOYOTA COROLLA	GPA	30				
DAVE MCCONOUGH	SA	MITSUBISHI GALANT VR4	PRC	30				
JOHN LONG	NSW	MITSUBISHI GALANT VR4	PRC	30				
GREG PLUMRIDGE	VIC	TOYOTA COROLLA GT	PRC	30				
BRUCE FULLERTON	QLD	MAZDA 323 BFMR	GPN	25				
GREG WEST	VIC	HOLDEN COMMODORE V8	PRC	20				
JUSTIN BARRHAM	NSW	TOYOTA COROLLA GTI	GPA	20				
JOHN GOSSDOUE	QLD	DATSUN PS10	PRC	20				
PETER MAPSTONE	QLD	HOLDEN COMMODORE	PRC	20				
LYNN RATTRAY	TAS	SUBARU LEGACY RS	PRC	20				
TOLLEY CHALLIS	WA	VAUXHALL ASTRA GE	GPA	15				
BRETT MIDDLETON	NSW	DAIHATSU CHARADE	GPA	15				
IVAN NEGESTER	VIC	MAZDA FAMILIA TURBO	PRC	15				
PETER DIMMOCK	ACT	SUBARU LEGACY RS-R	GPN	15				
DAVID CARLTON	NSW	HISSAH PULSAR GTR	PRC	15				
IAN MAHONEY	QLD	TOYOTA CELICA GT4	PRC	10				
RUSSELL WATERSON	TAS	PORSCHE 988 CS	PRC	10				
BOB MCCOLL	WA	DAIHATSU CHARADE GTI	GPA	10				
JEREMY HERRINGROUGH	WA	MAZDA RX2	PRC	10				
ROSS MACKENZIE	WA	DAIHATSU CHARADE GTI	PRC	10				
ALAN LAVERICK	NSW	DATSUN 280Z	PRC	10				
MARK ROGERS	VIC	SUBARU RX TURBO	PRC	10				
KARL WILLET	ACT	MITSUBISHI GALANT VR4	PRC	10	10	10		
ROB DEVENISH	VIC	DATSUN 240Z	PRC	5				
ANDREW LOVELAND	WA	DAIHATSU CHARADE	GPN	5				
MARTIN LEWIS	TAS	FORD LASER TX3 4WD	PRC	5				
MIKE MORRIS	ACT	TOYOTA COROLLA RV	PRC	5				

						Tasmania		
						RD 11		
						C 10		
CO-DRIVERS NAME	STATE	BEST S	POS	PTS				
COHAL TAYLOR	RSW	1100	1	200				
MARK STACEY	VIC	370						
STEVE O'BRIEN-POUNCE	NSW	370						
ANDREW GRAY	VIC	320	4	100				
SCOTT CAUSER	ACT	265						
ALAN STEAN	QLD	250						
DAVID STEWART	VIC	235	8	80				
DANNY MURPHY	VIC	220						
TONY BEST	QLD	180						
STUART PERCIVAL	WA	180						
GREG FOLETTA	VIC	155						
GREG FLOOD	WA	150						
FRANK GOCCENTAS	NSW	150	2	150				
BOB BEERMAR	VIC	135	3	120				
ROBERT MCGOWAN	WA	120						
MICHELLE CANNING	VIC	120						
CRAG LEE	QLD	115	7	40				
RON COEREN	TAS	115	5	80				
PAUL VAN DER MAY	WA	80						
PIP BENNETT	NSW	80						
JEREMY BROWNE	SA	80						
EIDO OSAWA	VIC	75						
ROGER CLOSE	WA	75						
DEAN RIDGE	NSW	75						
JIM GLEESON	NSW	60						
ANDREW KUC	TAS	60						
LEO IRIKS	WA	60						
MALCOLM HOBROUGH	VIC	60						
GRANT GEELAN	NSW	60						
KEN BEHREND	NSW	55						
HICK YARDOS	NSW	55						
TROY DOHERTY	QLD	50						
ROBERT WEBBER	WA	50						
WENDY LITTLE	WA	50						
DAVID JAMES	VIC	50						
SIMON VANDERBERG	TAS	50						
SOPHIE HANDLEY	NSW	40						
HUGH LE TESSIER	WA	40						
CLAIRE PARKER	WA	40						
JOE BRICK	VIC	40						
ANNE GIGNEY	TAS	40						
DOHNA HEITMANN	QLD	40						
LOFTY DREWS	QLD	30	5	30				
DEL GARBETT	QLD	30						
COLIN TRINDER	ACT	30						
DAMIEN LONG	NSW	30						
JOE FERRIER	QLD	30						
PAUL HUMM	VIC	30						
PATRICK CASEY	VIC	30						
IAN HENRY LAWSON	SA	30						
ROW REDDIX	QLD	25						
GEOFF MINNES	SA	20						
TONY JACKSON	TAS	20						
LEE HEAZLEWOOD	TAS	20	8	20				
GARY COOK	VIC	20						
DAVID RASH	QLD	20						
DAVID LAPPYORTH	QLD	20						
STELLA PLENDERLEITH	NSW	15						
ROD VANDERSTRAATEN	WA	15						
PHILLIP CHILCOTT	TAS	15						
ROBERT LEONARD	NSW	15						
MURRAY LONG	TAS	10						
TONY FLOYD	WA	10						
DALE HYNIE	WA	10						
JOHN LYONS	NSW	10						
SHARON SWAN	QLD	10						
PAUL BAILEY	ACT	10						
JOHN ATILEEN	VIC	10						
CRAG ROGERS	VIC	10						
GREG AUSTIN	ACT	10	10	10				
STEPHEN KEALEY	VIC	5						
CHRIS LEWIS	TAS	5						
MARK WELDON	WA	5						

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AUSTRALIAN OFF ROAD CHAMPIONSHIP

NEWSLETTER No 5

CAMS Limited

20 July, 1995

Firestone Jackaroo 500

Congratulations must go to Glenn Owen for a superb drive against some very stiff competition from Brett Osborne, Terry Rose and Doug McMullan. These four were in a class of their own throughout the event, finishing well ahead of the remainder of the field. Commiserations must go to Brett, who was level pegging with Glenn until a fuel leak forced him to make unscheduled refuelling stops. Until this happened, the last lap was shaping up to be a hotbed! Even so, Brett finished a fine fourth outright 16 minutes ahead of Bill Buchanan in 5th place.

This gives Glenn Owen two consecutive Griffiths, and under widely varying conditions.

Long time stalwart Bill Buchanan indicated that Griffiths was his last race. 5th outright and a class win is a very good nose to go out on, perhaps even good enough to make him change his mind? If Bill does decide to call it quits we will all miss him. Bill embodied the spirit of off roading; always there, always giving it his best, always unassuming and philosophical. Bill, on the basis that your mind remains unchanged, we wish you good luck for the future.

Mark and Daryl Warren

It is most unfortunate, but the 1995 event will be remembered by many for the incident involving Mark and Daryl Warren.

I have spoken to both of them recently, and am advised by Daryl that his phone has not stopped ringing since his return home. He is most appreciative of all the calls and good wishes from those within the sport. He has asked me to mention this, and also that both he and Mark are quite determined to be at Puckapunyal, if only as spectators.

To set the record straight, rumours which are apparently circulating to the effect that Mark has had his leg amputated are quite wrong. The fact is that while the injuries to both legs are certainly quite serious, all current indications are that recovery will be complete. Mark will be in bed for a couple of months, then in a wheelchair for a couple more, so recovery is clearly going to be a fairly long process. However, as mentioned above, the good news is that there is no reason to believe that it will not be complete.

Daryl's injuries are, fortunately, less severe. He has a fairly deep gash in one leg, but with a few stitches and a little time, it should be as good as a boughed one.

Drivers' Briefings

It is pleasing to be able to report that after the problems experienced at the last several events, there were absolutely no problems with people signing on prior to drivers' briefings at Griffiths. Let's hope the trend continues.

Competitor Survey

As promised there was a competitor's meeting at Griffiths, at which the outcome of the Competitor Survey conducted earlier this year was presented.

Attendance at this meeting was disappointingly small, but this can perhaps be attributed to the fact that arrangements for the meeting were made prior to our being aware that there was going to be Saturday competition. Even so, the alternative would have been to have left the meeting until Mt Gambier in September, which is after the National Off Road Committee meeting scheduled for August. It was the Committee's hope that it would have some input from the competitor's meeting to discuss and consider at its meeting in August. That was the intention, it was just unfortunate that it did not work out that way.

A summary of the results of the survey is enclosed.

In essence there are a lot of issues on which there is no clear consensus one way or the other, opinion being fairly evenly divided.

However, a number of things seem to be fairly clear.

- a. The concept of compressing the AORC calendar was not popular.
- b. A majority supported the idea of amalgamation of categories, so long as their own was not one of them.
- c. The majority favour retention of Class 6 as a championship class.
- d. The concept of class representatives was overwhelmingly accepted.

Copies of the survey have been sent to the various state Off Road Funds, but a summary is attached to this newsletter.

Andy

Andy Clark
AC:ac-2K3
20 July 1995

AORC COMPETITOR SURVEY 1995

Summary of Responses

1. Classes on Notice

Opinion was evenly divided (48.6% in favour, 51.4% against) with regard to putting on notice for championship status any class which failed to achieve an average of six or more entries per AORC round.

2. Amalgamation of Classes

This was not generally supported (44.2% in favour, 55.8% against). Opposition was much stronger in those classes likely to be affected than in classes unlikely to be affected, which was something of a recurring theme throughout the survey.

Opinion was fairly evenly divided on whether Classes 9 and 1 should be amalgamated (46.5% in favour, 53.5% against).

The amalgamation of Classes 2 and 3 was not supported (16.5% in favour, 83.5% against).

Allowing single seaters of less than 1200cc capacity to participate in Class 3 was not supported (33.6% in favour, 66.4% against).

The situation was similar with regard to the inclusion of single seaters of less than 1600cc capacity in Class 2 (34.5% for, 65.5% against).

3. Capacity Limits

There was general support for increasing to 1300cc the maximum capacity for Class 3 vehicles (70.6% in favour, 29.4% against), but only 14 of the respondents to this question came from Class 3. A larger sample would have been preferable.

Increasing the capacity for Class 2 vehicles to 1650cc had similar support (67.0% in favour, 33.0% against), but some of those opposing the concept seemed to feel that it was mooted simply for the benefit of stadium racers.

4. Class 6 in AORC

The overall consensus was in support of Class 6 remaining a national championship class (63.5% in favour, 36.5% against).

5. Class Champions

The concept of there being only one national champion was not popular (44.1% in favour, 55.9% against).

6. Style of Events

Most people seemed to think that more challenging - read "slower" - events was the way to go (70.9% in favour, 29.1% against), but there seemed to be significant acceptance of the difficulties in getting access to terrain which would allow this.

7. Proportional Prize Money

It seems that not as many people favour the proportional distribution of prize money as was first thought (45.9% for, 54.1% against). Another fairly evenly divided issue.

8. AORC Prize Money Reduction

The concept of reducing prize money, together with entry fees, was supported (63.9% in favour, 36.1% against). However, some feeling was expressed that some organisers might reduce the prize money, but not reduce entry fees commensurately, and one or two other competitors attributed the high entry fees to attendance at events by "CAMS fit cars".

9. Low Key Events

The concept of lower profile events was supported (68.9% in favour, 31.1% against), but there were few helpful suggestions as to how this could be actually achieved.

10. Calendar Compression

Compressing the AORC season into a shorter time span was overwhelmingly rejected (11.8% in favour, 88.2% against).

11. Class Representatives

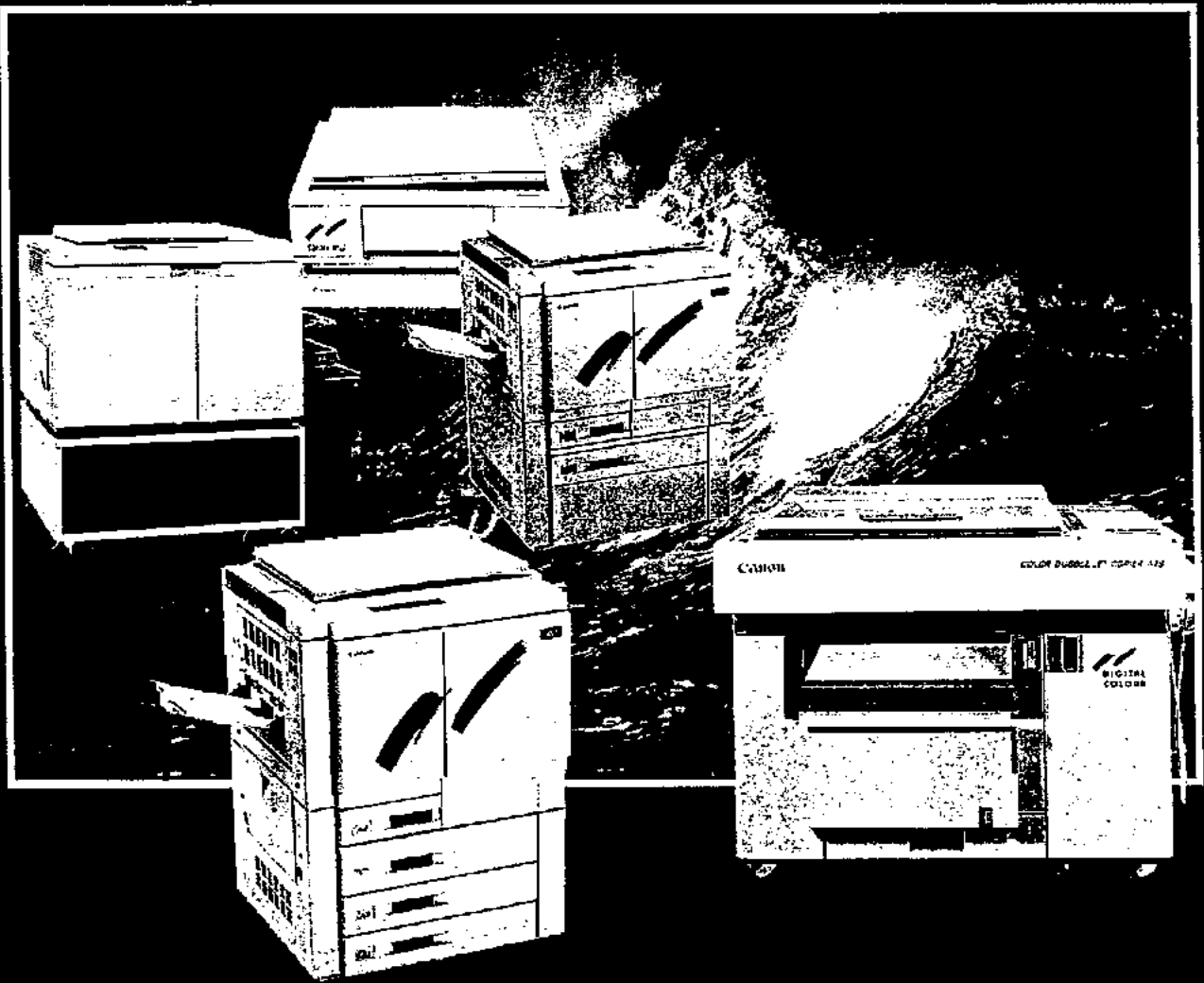
The concept of establishing class representatives was well received (86.9% in favour, 13.1% against), but less than half the respondents were prepared to take on such a job. One idea which emerged was that of each national championship event having a competitor liaison officer, and this concept will be looked at further by the National Off Road Committee.

12. Competition Numbers

A small majority favoured the concept of reserving the first ten numbers in each class for allocation on the basis of finishing positions in the preceding year's championship (55.0% in favour, 45.0% against).

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After Round 3

OUTRIGHT DRIVERS

ROUND 3

PLACE	NAME	1	2	3	4	5	TOTAL
1	Doug McMillan	20	8	12			40
2	Neville Boyes	10	12				22
3	Brad Zacks		20				20
4	Glenn Owen			20			20
5	Daren Wells	15					15
6	Mark Burrows		15				15
7	Terry Rose			15			15
8	Shane Cottee		10	3			13
9	Kevin Lee	12					12
10	Andrew Ziem	6		6			12
11	Bill Buchanan		4	8			12
12	Brett Osborne			10			10
13	Bob Mowbray	8					8
14	Mark Warren		6				6
15	Les Siviour	4		1			5
16	Grahame Baxter			4			4
17	Luke Fell	3					3
18	Michael Willett		3				3
19	Fabio Zarfati	2	1				3
20	Bryan Basham	1		2			3
21	Tony Schafer		2				2

CLASS 4

ROUND 3

PLACE	NAME	1	2	3	4	5	TOTAL
1	Neve Taylor	20	12	12			44
2	Kevin Haubichmid	15	15				30
3	David Allport	12		15			27
4	Warren Irons		20				20
5	Greg Campbell			20			20
6	Les Rowsell		10				10
7	Michael Taylor		8				8

CLASS 1

ROUND 3

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	Glenn Owen			20			20
5	Terry Rose		2	15			17
6	Kevin Lee	15					15
7	Mark Burrows		15				15
8	Tony Schafer	6	8				14
9	Brett Osborne			12			12
10	Bob Mowbray	10					10
11	Michael Willett		10				10
12	Wayne Attard			10			10
13	Luke Fell	8					8
14	Michael Collins		6				6
15	Wayne Bannan	4					4
16	Daniel Willett		4				4
17	Nigel Whitaker	3					3
18	Michael Beedon		3				3

CLASS 5

ROUND 3

PLACE	NAME	1	2	3	4	5	TOTAL
1	Ross Watson		20	20			40
2	Norman Veaty		15	6			21
3	Les Marshall		12	8			20
4	Rod Kirby			15			15
5	John Hinn			12			12
6	Tim Unstad		10				10
7	Geoff Southey		6	4			10
8	Bruce Muir			10			10
9	Roy Fring		8				8

CLASS 6

ROUND 3

PLACE	NAME	1	2	3	4	5	TOTAL
1	Michael Eggert	15	20	15			50
2	Steven Grod	20					20
3	Wayne Green			20			20
4	G Fitzpatrick		15				15
5	George Croucher		12				12

CLASS 7

ROUND 3

PLACE	NAME	1	2	3	4	5	TOTAL
1	Les Siviour	20	20	20			60
2	Eric Whitbread	12	12	15			39
3	Mark Mauns	10	15				25
4	Gary Westberry	8		12			20
5	Chris Langham	15					15
6	Robert Butler		10				10

CLASS 2

ROUND 3

PLACE	NAME	1	2	3	4	5	TOTAL
1	Andrew Ziem	20	10	15			45
2	Bill Buchanan		15	20			35
3	Bryan Basham	15		12			27
4	Dick Allport	4	12	10			26
5	Mark Warren		20				20
6	Derrick Kennedy	12	4				16
7	Rod Simpson	10					10
8	John Webb	8					8
9	John Brand		8				8
10	Donald McArthur			8			8
11	Werner Zettl	1		6			7
12	Bruce Chapman	6					6
13	Zane Murray		6				6
14	Anthony Lia			4			4
15	David Spokas	3					3
16	Tony McNicol		3				3
17	Ron Kleese	2					2
18	Andrew Doyle		2				2
19	Tony Crane		1				1

CLASS 8

ROUND 3

PLACE	NAME	1	2	3	4	5	TOTAL
1	Grahame Baxter	15	15	20			50
2	Fabio Zarfati	20	20				40
3	Dale Waters	12	6				18
4	David Richards			15			15
5	Robert Kaatz		12				12
6	Ken Smith		10				10
7	Barry Massey		8				8

CLASS 3

ROUND 3

PLACE	NAME	1	2	3	4	5	TOTAL
1	Darrell Johnson		15	15			30
2	Graeme Julius	15		12			27
3	Ted Potter	20					20
4	Keith Honour		20				20
5	Geoff Dow			20			20
6	Scott McNeil	8	10				18
7	Scott Brown	12					12
8	Glenn Haney		12				12
9	Darren Perrin	10					10
10	Scott Beard		8				8
11	Grant Walker	6					6

CLASS 9

ROUND 3

PLACE	NAME	1	2	3	4	5	TOTAL
1	Doug McMillan	20	15	20			55
2	Shane Cottee	15	20	15			50
3	Bill Veaty		10	12			22
4	Mick Bowden		12				12

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Chermside
Steve Turner
744 Gympie Rd
Phone: 359 9555

Coorparoo
Brian & Kim Jenkins
281-285 Old Cleveland Rd
Phone: 847 3611

Cleveland
Ray & Sally Pilcher
Store 2, 16 Doig St
Phone: 821 3388

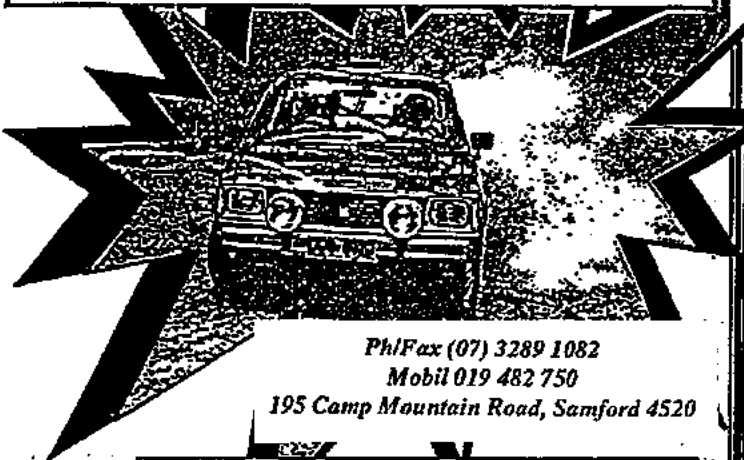
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Adam Wenck
Sh 20, 130 Riverhill Rd Eagleby
Shopping Centre
Phone: 807 7544

Mitchelton
Greg Braden
581-585 Samford Rd
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T and R MECHANICAL HISTORIC TOUR

The 'T and R Mechanical Historic Tour' was held on Saturday 29 July and organised by Ross Colledge for the Christian Autosports Club. It was round 4 of the six round Queensland Historic Rally Series.

Most of the regular Queensland Historic Rally competitors entered the event and there were also a couple of new competitors, one in a genuine HF Lancia Fulvia.

The event started from the Pine Rivers Shire Headquarters where competitors were flagged away by one of the Councillors. A simple map reading section took them out of the built-up area to Dayboro.

This was followed by a map trace to Woodford, relatively simple apart from one intersection with an information board on a wrong road as well as one on the correct road. The next sections were a tulip diagram section to the morning tea break at Kilcoy, and a route chart and map reading section to the Wivenhoe Dam over the Brisbane River.

The only trouble was that the mapped bridge had been dismantled and the control was on the old alignment.

Another map reading section took the competitors to the lunch break at Rosewood, where about two-thirds of them took the shortest mapped route through Haigslea, having failed to read that Haigslea was out of bounds.

This out-of-bounds point was mentioned on the competitors' information sheet handed out at the briefing, not on the actual route instructions which were handed out later!

The first section after lunch went to Kalbar and many competitors had difficulty plotting the end of section which was given in degrees, minutes and seconds of latitude and longitude, instead of by a normal map reference. A caution board on a wrong road, clearly visible straight ahead when the correct route was to turn left, also caused a lot of crews to travel a few extra kilometres.

The next section to the afternoon break at Beaudesert caught a lot of competitors who did not realise that the old railway bridge at Bromelton was on the mapped route, not the new one. This was followed by a map trace section to a point east of Gleneagle.

The trace had two different scales, and this caused many competitors to either be late or miss the control completely. A relatively straightforward route chart then took the competitors to the finish at Kuraby.

Car No	Entrant	Driver	Navigator	Car	Class	C1	C2	C3	T1	C4	C5	VRC's	DIV 1	C1	C2	T1	C3	C4	VRC's	Total	Outright	Class	Team
1		P Doumany	P Goodbun	Lancia Fulvia	2	-	-	-	-	4	1	40	45	12	-	-	35	8	60	160	8	1	
2		D Walsh	L Best	Barcha PL30R	3	-	-	-	50	25	45	40	160	28	19	50	50	-	100	405	12	1	
3	Corvette Customised	G Dulhio	D Benstead	Gemini	5	DNS	-	-	-	-	-	-	-	-	-	-	-	-	-	DNS			
4		A Owen	G Owen	Austin Healey	1	3	-	-	-	1	20	24	8	3	2	-	-	40	77	4	2	2	
5		L Medhurst	C Swallow	Mini	5	-	-	-	-	19	-	19	7	4	-	50	-	80	160	8	4		
6		D Davies	T Slattery	MG 1100	4	-	-	-	-	3	-	3	5	-	50	-	60	110	6	2			
7		G Brown	R Wallin	Austin Healey	1	-	-	-	-	4	-	4	12	-	-	-	-	40	56	3	1	2	
8		A Perrett	B Goodwin	Cooper S	5	-	-	-	-	40	40	40	8	9	-	50	-	100	207	11	C		
9	#	P Whalley	P Smith	Delton 1800	5	-	-	-	-	20	20	5	-	-	1	-	20	46	2	1	1		
10	#	I Fergusson	A Slean	SAAB 75	5	-	-	-	-	8	-	40	48	50	14	-	-	40	152	7	3	1	
11	#	B Krieger	T Best	Hilman Hunter	4	-	-	-	-	5	20	25	6	-	-	-	-	30	1	1	1		
12		D Burnett	D Gilbert	BMW 2002	5	-	-	-	-	20	20	21	11	-	26	-	120	198	10	5			
14		D Blogger	M Gibb	Austin A35	1	3	-	-	-	-	60	83	3	1	-	10	-	40	117	5	3	2	
#	TEAM BSCC		1																				
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COMING EVENTS

SEPTEMBER NIGHT RUN

This event will be held on Friday 1st September and will start from the clubrooms at 7.30 pm. Mark Carbine has put a lot of work into setting this night run and is hoping for good support from club members.

GP CARS CLASSIC RALLY

Sunday 3rd September is the date for the Club's next Historic Rally, to be sponsored by GP CARS, well known suppliers of all types of motor sport equipment.

This will be round 5 of the six round Norm Singleton Automotive Queensland Historic Rally Series. Entry is open to all vehicles built up to 1975 and model run-ons are also allowed.

The rally commences at 9.30am from the Mobil service station on the Cunningham Highway near Amberley and covers about 400 kilometres of bitumen roads with reasonably straightforward map-reading, to finish in the late afternoon with a barbecue at the Club Hotel, Lowood.

BAILEY POWERLINES RALLY

The next major rally organised by the Brisbane Sporting Car Club will be the Bailey Powerlines Rally on Saturday 9th September.

This event will be the fifth of seven rounds of the Queensland Clubman Rally Series, also the fourth and deciding round of the ARN Junior Rally Challenge, and a round of the Queensland Dunlop Gemini Challenge. David Nash is the Clerk-of-Course this year and again the event will be run in the Imbil area.

Starting at 2.00pm from the Island Reach Camping Ground at Imbil, it will have an earlier start (and an earlier finish) than last year. Total competitive distance will be 100 kilometres, with only 66 kilometres of transport. A number of roadblock officials will be needed and anybody needing more information on the rally (or wishing to volunteer to help) should contact David Nash on (07) 5541 1314.

QUEENSLAND MOTORKHANA CHAMPIONSHIP

Over the last few years the Queensland Motorkhana Championship has been run as a series over a number of rounds, but this year the Championship will be decided on a single event in one day, in much the same way as the Australian Motorkhana Championship is done.

This event will be held on Sunday 10th of September and organised by the Holden Sporting Car Club, the venue being the old Brisbane Airport at Eagle Farm.

Entries close of Monday 4th September and any information including entry forms and regulations can be obtained from the event Secretary Greg Hall (phone 3378 1971 a/h).

Scrutineering is between 9.00am and 9.45 am on the day of the event, with competition commencing at 10.00 am.

VIDEO NIGHT AT THE CLUBROOMS

Chris Lane is showing motor sport videos at the Clubrooms on the second Wednesday night of each month, so the next video night will be on Wednesday 13 September.

A selection of videos from international events (mainly English) will be shown, commencing at 8.00 pm.

SEPTEMBER MOTORKHANA

The club's usual monthly motorkhana on the third Sunday of the month will be held on Sunday 17 September. The venue is the Car Park Q at the Boondall Entertainment Centre, and the start time is 9.30 am.

TROPHY PRESENTATION FOR GP CARS CLASSIC RALLY

This will take place at the Clubrooms on Wednesday 20 September, commencing at 8.00pm

RALLYSPRINT ROUND 3

The third rallysprint for the year will be held on Sunday 24 September and the sponsor for the event will be Alan Cutts from redcliffe Steering. Alan is a former rally competitor and still does a fair bit of work on rally cars, mainly wheel alignments.

The format will again be two special stages of 5 km, each run twice, preceded by two practice runs over each stage.

The venue will again be Woodford Forest, but on completely different roads from the July rallysprint. It had been intended that this round would be held at Mount Mee, but the roads there had been too badly damaged by the Mobil 1 Trial vehicles.

Reconnaissance runs commenced at 10.30 am with the timed special stages a couple of hours later. Spectators are welcome.

OCTOBER NIGHT RUN

The first Friday night run of each month is when the Club's Night Runs are held, which means that there will be one on Friday 6 October. This run will start from the Clubrooms at 7.30 pm, and don't forget that a Third Party Insurance Extension is no longer required for Night Runs. Come along and see if you can beat that established top night runners, Slattery, Clunes, Stanaway, Carbine and Paton.

IPSWICH ROUND OF THE QRC

This rally was to have been held on Saturday 7 October, but the Ipswich West Moreton Auto Club has decided to cancel the event for this year, due to the large amount of work that they have to do at Willowbank.

It is disappointing to see the event not being run, and this will mean that there will now only be four rounds of the 1995 Queensland Rally Championship (which is not too bad as it is still one more than in 1994).

Hopefully the cancellation of this rally will mean that more competitors may decide to enter other events such as Coff's Harbour, Keema and the rallysprints.

THE BSCC CLUB CHRISTMAS PARTY

Every year the Club holds a Christmas party and it is the amount of support by the club members that makes it a success or otherwise. The date for the party is Saturday 9 Decmebr, so everybody has now been given three months notice to keep that date free.

More details on the type of function and where it will be held will be given in later issues of 'Brisport'.

THE RALLY CALENDER FOR THE REST OF 1995

Since the meeting of people from rally organising clubs in early June and the publication of the updated calender in the June issue of 'Brisport', all events have been held as per the calender.

This looks like continuing for the remainder of the year, with so far only a couple of cancellations and no date changes.

For those of you who want an update for the next three months here it is:-

Saturday 3 September	GP CARS Historic Rally (Historic)
Saturday 9 September	Bailey Powerlines Rally (Clubman)
Fri 15 -Mon 18 Sept.	Telstra Rally Australia (WRC)
Sunday 24 September	Redcliffe Steering Rallysprint
Sunday 1 October	Tooheys 1000 Bathurst
Sat 14/Sun 15 October	Coff's Harbour Rally (ARC)
Saturday 21 October	Gold Coast Club rally
Saturday 28 October	BP Range Rally (Historic)
Friday 3 November	Christian Autosports Midnight to Dawn (Historic)
Sunday 5 November	BSCC Ralysprint
Saturday 11 November	NDSCC Club Rally (Clubman Series)
Saturday 18 November	Toowoomba rallysprint
Fri 24- Sun 26 November	Esanda Rally of Canberra (ARC)
Saturday 2 December	Keema Classic Rally (QRC)
Sunday 3 December	Keema Club Rally

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Historic Rally NEWS

Norm Singleton's Rally Connection

Historic Rally Series

POINTSCORE - Top 10

1 D Biggar	37
1 M Gibb	37
1 T Best	37
D Burnett	35
D Gilbert	35
Peter Smith	30
P Whalley	30
G Brown	28
R Wallin	28
T Slattery	27
D Davies	27
A Owen	27
I Ferguson	27
B Kreiger	26

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Historic Rally Group MEETING

WEDNESDAY September 20th, 1995

(8.00pm)

Presentation Night for the GP Cars Classic Rally - Round 5 of *Norm Singleton's Rally Connection* Historic Rally Series.

HALDA Hire Service

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

September 9/10	NSW #3-MG Classic Rally
October 14/15	NSW #4- Winter Classic Rally
October 28(Sat)	<u>Historic Rd 6 and NSW #5 - BP Range Rally Classic</u>
November 15 (Wednesday night)	<i>Norm Singleton's Rally Connection</i> Historic Rally Series and BP Range Rally Classic Presentation Night

OTHER NEWS - AROUND THE MAPS

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.

The Christian Autosports CLASSIC RALLY held in July was won by Brian Krieger and Tony Best in the mighty Hillman Hunter. Only 12 crews competed, but most enjoyed the day.

Historic Rallying in Australia is set to go into two categories for 1996. Regulations covering the running of historic (pre'68) cars in club rallies are set for inclusion in the 1996 CAMS Manual. These are tipped to be along the lines of the Historic Rally Association (ie. Historic Racing Appendix J style) and could add extra number to club stage rallies. The sub committee for Road Rallying (similar to present Queensland historic events) is set for another meeting on a national level in late August. The sub committee includes John Blandon(SA-Grand Prix Rally), Geoff Bott(NSW-Classic Rally Club), Trevor Fry from CAMS, Ken Philp(Qld) and Terry Laurie(VIC) and expects to table a draft Road Rallying regulations shortly.

The BP Range Rally Classic (Qld #6 and NSW #5) continues to take shape. With the event expected to start from the BP Murwillumbah, scrutineering will be at the Z Car Workshop at 14 Kenway Drive, Underwood on Thursday night (26th) for Brisbane competitors, with a last minute scrutineering at BP Murwillumbah on the Friday night (27th) for those who don't make it on Thursday night.

Peter Whalley's Datsun 1600 made its long awaited debut in the Christian Autosports Classic Rally. It Looks like a million dollars with new paint, fancy mags and well equipped with a cage, Halda and some very comfortable seats. Pete Smith was on navigation duty for the day and resting his arms after manhandling the Valiant's in recent events. A good result of second outright

It was nice to see Paul Domahney out in his immaculate Lancia Fulvia 1600HF on the CACA Classic Rally. Paul has seven Lancia including a supercharged Lancia Beta prototype.

The Summerland Classic Car Club (Lismore) static display was well attended by Queensland crews. The club has again agreed to help with controls for the BP Range Rally in October.

The Classic Rally Club (NSW) have had a very good response to their NSW Historic Series. Entries for the Triumph Club Rally on October 14/15 are expected to top 60 including interstate competitors.

.....Tony Galletly

NIGHT RUN C/SHIPS

at 20/08/95

POSITION	NAME	MAR	APR	MAY	JUNE	JULY	AUG	TOTAL
01	DEBBIE DAVIES	09	11	10	11	10	09	60
	TONY SLATTERY	09	11	10	11	10	09	60
03	ALAN CLUNES	11	11	10	11	09	09	52
04	TONY PATON	06	11	09	07	08	10	51
05	TONY BEST	11	11	10	11	11	11	43
06	MARK CARRINE		05	08	09	09	11	42
07	LISA JONES	06		09	07	09	10	40
08	GEOFF STANWAY	09		11	09			29
09	GRANT HARVEY	09	11					20
10	KEN WARREN	09	09					18
11	ED FREUDENBERG	11						11
	JOHN MCPHAIL	11						11
13	NEIL TRYER	09						09
	RAY EVANS				09			09
	TRICH EVANS				09			09
	JOHN ROGERS					09		09
17	KELVIN TAYLOR	04	04					08
	DICK GROVES					08		08
19	IAN FERGUSON	05						05
	LORRAINE BEST	05						05

LADIES C/SHIPS

at 20/08/95

POSITION	NAME	M	M	M	M	M	M	TOTAL
01	DEBBIE DAVIES	20		44				64
02	LISA JONES			48				48
03	TRICH EVANS	07	11	10				28
04	ANNE MALCOLM						21	21
05	COLLEEN SMITH						11	11
	GLENDIA OWEN	11						11
07	ANITA WYATT	10						10
	SUSAN LAX	10						10
09	LORRAINE BEST			08				08
	MYRLE ROGERS	08						08

SPEED EVENT C/SHIPS

at 20/08/95

POSITION	NAME	JUNE	JULY	TOTAL
01	GREG POOLE	11	11	22
02	TONY BEST	09	09	18
03	RICHARD GALLEY	08	03	11
04	BILL WILSON	10		10
	BARRY COOK		10	10
	BOB CRASE	09	01	10
07	BRUCE DAWSON	09	09	09
08	TERRY BOARDMAN		08	08
09	CHRIS MICHEL	07	07	07
	GEOFF STANWAY		07	07
	TONY HOWARD	06	01	07
12	RON OLIVER		06	06
13	MICHAEL HOCKING	05		05
	CHRIS CORBEE		05	05
	IAN VAN DE STRATT	04	01	05
16	PAUL BERGMAN		04	04
	ANTHONY PATON	03	01	04
18	JOHN ROGERS	01	01	02
	ED FREUDENBERG	01	01	02
	COLLEEN SMITH	02		02
	DARREN GARDINER		02	02
	ANNE MALCOLM	01	01	02
23	ADRIAN BURNHAM	01		01
	GLENN ROGERS	01		01
	MARK NEARY		01	01

CLUB C/SHIPS

at 20/08/95

POSITION	NAME	H	M	F	S	S	F	TOTAL
01	TONY BEST	11		07			10	18
02	TONY SLATTERY	09		11				20
	DEBBIE DAVIES	09		11				20
04	GEOFF STANWAY	01	10	04				03
05	TONY PATON		08	08				01
06	MICHAEL HOCKING	01	11					01
07	ALAN STEAK	01				11		12
08	GREG POOLE						11	11
09	IAN FERGUSON	10						10
	RICHARD GALLEY					01	09	10
11	ALAN CLUNES				09			09
	BRUCE DUNNETT						09	09
	JOE FERRIER						09	09
	CRAIG PORTER						09	09
	ERROL BAILEY						09	09
	ANDREW PEARCE		09					09
17	BOB CRASE						08	08
	MARK PEARCE		08					08
	BARRY COOK						08	08
	BILL WILSON						08	08
21	DAVID BURNETT	07						07
	DAVID GILBERT	07						07
23	PAUL VAN SLOBBE		06					06
	KEN WARREN		04	02				06
	MARK CARRINE			06				06
26	ANDREW VAN SLOBBE		05					05
	PETER MAPSTONE					05		05
	DAVID LAMMORTH					05		05
	BARRY GOODWIN	05						05
	BRUCE DAWSON						05	05
	LISA JONES				05			05
32	PETER SMITH	04						04
	PETER WALLEY	04						04
	LEE EVANS	01	03					04
	MALCOLM GIBB	04						04
	TERRY BOARDMAN						04	04
	GRANT HARVEY	01			03			04
38	CHRIS MICHEL						03	03
	TONY HOWARD						03	03
	BRUCE BULLERTON					03		03
	BOB REDDIE					03		03
	RAY EVANS		32	01				03
	TRICH EVANS	08	01	01				03
	ED FREUDENBERG		01	01			01	03
	KAREN STANWAY			02				02
45	KELVIN TAYLOR		01	01				02
	RICHARD GROVES	01		01				02
	JOHN ROGERS			01				01
49	IAN VAN DE STRATT			01				01
	JOHN MCPHAIL			01				01
	RON VAN OOSTAL		01					01
	NEIL TRYER			01				01
	KEN PHILP	01						01
	TONY GALLELY	01						01
	MURRAY COOK	01						01
-49	TONY PENNET	01						01
	ALAN BATES	01						01
	ALAN LAX	01						01
	SUSAN LAX	01						01
	DAVID OWEN	01						01
	ANDREW OWEN	01						01
	IAN FERGUSON			01				01
	LORRAINE BEST			01				01
	ANDREW JOHNSTONE					01		01
	GERARD MOONKEY					01		01
	TONY KABEL					01		01
	GREG TEMBLE					01		01
	STEVEN GALLEY					01		01
	DAVID HOOD					01		01
	COLLEEN SMITH						01	01
	ADRIAN BURNHAM						01	01
	GLENN ROGERS						01	01
	ANNE MALCOLM						01	01
	GLENDIA OWEN	01						01
	DONALD BIGGAR	01						01
	ANITA WYATT	01						01
	MERYL ROGERS	01						01
	RON OLIVER						01	01
	CHRIS CORBEE						01	01
	PAUL BERGMAN						01	01
	DARREN GARDINER						01	01
	MARK NEARY						01	01

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Shape and Shade of the future

I SPOTTED THIS
IN AN OLD
CANON EUROPE
COLOUR PROMOTIONAL
THOUGHT IT
MIGHT INTEREST
YOU ALL.
REGARDS,
LYNDAL

CLOSE TO BRUSSELS' INTERNATIONAL airport Zaventem, Toyota opened its Europe Office of Creation (eroc) in the autumn of 1989. Here, some ten designers from different corners of the world are grouped together to create new cars. They hope it will cruise the European highways by the mid-1990s.

'We consider ourselves creators of a new way of life for the future customer.' This self-confident statement comes from Mr Masayuki Chikazoe, director and senior coordinator of eroc. Mr Chikazoe explains: 'It takes about three to five years to develop and produce a new model of a car. Our design task lies roughly in the first year. Four people work together on one design, two for the interior and two for the exterior. We not only develop new shapes but also new colours and colour combinations for the paint and fabrics.'

No wheels Each design always starts with a sketch. eroc's designer Andreas Herker, a 1990-graduate from one of the few car design academies in the world, Pforzheim in Germany, may only show his mock sketches. 'Almost everything we do here is a secret,' Herker whispers through a justifying smile, 'we must constantly be aware of the competition.' Several rooms in eroc are therefore out of bounds for curious journalists and photographers. We are only allowed to see models of cars that have been taken into production recently, such as the Celica and the Previa.

But designer Herker is very willing to talk about his job: 'The best - but also the most difficult - part of my work here is in the early stages of design; you have to really start from scratch. Make your mind free of all preconceptions about cars. Even forget

that a car has four wheels, just begin with drawing shapes and think about concepts for transportation. It is a challenging phase and a very creative one. Of course, enthusiasm for original ideas is extremely important, an innumerable amount of concepts, from a technical point of view, has already been executed in car design. Another thing to realize is, that cars are made to move, so the design should be dynamic, not static. In short,' Herker concludes, 'I am constantly dared to improve the shape and use of an already known concept.' Translating these rough ideas into something that can contain people and have four wheels, is the next step for Andreas Herker and his colleagues. Other basic technical demands are now taken into account, like the standard height of bumper and headlights. The designers develop silhouettes for a front, side and top view of the design.

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Proposed BSCC 1995 CALENDAR OF EVENTS

QUEENSLAND RALLY CHAMPIONSHIPS

Saturday 2 December 1995 Final Round
 SE Qld/Gallangowan
 C of C Craig Porter

CLUB RALLIES

GP Car Climbman Series: 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 24 September 1995
 Sunday 5 November 1995
 Woodford - C of C Tony Best
 C of C Tony Best

OFF ROAD

GERMAN AUTOS ENDURO
 Sunday 27 August 1995
 Galton -
 C of C Graeme Hill

Sunday 26 November 1995

HISTORIC

GP CARS CLASSIC
 Sunday 3 September 1995
 S.E. Qld
 C of C Jim Reddix

BP RANGE CLASSIC
 Saturday 28 October 1995
 Richard Collingwood/Alan Stean

MOTORKHANA

Sunday 17 September 1995
 Beondall Entertainment
 Centre Q Carpark 9.30 am

NIGHT RUNS

First Friday of the month - Start BSCC Clubrooms 8.00 pm unless otherwise advised. No Third Party Extension required.

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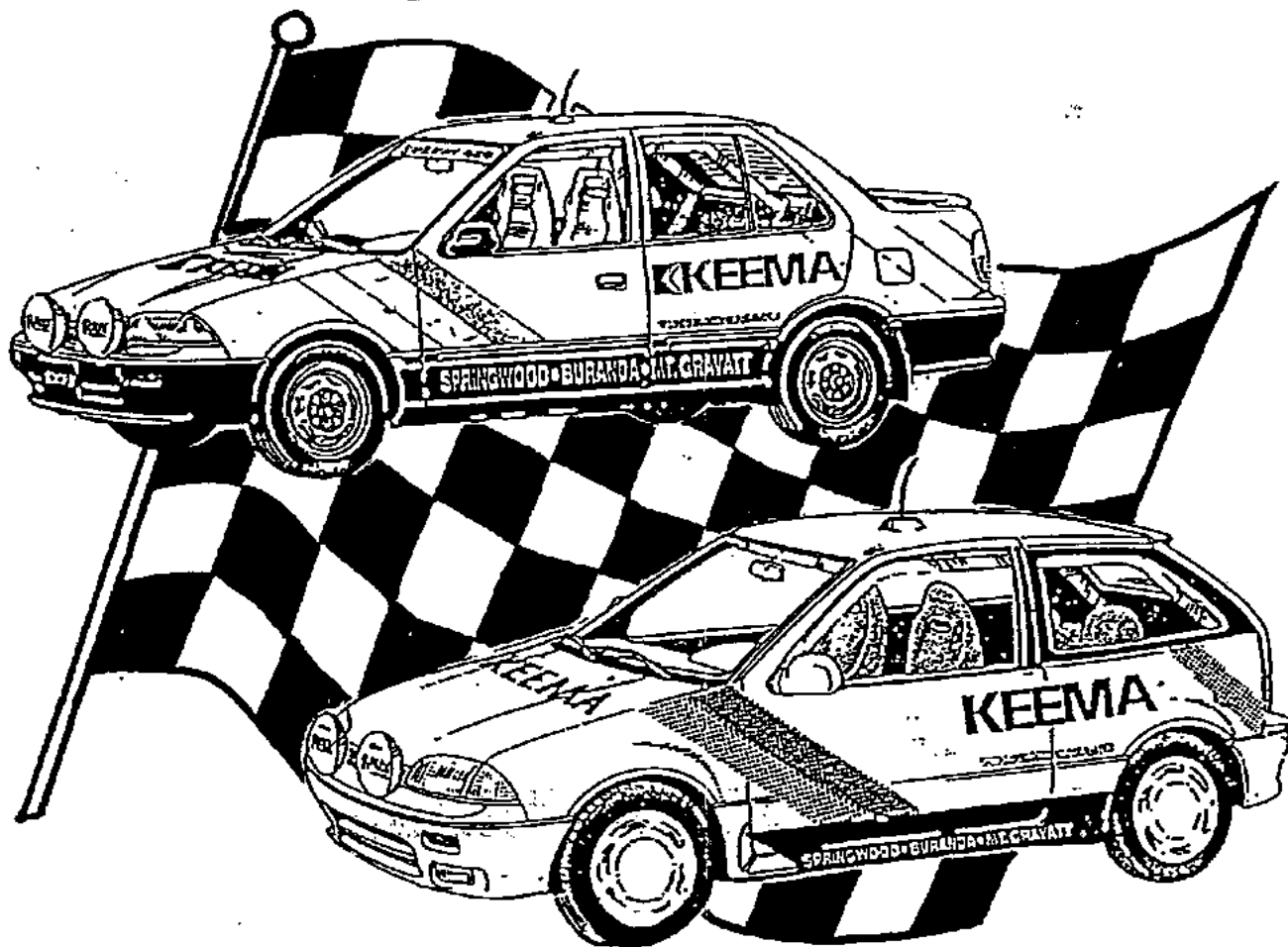
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