

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



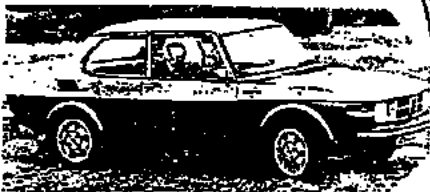
TONY BEST

1994
Junior Champion



LEE EVANS

1994
Historic Champion



IAN FERGUSON

1994
Off-Road
Champions



STEVE/BARRY WILLET

1994
Motorkhana
Champion



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Late News

"Position Vacant" - BSCC magazine editor's job is available as from the 1996 AGM in March and this editor is not going to be running for the job again, having decided nine years is enough.

You may have guessed that no-one has applied for the job yet so the offer is still open. Please consider.....

The last month has been a hoot, with me getting a call from the west (WA, that is), in the form of Bob Nicoli asking me to co-drive in the Coff's harbour C10 event.

With Marky-Mark not going, I had ideas of going with 'Team Bee' (the men from Capilano, E Bailey and mob) but that wasn't even confirmed.

Bob's offer was too good to refuse and I had a great time to finish sixth outright and first in class A2.

The Coff's Harbour event was, as usual, great and the roads are well worth the trip. I would recommend the event to anyone wanting to broaden their horizons.

A lot of other Queenslanders made the trip and they finished as well, although some fell by the wayside. Alan Stean and Wayne Hoy went off while charging for the lead, Tony best (with David West) went off while charging for the lead, Craig Lee and Graham Vaughan had many problems with the old MacDonald's VR4, Jeff

Killbride/Donna Heitmann had an engine miss, Bruce Fullerton/Rob Reddiex finished up there, John Spencer/Alan Bates went off backwards into the scrub, Andrew Johnstone/Mike Neely finished down the field, Greg Poole/Del Garbett had problems, Greg Horton/Dean Tighe finished in the immaculate Lantra, Dave Grundy and Brad Davidson finished in the Corolla and Graham Jackson/Scott Rhodes dnf'd in the Mini.

The next month holds some excitement with the running of the final round of the Rallysprint Series (sponsored by Austoil) and the Rally of Canberra, and the 'Nambour Radiators Classic Rally', organised by Carig Mole and the NDSCC.

It should be a big one in the forests of Yarraman that night.

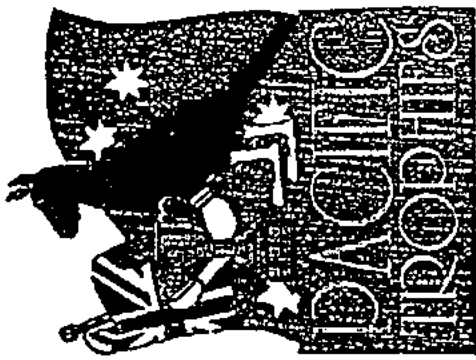
The next month of December is the end of the season and the Gallangowan weekend of Keema rallying should be a fitting finale to the year. Just one week later is the club Christmas Party.

This month's magazine may be a little light-on as I am fighting to do my work, do the magazine, do some stuff for Auto Action and ARN and also eat my lunch.

I hope this finds you all well and that everyone is preparing for the coming festive season.

Let's finish 1995 on a high, with lots of people at events.





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GERMAN AUTO'S ENDURO

Off to Gatton on Saturday to race in the German Auto's Enduro! (sorry its taken me so long to pen this article).

When we got there, we found there were a lot of cars entered - it looked like it was going to be a good race.

So, off we went, out on the reconnaissance to see how the track looked. There were a couple of tricky bits like in the Quarry and out the back of the track. But, on the straight along the main road we broke the front end, so we had to crawl back to the pits. We decided to take the car home and fix it back in Brisbane so we had a better chance of going back on Sunday to race.

Sunday arrived and back we were at Gatton at 7.30 am to see how the car was going to perform in the race. We had a good run in the prologue, we qualified sixth fastest along side Brad Cook, but it really didn't matter where we qualified it was going to be a long race and anything could happen.

We were 7th off the grid (right behind Brad Cook!) and we knew that Brad was a hard person to try and pass. After the first section (2 loops of 25 km) we were running fourth, but there were two more sections to go!

In the second section we were in 2nd place in Class 2. In the last section we were still behind Brad but his car broke and we knew that we could let the pace off because the car behind was a long way back in time.

We came 1st in Class 2 and 5th Outright, which made our journey back to Brisbane on Saturday worthwhile!

+

I would like to thank German Autos for sponsoring the race and our race car, and also the BSCC for a well planned event.

Scott Gardiner



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RUMOURS QUASHED!!

Let's dispel some of the rumours flying thick and fast at the moment about the 'impending reduction in the length of Club Rallies'.

There is nothing in the winds at the moment to force organisers to shorten the length of their Club rallies to 60 km or less.

The Rally Advisory Panel are always discussing the reasons why Championship level events are not well-attended, and one of the suggestions was that people can do the same distance in a club rally over the same roads for a lot less money.

The fact was stressed that some years ago, when the Club Rally Series was introduced, the regs stated that the events should be around 60 km in length.

On the strength of this, some people have decided that the interpretation is that all club rallies will only be 60 kays.

Nothing could be further from the truth!! Ideally, Club rallies should be shorter to encourage crews to enter QRCs etc to do a longer, tougher event.

At this point in time, the RAP is willing to keep discussing the matter and talking to competitors to come up with an amicable solution.

I don't know if anyone noticed, but the extremely popular Baileys was only 89 kilometres of competitive, and no-one complained!!

Willowbank

The Ipswich West Moreton Auto Club is close to resurrecting the famous Willowbank circuit but is in need of support from enthusiasts who may have some time to give.

Every weekend there is a working bee and there is someone at the circuit every day of the week.

If you are keen to see this great venue back on it's feet and can give some time, please phone Errol Bognuda at Willowbank during the day on (074) 643 171.

Christmas Party Time!!!

**DON'T FORGET THE CHRISTMAS PARTY -
DECEMBER 9.**

STAGE TIMES

The News Letter of Australian Rallying
OCTOBER 1995

Chairman's notes...

Stage Times have two subscribers and we welcome your comments and feedback because this is your newsletter designed to make communication between the National Rally Committee and the competitors and officials of the sport more streamlined.

The sport has every reason for confidence as we race towards the turn of the century. Never before has rallying been as well equipped for change as it is at the moment. A National Marketing Advisory Group (MAG) has been established and is made up of people who have experience not only in motor sport but also in marketing and promotion.

Already a radical proposal has been initiated by the MAG to re-visit and establish the format of our national rally championship for possible implementation in the future. Details of the proposal appear in this issue.

We don't have to tell you that rallying is one of the most exciting sports in the world and we have to take advantage of the tremendous potential the sport has. The Marketing Advisory Group is just part of the weaponry we can use to ensure rallying realises its full potential.

Saving lines of communication between the administration and the rallying fraternity is also essential and that is why Stage Times exists.

Garry Connolly
NRC Chairman

FUTURE OF THE CO-EFFICIENT SYSTEM

The at times controversial co-efficient system is under review by the National Rally Committee after a number of submissions were received.

While under review, the NRC stresses that changes to the co-efficient system won't be made for the sake of change alone. Only if it can be seen that a definite improvement can be gained will the system be changed.

At the most recent NRC meeting Deputy Chairman Steve Ashton prepared a list of pros and cons as well as some realistic options which could be implemented.

In favour of the current system are, that event organisers has reached a higher standard, a formal system of event assessment and recognition has been established, organisers have the ability to promote their events as part of the ARC, higher standards of competition and close fought championships going down to the last event since the system was established.

The NRC also identified negative aspects of the current system including the higher cost for CS entries, a

complicated system for the public to understand, Telstra Rally Australia's high points weighting preventing Australian drivers from posting impressive performances and the potential for a false impression of the real points standing in the series (i.e. The apparent leader may not be the actual points leader).

The NRC tabled several options which included —

1. **Deleting all CS events.**
The result would be —
- a simpler overall system
- a reduction in ARC exposure.
2. **Reduce CS0 and CS1 status to CS0 for all eight rounds the best six to count.**

The result —
- simplifies overall system
- reduces points bias in international events to allow top local competitors to use maximum attack without compromising their ARC position
- provides less points at end of the year, therefore increases the possibility that the ARC will be decided before the last round.

3. **Option one and Option two combined.**
The result —
- greatly simplifies system
- reduces the exposure



TO PACE NOTE OR NOT TO PACE NOTE?

The question of how far pace notes should be taken in Australian Rallying is one which has drawn plenty of discussion both amongst the rally fraternity and in particular the NRC.

Safety emerged as the major issue during lengthy discussion by the NRC recently as did cost and the ability for directors to run pace noted rallies.

The current rules allow any organiser of an ARC event to apply for the use of pace notes. The NRC used the recent Rally of Toowoomba CS event staged in Queensland in late July to gauge competitors' views on pace noting.

The Toowoomba event was the first pace noted rally to be held in Queensland and along with feedback from competitors in that rally the NRC is looking for constructive ideas and other feedback on such things as whether pace notes have a place in Australian rallying.

READER RESPONSE REQUESTED
By 31st October 1995
CAMS Rally Manager
CAMS
PO Box 441
Canberra VIC 3124



BETTER EQUIPPED FOR EMERGENCY

First aid kits are a vital part of the equipment list in rally cars and after some consideration the NRC has recommended that for all ARC and special stage



rallies from January 1 next year comprehensive St Johns First Aid kits, as used in off road events become mandatory.

These relatively inexpensive kits are readily available through the St Johns Ambulance and other outlets and come equipped to help crews cope with minor injuries and first aid requirements at the scene of an accident.

As well as being used as part of the compulsory equipment list in your rally car the kits are easily transferred to your road car in between rallies.

Their worth has already been proven in off road events where they have been mandatory equipment for some time.

Details of the contents are available in the appropriate pages of the CAMS Manual.



WHICH WAY WITH ROAD BOOKS

Following correspondence from leading competitors including ARC challenger Michael Guest over concerns with the standard and use of road books the NRC has moved to firm up recommendations to directors regarding the way ralls are prepared.

The standard of road books has

risen dramatically in recent years but the NRC warns that organisers must pay particular attention to the detail in the area of road angles, external features and the way in which the vertical drawing of the road leading to the junction as well as the position of the start dot are handled.

The CAMS manual has very specific guidelines which the NRC implores directors to follow.

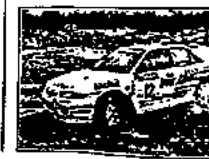
HUFF ABOUT LACK OF PUFF

After reviewing and carefully considering a number of submissions on the current rules relating to the contentious issue of turbocharger restrictors the NRC believes it has no choice but to continue with the current restrictor regulations for four wheel drive turbo cars.

The committee noted with some concern reports that problems and additional costs were experienced by some competitors because of turbo restrictors. To counter this the NRC has undertaken to compile and widely publish a list of people who can offer technical assistance and information in relation to the fitting and management of restrictors.

The situation will continue to be monitored and the NRC will seek additional feedback from all interested parties.

In the meantime turbo restrictors will no longer be required in two wheel drive cars used in gravel events however the restrictors will still be required for all relevant PRC's on all tarmac events.



1. The Super Series should consist of approximately four rally events centred on the East Coast in the first six months of the calendar year, preferably in a short time span, i.e. six to ten weeks.
2. The rallies chosen as part of the Super Series should be based around a major population centre and be a three day format, i.e. reconnaissance followed by a probe Super Special stage on the first night (designated as a spectator stage with the capability of attracting a large number of spectators) and two days of competition proper.
3. The two days of competition should be divided into two distinct parts. The first day would be the first heat and the winner and placings would score championship points. The second day would be another heat and even drivers who may have been forced out on day one could contest and score championship points on the second day.
4. Work carried out on the rally cars between heats would have to be carried out in a central pit area where fans could view (from behind barriers) the team mechanics and technicians favourably carry out repair and refurbishment. A time limit should be imposed on repair time for each, perhaps three hours. Some allowance would perhaps need to be made for cars which were forced out of heat one and did not score points, ensuring that first would not be disappointed by leading drivers not being able to continue on day two).
5. The Super Series car eligibility rules would need to be reviewed quickly. A preference would be to maintain PRA and strict PRC regulations on build upon the stock of fast modern high technology cars already in Australian rallying.
6. An ideal situation in future years would be for Super Series organisers or rally organisers to pay drivers starting money perhaps scaled to give drivers from distant parts more money to increase the incentive for entering. This could perhaps ensure that the more exciting drivers (who often have the least financial resources) would commit to the Super Series both travelling the risks and raising excitement.

A RADICAL PROPOSAL

The following proposal was prepared as a result of the August meeting of the Marketing Advisory Group (MAG).

It is intended as a discussion document for the National Rally Committee (NRC). The MAG assumes the NRC will elicit comment from all areas of the sport once it has had time to examine the document.

Bearing in mind the comments will probably not be obtained until late October, it may not be possible to implement this strategy until 1997.

The MAG requests that the comments be directed to the NRC via the CAMS Rally Manager no later than 20th October, for collation and examination by the NRC and the MAG.

The Proposal

The essence of the concept discussed at the August meeting of the NRC is a short "Super Series" to determine the Australian Rally Championship in a similar way to the Triathlon and Ironman Super Series which have proven so successful.

Obviously certain criteria laid down in this matrix is a starting point for discussion and should be seen as dynamic and flexible.

CALLING TECHNICAL EXPERTS

In a bid to help young up and coming drivers and newcomers to the sport the NRC is calling for feedback from technically aware people who may be interested in acting as honorary advisers to the sport.

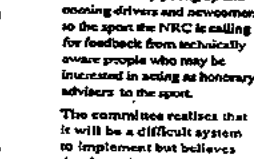
The committee realises that it will be a difficult system to implement but believes that it could produce huge advantages to competitors requiring advice on vehicle preparation while helping to advance rally car technology and advising the NRC on technical issues.

The NRC is particularly looking for feedback on how such an idea can be implemented without leading honorary advisers with hundreds of passing phone calls should they volunteer.

A SUPER LICENCE TO HELP ENSURE SUPER RALLIES

In an effort to ensure that the standard of major events is maintained at a high level and continues to evolve and improve the NRC has forehadowed a Super Licence for Clarks of the Course on events of C10 status and above.

The NRC will be looking at ways of implementing such a scheme including the system and requirements necessary to achieve this by 1st January 1997.



1. The Super Series should consist of approximately four rally events centred on the East Coast in the first six months of the calendar year, preferably in a short time span, i.e. six to ten weeks.

2. The rallies chosen as part of the Super Series should be based around a major population centre and be a three day format, i.e. reconnaissance followed by a probe Super Special stage on the first night (designated as a spectator stage with the capability of attracting a large number of spectators) and two days of competition proper.

3. The two days of competition should be divided into two distinct parts. The first day would be the first heat and the winner and placings would score championship points. The second day would be another heat and even drivers who may have been forced out on day one could contest and score championship points on the second day.

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6. An ideal situation in future years would be for Super Series organisers or rally organisers to pay drivers starting money perhaps scaled to give drivers from distant parts more money to increase the incentive for entering. This could perhaps ensure that the more exciting drivers (who often have the least financial resources) would commit to the Super Series both travelling the risks and raising excitement.

7. The Super Series would involve a committed sponsor and a committed TV network with a broadcast schedule which would see the highlights relayed at times within one week of the rally and preferably during Saturday and Sunday afternoon. A Super Tourer early morning slot would serve no benefit.

8. Perhaps if the Super Series was run during March-April-May the potential exists for the Therman Cup to be upgraded. Once the Australian Rally Championship was determined in the first half of the year leading Australian drivers could then attack Rally New Zealand and another round in New Zealand as well as Rally Australia and the Rally of Canberra and give the Therman Cup a prestige boost.

9. The Super Series must be scheduled carefully to avoid clashes with other major sporting events particularly other major motor sport events, i.e. the Formula One Grand Prix, Touring Car, Indy Car Grand Prix.

10. Newspaper, radio and television journalists must be given every encouragement to cover the Super Series. Perhaps prizes of clips to Motors Guide (for the rally) or similar for the best newspaper report, radio story, television report on Super Series rallying.

SEEDING AND RE-SEEDING

Competitors who are having difficulty coming to grips with the seeding system for rallies can now have their say. Drivers can request raw data from CAMS on how their seeding is calculated and then can fill out an anomaly form and send back a submission requesting movements up or down the seeding list always remembering that the seeding position is based on stage times and not outright finishing positions in rallies.

The current cars on the homologation list are:—

Renault Citi 185 type C575
Piaz Cinquecento
Piaz Cinquecento Sporting
Skoda Felicia
Citroen ZX 16V
Renault 1916S type C539
Peugeot 306 16S

Other cars are being added to the list with the recently released in Australia Seat Ibiza and its kit variant soon to be added.

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By 31st October 1995
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QUALITY IS A PRIORITY

The NRC is looking for rally enthusiasts who have experience in formulating Quality Assurance Programs in service industries for possible inclusion into the sport of rallying.

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By 31st October 1995
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KIT CARS

The often mentioned Kit Car formula will be a part of rallying in the future allowing more manufacturers the opportunity of homologating cars which are competitive in the sport.

This will mean a greater number of manufacturers involved in the sport and



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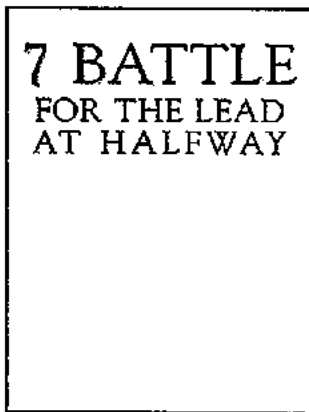
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GET THE COMPETITIVE EDGE.
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Neil Michal and Dean Tighe went to Perth to spectate Telstra Rally OZ.

While Michael Guest was having his well-televised rollover, Dean was having an afternoon nap.

Kickily, cadet reporter Neil was on location to capture the excitement on film!!



NIGHT RUN C/SHIPS

POS	NAME	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	TOTAL
01	DEBBIE DAVIES	09	11	10	11	10	09	11	71
	TONY SLATTERY	09	11	10	11	10	09	11	71
03	ALAN CLUNES	11	11		10	11	09	10	62
04	TONY PATON	06	11	09	07	08	10	09	60
05	TONY BEST	11	11		10	11		10	53
06	MARK CARBINE		05	08	09	09	11	09	51
07	LISA JONES	06		09	07	08	10	09	49
08	GEOFF STANAWAY	09		11	09			09	38
09	GRANT HARVEY	09	11						20
10	KEN WARREN	09	09						18
	ED FREUDENBERG	11						07	18
12	JOHN MCPHAIL	11							11
13	NEIL THYER	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	FIONA MCNAUGHTON							07	07
20	IAN FERGUSON	05							05
	LORRAINE BEST	05							05

OFF ROAD C/SHIPS

POSITION	NAME	SEPT	TOTAL
01	TROY CRANE	11	11
	SCOTT GARDINER	11	11
03	MICHAEL VENTZ	10	10
	GARY WYATT	10	10
05	ALAN NICOL	09	09
	GREG NICOL	09	09
07	JOHN DARE	08	08
	DARYL COLE	08	08

SPEED EVENT C/SHIPS

POSITION	NAME	JUNE	JULY	SEPT	TOTAL
01	GREG POOLE	11	11	08	30
02	BARRY COOK	10	09	19	
03	TONY BEST	09	09		18
04	BILL WILSON	10		07	17
05	BRUCE DAWSON		09	06	15
06	RICHARD GALLEY	08	03		11
	ROB BEKKER			11	11
08	PETER MAPSTONE			10	10
	BOB CRASE	09	01		10
	CHRIS CORBEE		05	05	10
11	ALAN CLUNES			09	09
12	TERRY BOARDMAN		08		08
	TONY HOWARD	06	01	01	08
	PAUL BERGMAN		04	04	08
15	CHRIS MICHEL	07			07
	GEOFF STANAWAY		07		07
17	RON OLIVER		06		06
18	MICHAEL HOCKING	05			05
	IAN VAN DE STRATT	04	01		05
	ANTHONY PATON	03	01	01	05
21	LARRY LITTLEWOOD			03	03
	JOHN ROGERS	01	01	01	03
	ANNE MALCOLM	01	01	01	03
24	ED FREUDENBERG	01	01		02
	COLLEEN SMITH	02			02
	DARREN GARDINER		02		02
	JIM PILGRIM			02	02
28	ADRIAN BUKMANIS	01			01
	GLEN ROGERS	01			01
	MARK NEARY		01		01
	ANDREW PEARCE			01	01
	RANDALL BRYSON			01	01
	DAVID OWEN			01	01
	BRIAN BOARDMAN			01	01
	GRASME ANDERSON			01	01
	TOM STIBE			01	01

RALLY C/SHIPS

at 08/10/95

POSITION	NAME	MAY	SEPT	TOTAL
01	ALAN STEAN	11	09	20
02	PETER MAPSTONE	08	06	14
	DAVID LAPWORTH	08	06	14
04	ALAN BATES		11	11
	RICHARD ANDERSON		11	11
06	PAUL GOODWIN		10	10
	TONY BEST	10		10
	DAVID HOOD	03	07	10
09	ERROL BAILEY	09		09
	CRAIG PORTER	09		09
	BRUCE CUMMETT	09		09
	JOE FERRIER	09		09
	GARY MARSHALL		09	09
	DAVID NASH		09	09
14	TERRY SCOTT		08	08
15	BRUCE FULLERTON	07		07
	ROB REDDIE	07		07
17	ANDREW JOHNSTONE	06		06
	GERARD MCCONKEY	06		06
19	TONY KABEL	05		05
	GREG TEBBLE	05		05
	VIV GEES		05	05
	SHALUN RYAN		05	05
23	RICHARD GALLEY			04
	STEVEN GALLEY	04		04
	CHRIS CORBEE		04	04
	KAREN SOXSMITH		04	04
27	GEOFF STANAWAY		03	03
28	RON PETERS		02	02
	GLEN DUTHIE		02	02
30	TIM COLLINGSWOOD		01	01
	JEFF WINSTON		01	01
	DARREN GARDINER		01	01
	STEPHEN VINES		01	01
	REX FORD		01	01
	DAVID WALESH		01	01
	BRUCE DAWSON		01	01
	JOHN PROVAN		01	01
	DANNY IRVINE		01	01
	IAN VAN DE STRAAT		01	01
	STEVEN BIRD		01	01
	CHRIS LAWRENCE		01	01
	GREG WRIGHT		01	01
	TONY PATON		01	01
	LISA JONES		01	01
	MICHELLE GATTON		01	01
	ANDREW PEARCE		01	01
	ROBERT DYBA		01	01
	GREG GREVELL		01	01
	KEVIN GREVELL		01	01
	RANDALL BRYSON		01	01
	RUSSELL BRYSON		01	01

LADIES C/SHIPS

at 08/10/95

POSITION	NAME	H	M	N	Q	R	S	TOTAL
01	DEBBIE DAVIES	29		55				84
02	LISA JONES			58		10		68
03	ANNE MALCOLM						32	32
04	TRICH EVANS	07	11	10				28
05	GLENDA OWEN	22						22
06	LORRAINE BEST	10		08				18
07	KAREN SOXSMITH						11	11
	COLLEEN SMITH						11	11
09	ANITA WHYATT	10						10
	SUSAN LAX	10						10
11	MICHELLE GATTON						09	09
	FIONA MCNAUGHTON				09			09
13	MERYL ROGERS	08						08
	LYNDALL TIGHE	08						08

JUNIOR C/SHIPS

at 08/10/95

POSITION	NAME	H	M	N	Q	R	S	TOTAL
01	ANDREW PEARCE		44			11	11	66
02	LEE EVANS	11	20					31

POSITION	NAME	H	M	N	Q	R	S	TOTAL
01	TONY BEST	11		07		06	09	33
02	TONY SLATTERY	09		11				20
	DEBBIE DAVIES	09		11				20
04	TONY PATON		09	08		01	01	19
05	GEOFF STANAWAY	01	11	04		01	01	18
06	PETER MAPSTONE					10	04	14
07	ALAN STEAN	01				11		12
	ANDREW PEARCE		10			01	01	12
09	GREG POOLE						11	11
	IAN FERGUSON	10		01				11
	TROY CRANE				11			11
	SCOTT GARDINER				11			11
13	MICHAEL HOCKING	01	08				01	10
	ALAN CLUNES			09			01	10
	BARRY COOK						10	10
	DAVID LAPWORTH					10		10
17	MICHAEL VENTZ				09			09
	GARY WYATT				09			09
20	ALAN BATES	01				08		09
	RICHARD GALLEY					01	07	08
	BILL WILSON						08	08
	PAUL VAN SLOBBE		08					08
	BRUCE DANSON					01	07	08
	RICHARD ANDERSON					08		08
25	PETER SMITH	07						07
	PETER WHALLEY	07						07
	GREG NICOL				07			07
	ALAN NICOL				07			07
29	MARK PEARCE		06					06
	KEN WARREN		04	02				06
	MARK CARBINE			06				06
	ROB BECKER						06	06
	LISA JONES			05		01		06
	DAVID HOOD					06		06
36	PAUL GOODWIN					06		06
	ANDREW VAN SLOBBE		05					05
	JOHN DARE				05			05
	DARYL COLE				05			05
	ANDREW OWEN	05						05
	CHRIS CORBEE					01	04	05
41	LEE EVANS	01	03					04
	MALCOLM GIBB	04						04
	BOB CRASE						04	04
	GRANT HARVEY	01		03				04
	ED FREUDENBERG		01	02		01		04
46	BRUCE DUMMETT					03		03
	JOE FERRIER					03		03
	CRAIG PORTER					03		03
	ERROL BAITLEY					03		03
	DAVID BURNETT	03						03
	DAVID GILBERT	03						03
	RAY EVANS		02	01				03
	TRICH EVANS	01	01	01				03
	GLENDA OWEN	03						03
	GARY MARSHALL				03			03
*46	DAVID NASH						03	03
57	CHRIS MICHEL	01					01	02
	KELVIN TAYLOR		01	01				02
	RICHARD GROVES	01		01				02
	JOHN ROGERS			01				02
	IAN VAN DE STRATT					01	01	02
	DAVID OWEN	01					01	02
	LORRAINE BEST	01		01				02
	DARREN GARDINER					01	01	02
	RANDALL BRYSON					01	01	02
66	JOHN MCPHAIL			01				01
	RON VAN OPSTAL		01					01
	NEIL THYER			01				01
	KEN PHILP	01						01
	TONY GALLETLY	01						01
	MURRAY COX	01						01
	TONY PERRET	01						01
	BARRY GOODWIN	01						01
	TERRY BOARDMAN						01	01
	TONY HOWARD						01	01
	BRUCE FULLERTON					01		01
	ROB REDDIEK					01		01
	ALAN LAX	01						01
	SUSAN LAX	01						01
	IAN FERGLSON			01				01
	ANDREW JOHNSTONE					01		01
	GERARD MCCONKEY					01		01
	TONY KABEL					01		01
	GREG TEBBLE					01		01
	STEVEN GALLEY					01		01
	COLLEEN SMITH						01	01
	ADRIAN BURMANIS						01	01
	GLEN ROGERS						01	01
	ANNE MALCOLM						01	01
	DONALD BIGGAR	01						01
	ANITA WHYATT	01						01
	MERYL ROGERS	01						01
	RON OLIVER						01	01
	PAUL BERGMAN					01	01	02
	MARK NEARY					01	01	02
	JIM REDDIEK	01						01
	PETER MARSHALL	01						01
	NEIL MICHEL	01						01
	ROY HARVEY	01						01
	DEAN TIGHE	01						01
	LYNDALL TIGHE	01						01

01	FIONA MCNAUGHTON					01			01
	LARRY LITTLEWOOD								01
	JIM PILGRIM								01
	RUSSELL BRYSON							01	01
	BRIAN BOARDMAN								01
	GRAEME ANDERSON								01
	TOM STIBE								01
	TERRY SCOTT							01	01
	VIV GEES							01	01
	SHAWN RYAN							01	01
	KAREN SOXSMITH							01	01
	RON PETERS							01	01
	GLEN DUTHIE							01	01
	TIM COLLINGWOOD							01	01
	JEFF WINSTON							01	01
	STEPHEN VINES							01	01
	REX FORD							01	01
	DAVID WALSH							01	01
	JOHN PROVAN							01	01
	DANNY IRVINE							01	01
	STEVEN BIRD							01	01
	CHRIS LAWSON							01	01
	GREG WRIGHT							01	01
	MICHELLE GATTON							01	01
	ROBERT DYBA							01	01
	GREG GREVELL							01	01
	KEYVIN GREVELL							01	01

Historical C/Ships

POSITION	NAME	MAR	APRIL	JUNE	SEPT	TOTAL
01	TONY BEST	09	11	09	10	39
02	IAN FERGUSON	11	06	09	08	34
03	TONY SLATTERY	09	08	05	07	29
	DEBBIE DAVIES	09	08	05	07	29
05	PETER SMITH	10	09		09	28
	PETER WHALLEY	10	09		09	28
07	ANDREW OWEN	03		10	11	24
08	MALCOLM GIBB	07	04	08	04	23
09	DAVE BURNETT		10	11		21
	DAVID GILBERT		10	11		21
	GLENDA OWEN			10	11	21
12	BARRY GOODWIN	06	05	09		20
13	RICHARD GROVES	08		04	06	18
14	TONY PERRET	06		09		15
	KEN PHILP	05	07		03	15
16	TONY GALLETLY	05	07			12
	DONALD BIGGAR			08	04	12
18	ALAN STEAN	11				11
19	MURRAY COX	09				09
	JIM REDDIEK				09	09
	PETER MARSHALL				09	09
	GRANT HARVEY			07	02	09
23	LORRAINE BEST				08	08
24	ALAN BATES		06			06
	MICHAEL HOCKING			06		06
	ANITA WHYATT			06		06
27	NEIL MICHEL				05	05
	CHRIS MICHEL				05	05
29	ALAN LAX	04				04
	SUSAN LAX	04				04
31	DAVID OWEN	03				03
	GEOFF STANAWAY			03		03
	MERYL ROGERS			03		03
34	LEE EVANS			02		02
	PATRICIA EVANS			02		02
	ROY HARVEY				02	02
37	DEAN TIGHE				01	01
	LYNDALL TIGHE				01	01

MOTORKHANA C/SHIPS

POSITION	NAME	FEB	MAR	MAY	JULY	AUG	TOTAL
01	GEOFF STANAWAY	10	09	09	11	09	48
02	ANDREW PEARCE	06	09	09	08	10	42
03	TONY PATON	11		10	09	11	41
04	MICHAEL HOCKING	08	10	11			29
	PAUL VAN SLOBBE	04	08	07	10		29
06	MARK PEARCE	09	07	05			21
07	ANDREW VAN SLOBBE	05	11				16
08	KEN WARREN	09		06			15
09	LEE EVANS	03	06	01			10
10	RAY EVANS			08			08
11	RON VAN OPSTAL	07					07
12	K TAYLOR				04		04
13	TRICH EVANS				03		03
14	ED FREUDENBERG				02		02

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744 Gympie Rd
Phone: 359 9555

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

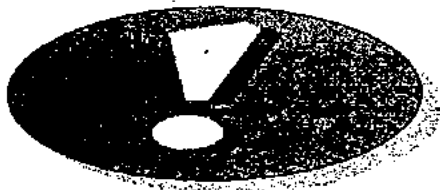
Cleveland
Ray & Sally Pilcher
Store 2, 16 Doig St
Phone: 821 3388

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

Mitchelton
Greg Braden
581-585 Samford Rd
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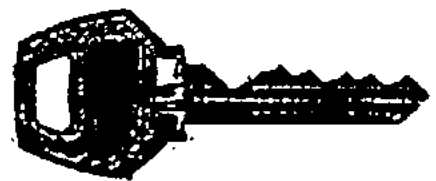
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Coming Events

November Night Run

The next Night Run will be held on Friday 3rd November and will start from the Clubrooms at 7.30 pm. Entries are accepted at the start.

It was good to see a large number of competitors at the September night run (and a couple of comparative newcomers beat some of the experienced crews). Hopefully everybody will be back for this event and a few more newcomers as well. All you need to bring is a pen (to write down answers to questions) and a torch (to read the instructions and find out some answers to the questions).

A third-party insurance extension is no longer necessary for Night Runs.

This will be the club's last night run of 1995, as the first weekend in December is the Keema Weekend of Motorsport.

The 'Builder's Hire Midnight to Dawn Touring Assembly'

BSCC members have been invited to this event, which will be run by the Christian Autosports Club on Friday 3rd November commencing from the McDonalds carpark in Moggill Road, Kenmore.

Entries will be accepted at the start point and intending competitors should be there by 11.30 pm (which means that they should be able to get there after the finish of our Club night run).

The event covers approximately 200 kilometres of bitumen and good gravel with simple navigation and easy questions.

Midnight to Dawn runs are a god stepping stone between night runs and small rallies and are also suitable for Historic Rally Cars.

Further information can be obtained by calling Ross Colledge on 3200 5627 (A/H).

"AUSTOIL Lubricants Rallysprint"

This will be the fourth and final Club Rallysprint for 1995 and will be held on Sunday 5th November.

The sponsorship of this rallysprint by Austoil Lubricants was arranged by Chris Corbee. (Austoil is the sponsor of his Cortina rally car).

The event will be held at Woodford Forest and Supplementary Regulations are available at the clubrooms. Spectators are welcome. Starting time is 10.30 am for the reconnaissance runs and these will be followed by the timed Special Stages approximately two hours later.

Motor Sport Video Night

Chris Lane is organising another Motor Sport Video Night at the clubrooms on Wednesday 8th March, commencing at 8.00 pm.

A good variety of rally videos will be shown, including recent local and overseas events.

Marque Sports Car Club Night Run

The Marque Sports car Club has invited BSCC members to their next Night Run, which will be held on Friday 10th November.

Many Marque Sports Car Club members support our Historic Rallies.

This event will start at 7.30 pm from the Norman Park Bowls Club in Norman Avenue Norman Park and should take approximately two hours to complete.

Nambour Radiator Works Classic Rally

This event is to be run by the Northern Districts Sporting Car Club on Saturday 11th November, starting from the Yarraman Sports Oval at 2.00pm. All the good roads of the C5 ARC round will be used.

Total competitive distance will be approximately 100 kilometres with another 80 kilometres of liaison. There will be one service break midway through the event, so everybody should be finished by 10.00pm.

This rally will be the sixth round of the 1995 Queensland Clubman Rally Series, and will also be a round of the Dulop Gemini Challenge.

Further information can be obtained from Craig Mole on 3425 1290 (a/h). If anybody is interested in being a control or roadblock official, Craig still has positions available.

Historic Rally Trophy Presentation

The trophy presentation for the BP Range Rally Classic and for the 1995 Norm Singleton Rally Connection Historic Rally Series will be held at the clubrooms on Wednesday 15th November, commencing at 8.00 pm.

November Motorkhana

The club's next motorkhana will be held at Car Park Q at the Booddall Entertainment Centre on Sunday 19th November and commences at 9.30 am. It will be the last club motorkhana for 1995 and therefore the last chance to enter a motorkhana this year. If you have not competed in a motorkhana for some time (or even have never competed in one) come along and have a try!! Entries are accepted on the evening of the event.

Off Road Event

A short course Off Road Event will be held on Sunday 26th November and the

venue will be Morgan Park in Warwick if it is available. If it is unavailable another nearby venue will be found.

This event will be the final round of the 1995 Queensland Off Road Driver's Championship.

For further information please contact Rod Sams on 3345 9075 (a/h).

Keema Weekend

The weekend of the 3rd and 4th of December is one of the most popular and enjoyable weekends of the year, when anybody interested in rallying makes the trip to the small forestry town of Gallangowan.

The Keema Classic rally is held on the Saturday and will be the final round of the 1995 Queensland Rally Championship and the 1995 Queensland Clubman Rally Series. The Keema Club Rally is a completely separate rally on the Sunday morning and is an event for people who enjoy rallying as a sport rather than as serious competition.

For more information on these events see the separate article elsewhere in this magazine.

Club Christmas Party

The Christmas Party this year will be held on Saturday 9th December. Berenice Linton has put a lot of effort into organising this function and all it needs now is a lot of support from club members to make it a success.

It will be held at the Spice Market Restaurant which is on the ground floor of the Carlton Crest Hotel (well known as the Rally HQ for the last few Queensland ARC rounds).

Tickets are available from Berenice (phone 32084971 a/h) or from Esme at the Clubrooms.

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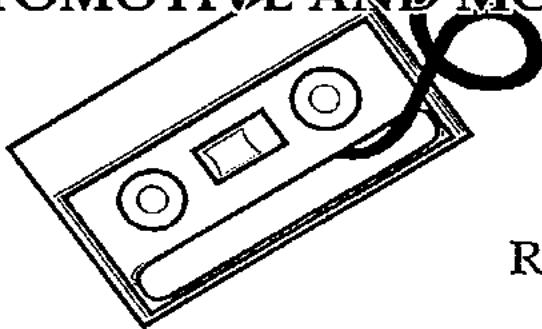
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THE BRISBANE SPORTING CAR CLUB CHRISTMAS PARTY

The time is once again upon us to enjoy the festive season and our Social Convenor Berenice Linton now wishes to confirm the details for the party on December 9th (the weekend after Gallangowan).

Date: Saturday December 9

Time: 6.30 pm

Venue: The Spice Market Restaurant
Ground Floor
Carlton Crest Hotel

Cost: \$20.00 per head, including coffee and tea

RSVP by Monday 4th December for catering numbers please. Numbers are limited so book early to avoid disappointment.

Bookings are essential and made be made through Esme at the Club on (07) 3391 8881/fax (07) 3891 1401 or by contacting Berenice on 018 733 614 or after hours on 3208 4971.



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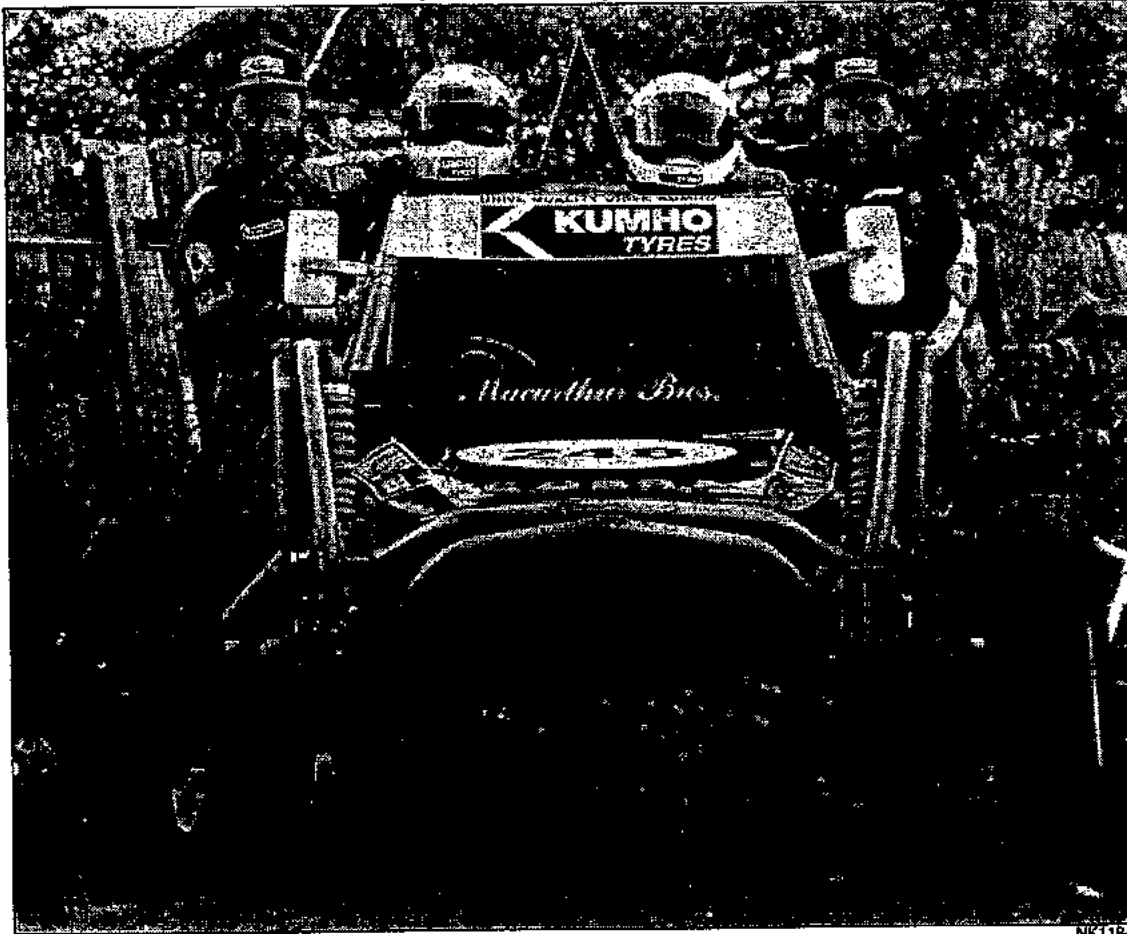
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Duo fire up off the road



● Don and Russell MacArthur with the buggy they raced at Toowoomba last weekend.

MT GRAVATT: Brothers Russell and Don MacArthur have an interesting hobby — they spend their weekends driving a Toyota-powered buggy in the hurly-burly world of off-road racing.

The pair were well up in the placings at last weekend's Carnival of Flowers event in Toowoomba, a round of the Queensland Off-road Racing Championships.

Their class two buggy finished third in the event and was a strong outright contender in the 40-strong field.

Don and Russell have one of the best finishing records in their class and were running second in the championship.

Gearbox failure in a recent round dropped them to fourth in the points chase.

— Brent Davison

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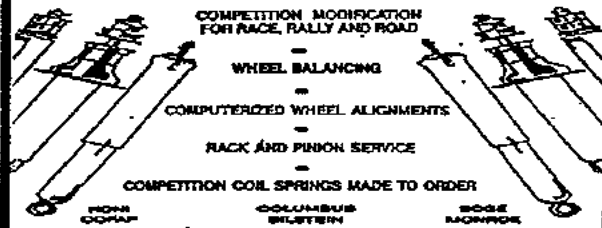
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KEEMA CLASSIC WEEKEND

The first weekend in December is not far away and preparations for the Keema Classic Weekend are well underway. The weekend of rallying is again sponsored by Keema Automotive Group for the Queensland Rally Championship and Sundays Club event with GP Cars sponsorship looking after the final round of the Clubman Series.

The event takes on a new look this year with the QRC/Clubman rally starting at 1400 hours from the Gallangowan Oval and finishing at about 2200 hours for the QRC and 1800 hours for the Clubman, rain permitting.

In keeping with our sponsor's request to promote the event within Brisbane entrants who live within a 50 km radius of the GPO will be requested to provide their cars in rally trim at Queensland Place carpark adjacent to the Carlton Crest Hotel on Friday evening with an early pickup Saturday morning. Security is provided for the night. Further Keema promotion will take place at the Gallangowan Oval.

Now to give you an idea of what to expect.

Final scrutiny will take place at Gallangowan from 0930 hours through to 1030 hours on Saturday. The Driver's Briefing will take place at 1200 hours so these times allow competitors adequate time to make the 2, 1/2 hours trip to the start.

A B.B.Q. lunch on Saturday and meals will be supplied by the Gallangowan P & C Committee throughout the weekend. So get up there early, the area has had good rain in recent times and the Oval does look a picture.

The QRC is 273 kms in length of which 175 kms is competitive. One 5.8 km stage is run twice with all stages new from previous years. A quick calculation will tell you that the cost of entry works out at 80c per kilometre, now that is cheap for an event such as this.

The Clubman has 119 kms competitive and 62 kms of liaison and again this works out to 75c per kilometre. We believe this event offers tremendous value for money and I've advised all course cars that if they see competitors who are not competing standing at spectator points they have my approval to deviate slightly from the rally route and eliminate them!!

To help competitors we have centralised the service area to the Oval with the exception of one 28 km stint north prior to a great 34 km stage which returns to the Oval. There is another optional service some 6 kms from the Oval on the Murgon Kilcoy Road. Again another small saving to competitors.

For those who wish to watch we have competitive stages starting, finishing and passing by the Oval nine times. There will be plenty of action around the Oval on both days. There will be another spectator point at Elginvale.

Rod Browning, who is our Course Checker, and I drove the event last weekend and I'm happy to say that he is very impressed with the flow of the event and condition of the roads chosen.

I would also like to say "Thank You" to a very strong member of our Club, Norm Singleton, who has graciously offered the use of his Rally Connection cars for use as Course Cars during the weekend.

Barry Neuendorff, Larry Littlewood and I have had great fun putting together an excellent event for you to enjoy.

So its over to you as competitors to support the weekend especially the Club event on Sunday which is starting at 0900 hours with 85 kms competitive and 40 kms of liaison.

We require 25 road block personnel and at this time of year that always presents a problem, so if you wish to watch as a road block please phone Esme Gibson at the Club on 07 3391 8881 and she will organise a place for you.

I am only too happy to talk about the event to you and I can be contacted during the evening on 07 3376 6563.

So have a great weekend, I'm looking forward to seeing you at Gallangowan.

Craig Porter
Clerk of Course

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

Sunday 3 December 1995

Gallangowan
C of C Craig Porter

RALLYSPRINTS

Sunday 5 November 1995

C of C Tony Best

OFF ROAD

Sunday 26 November 1995

Richard Collingwood/Alan Stean

HISTORIC

BP RANGE CLASSIC

Saturday 28 October 1995

MOTORKHANA

Sunday 19 NOV 1995

Boondall 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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All correspondence, entries etc. for the Club should be addressed to:
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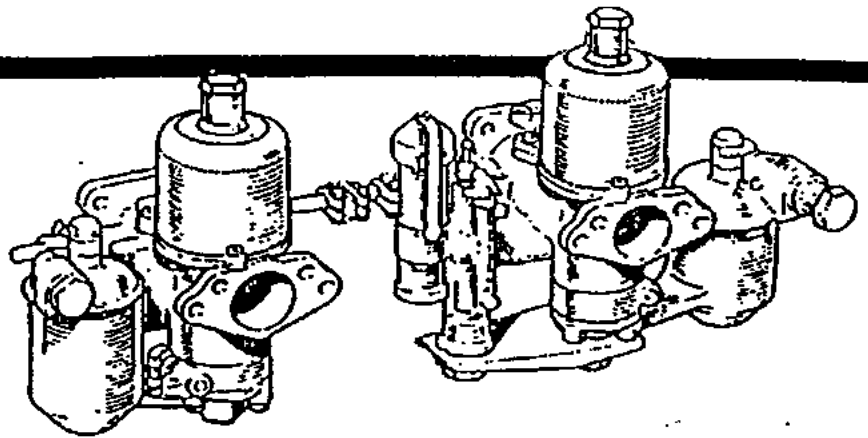
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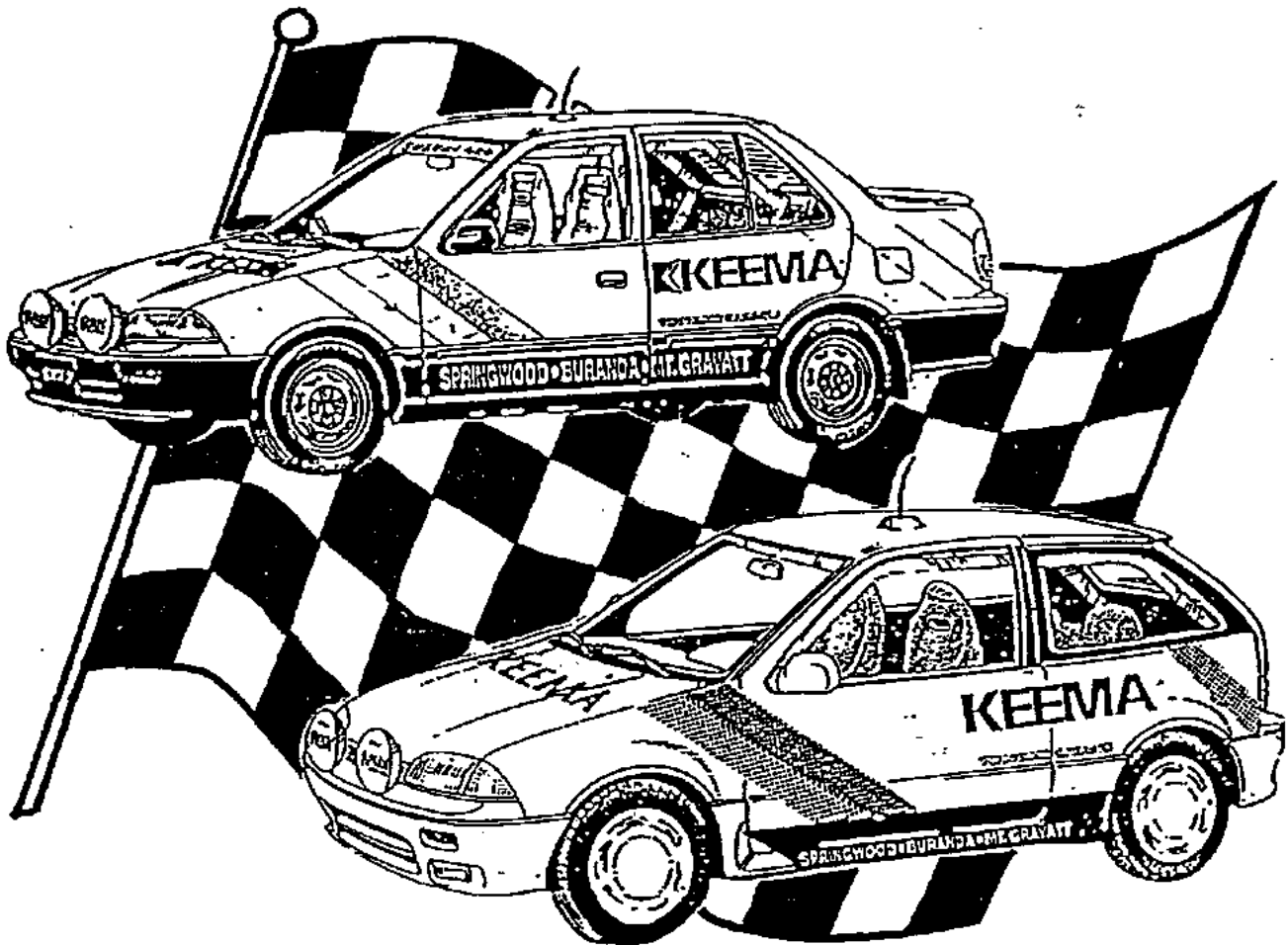
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