

BRISPORT

THE MONTHLY MAGAZINE OF THE BRISBANE SPORTING CAR CLUB

1994 Rally Champion



VIV GEES

1994
Speed Event
Champion



BARRY
COOK

1994
Night Run
/Ladies
Champions



RAY EVANS/
TRISH EVANS

1994
CLUB CHAMPION



TONY BEST

1994
Junior Champion

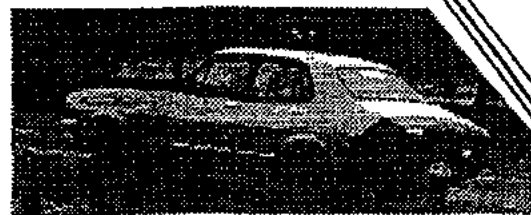


LEE EVANS

1994
Historic Champion



1994
Motorkhana
Champion



MICHAEL HOCKING

1994
Off-Road
Champions

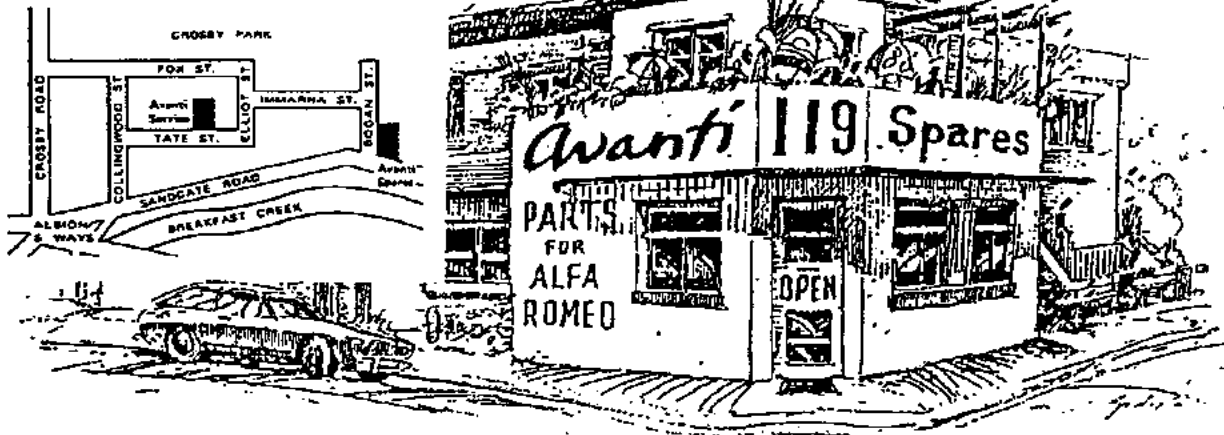
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Time is Running Out!!!

Yes, the job is still available and I haven't had to put anyone on the interview couch just yet. I talk of course about the Editor's job for the BSCC magazine, one which has been in my hot little hands for some nine years now.

Unfortunately, and despite the promise of a knighthood from the Queen, I cannot pursue this task any longer. Look at me I'm doing this bit late at night with no-one around when I should be asleep.

Not to worry, someone will take up the offer and if they don't I'll still receive my copy of the mag in the mail anyway!!

The last month has been a little busy with Neal Bates and Coral Taylor winning the ARC and the final round in Canberra. Don't get me wrong because Neal and Coral are both great people and their performance is a credit to the professionalism of their team - BUT NO HUM!!

That's about seven ARC rounds on the trot that the team have taken out this year alone, and three National Championships in a row.

I realise that Toyota and Caltex and Dunlop and Motec receive some coverage for these efforts but Neal has to go overseas in one context or another.

His team is the only one with the budget to keep doing this, but at his age he has a future on the world scene. The recent spate of affairs at TTE with their dodgy turbocharger restrictors, means that Neal and Peter Reynolds have perhaps the fastest 'legal' GT4 in the world

Surely that means something to someone!!!

Did I tell everyone that I had a ride with Bob nicoli at Coff's Harbour and it was a great event. Sorry, I'm still getting over that one - or not getting over it as the case may be. I have just heard that Bob and Dale Hynes finished eighth outright at Canberra - AMAZING!!

Just speaking about Canberra - how about Ian Wright and Paul Young and their trusty band of supporters. They did it and took out the ARN Junior Challenge. So much for the national magazine that predicted the 'ones to beat' would be the guys from WA and the ACT.

Ian and Paul beat the Challenge finalist by six minutes!! If any youngsters are out there, wanting to do the 1996 Challenge Ian Bremner's Escort Rally Car is advertised within and is getting cheaper, and should be eligible for the Challenge.

The next few days will see the entire rallying fraternity up at Gallangowan for the annual Keema Classic and Keema Club Rally, and I will be there with soem bells on as the QRC and the Clubman Series go down to the wire.

It should be a darned hoot and thanks go to Henk Kabel and Keema for their undying support of the club and the sport.

That's it from me for another short month. Time ticks away.....





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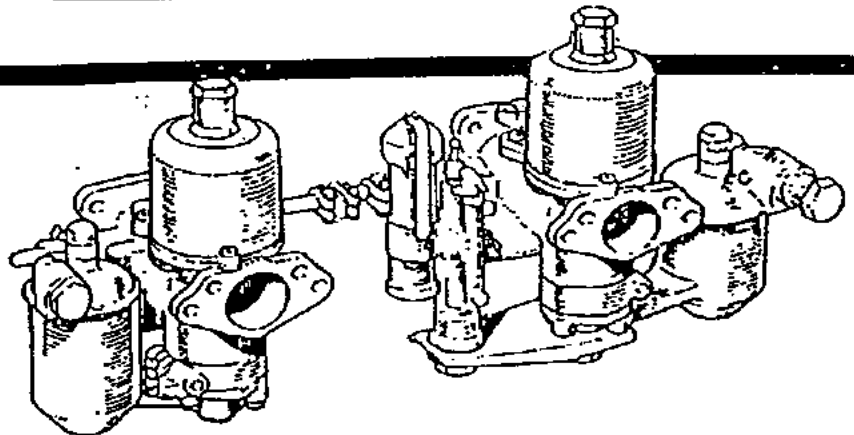
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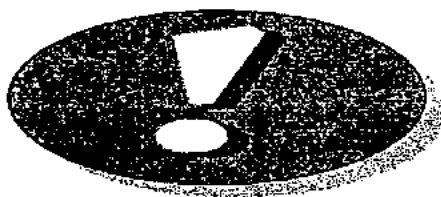
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CHRISTMAS SPECIAL

Ian Bremner once again offers for sale his well-prepared Ford Escort 2.0 litre PRC rally car. This car has not had a lot of use and is built with all the good bits!!

There would not be a better car to commence rallying with in a very competitive class. Very Strong and potentially very quick.

Nothing to spend!! PRICE - \$6,500 not negotiable (conditions apply)

Ring Ian on 3343 8357 (home) or 0419 847 607 (mobile) - MUST SELL!!!!



HOSPITAL SAYS "THANKS"

The Royal Children's Hospital have written to the club especially thanking Tony Best for his support of the 'Police Rally Team'. The pink Datsun 180B driven by Anne Malcolm has been a consistent runner in the Rallysprint Series, and the Hospital goes on to say that around \$25,000 in pledges, cash and gifts has been recieved to support the Children's Hospital.

Well done to the rally team and all concerned!!

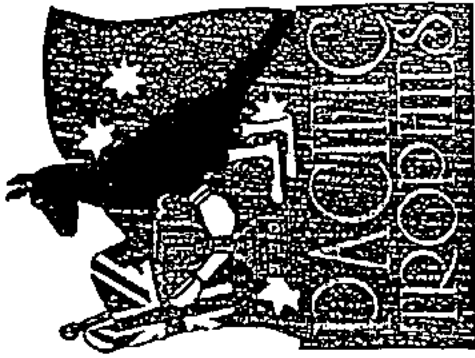
EVERITT WILL RETURN!!!

Gympie's Brian Everitt, affectionately known for some years as the BSCC's Gympie Connection has been competing over the last season or so in his well-presented 'Roadcraft' Gemini Series rally car with co-driver Stuart Hole.

A nasty corner in Yarraman caught them out in the NDSCC's club rally and the car was baddly damaged, although a new engine had them on the pace from the outset.

The engine was put together by Brian's new sponsor Peter Millier of 'Dyno Torque Engine Tuning Specialists' of Pomona and Chris Hanlon of Hanlon's Garage in Pomona and is 100% legal, yet showing some great horsepower.

With a new shell purchased from fellow competitor Richard Galley, Brian and Stuart will be back in action for the first event in 1996.



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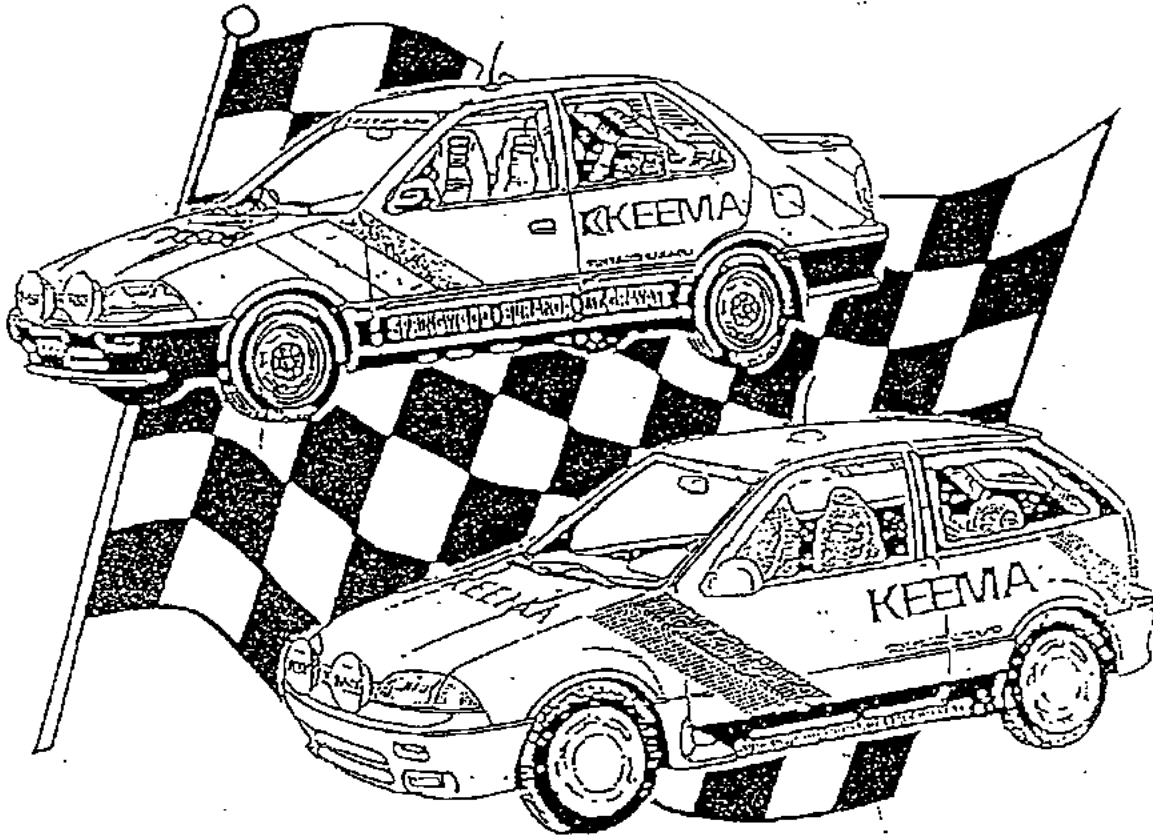
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OFF ROAD LICENCE

Background

Many people will be aware from the last newsletter that from 1st January 1996 a new Off Road Licence will be introduced.

In general terms, from 1996, to be able to compete in ANY off road event this will be the licence nearly all off roaders will hold, as it will replace, for off roading, the Restricted Licence and the Basic Licence. The price of the Off Road Licence will be \$52 (on 1995 figures) which is between the Restricted Licence (\$75) and the Basic Licence (\$16).

Basic Licences will be used only by those entering the sport, mainly juniors and those holding their first competition licence. Juniors can continue to compete on a Basic Licence for as long as they are juniors. Others may use the Basic Licence for their first year of competition; after which they must upgrade to an Off Road Licence. Basic Licences will only be valid for closed events; however, for open events ALL competitors will require an Off Road Licence or superior.

While some current Basic Licence holders will need to pay more to compete on the Off Road Licence, the Off Road Licence will cover you for ANY off road event. This includes rounds of the Australian Off Road Championship and, with the "medical endorsement", off road stadium races. The other good news is that from 1st January next year there will be no vehicle registration payable for open off road events, and all off roaders will pay a one-time Personal Accident Insurance Levy of \$15, instead of \$12 per open event. In effect, all off roaders will pay the same licensing and insurance fees, regardless of the level at which they participate.

Restricted Licence Holders

For those of you currently running on Restricted Licences, it will all be fairly straightforward. As in past years, renewal notices will be sent out, pre-filled out with the amount payable. In most cases this will be \$90, made up as follows:

| | |
|------------------------------------|------|
| - Off Road Licence | \$52 |
| - Manual of Motor Sport | \$23 |
| - Personal Accident Insurance Levy | \$15 |

Early renewal by 15th January will attract a \$20 discount.

The renewal form should be checked to ensure that all details, such as phone numbers, are correct, and returned to your state office with a passport photo, the correct amount of money, proof of club membership etc, as is currently the system. Don't forget to complete the Medical Declaration! Your new Off Road Licence will then be sent to you in the same way as in past years.

Basic Licence Holders

Those of you currently using Basic Licences will need to make separate application for an Off Road Licence; at least for the first year. You will need to get an application from either your club secretary or state office of CAMS. When you get the form, the first thing you must do is **READ THE INSTRUCTIONS ON IT CAREFULLY**. If in doubt, seek help from someone in your club who already has a Restricted Licence, or from your club secretary. If necessary, ring your CAMS state office.

Some of the main points to remember are;

- complete the medical declaration on the back of the form,
- provide all the details required on the form,
- provide a recent passport-size photo of yourself,
- either have the form signed by your club secretary or send in your club membership card (CURRENT) - CAMS will return it with your licence,
- sign the application yourself, and
- don't forget to send in the licence fee!

The fees will be the same as those for licence renewal, which are listed above. Note that the discount for early application, \$20, applies to you too. The cut-off date for early application is 15th January.

Provided your application is complete and correct, you should receive your new licence within two or three weeks. If your application is not complete and correct it could take much longer to sort out, and could result in more inconvenience to you. Remember also to allow enough time for the application to be processed, especially at the start of the year. It is pointless sending in an application less than a week before you need it for an event and expecting to be given priority service! Licence applications are processed in order of receipt - it's first in, first out!

Status of Off-Road Licences

What does your Off-Road Licence let you do?? Obviously, as mentioned above it allows you to participate in all offroad events. It also allows you to participate in any event for which a basic licence is the minimum requirement. Motorkhanas closed autocrosses and closed rallies are included. The Off Road Licence is superior to the Basic Licence, but of lesser status than the Restricted Licence.

Participation in Other Open Events

So far so good - hopefully. But what about an off roader who wants to also participate in other events - the Australian Safari for example?

It is unlikely that there will be more than a couple of dozen or so falling into this category, but they are catered for. You simply make application to your local state office of CAMS to upgrade to the appropriate grade of licence; which in most cases will be a Restricted Licence. You will need to pay the difference between the two fees, \$23 in this case, plus a \$10 upgrading fee, and also meet any applicable conditions for the higher licence. Once this is done your state office will issue you with your Restricted Licence which will, incidentally, let you compete in off road events still.

The AUSTOIL LUBRICANTS Rallysprint

The final round of the south-east Queensland Rallysprint Series for 1995 was run on Sunday 5 November. The event was again organised by the Brisbane Sporting Car Club with sponsorship from AUSTOIL Lubricants. This sponsorship was arranged by club member and rally competitor Chris Corbee.

It was again run at Woodford Forest and most of the roads used were the same as those from the July Rallysprint, but in the opposite direction and looking completely different. There were two five kilometre stages each run twice, and competitors were also allowed two reconnaissances of each special stage.

A total of 27 entries were received, down a little on previous rounds but quite good for this time of the year. There were ten competitors in the over 2000cc class as the fast roads suited these vehicles. It was also good to see Leigh Achterberg from Townsville who happened to be visiting from Townsville at the time and entered his quick Starion.

There had been some overnight rain on the roads but they had dried sufficiently by the time the event was due to start, and were dusty by the end of the day.

Peter Mapstone in his V8 Commodore proved to be the quickest on the day, ahead of Leigh Achterberg (Starion) and Garry Marshall (Datsun 280Z). In fourth place was Barry Cook (Mazda Familia) the winner of the 4wd class, and the winner of the 'Modified' class was Bill Wilson (Datsun 1600) who finished fifth outright.

Other class winners were Tony Paton (Daihatsu Charade), Darren Walk (Corolla), and Graeme Anderson (Escort). Graeme Anderson also won the award for the best presented car.

There were 24 finishers and only three retirements. Kevin Taylor (Escort) and Wayne Macchion (Gemini) ran off the road but without serious damage. Jim Pilgrim retired his Torana V8 with clutch problems and Anne Malcolm rolled her 180B at the spectator point but was able to continue and finish the event.

The Woodford police were again very helpful and set up a radar speed detector on one of the straights. Peter Mapstone's Commodore was quickest on 162 kph, with six other cars measured between 150 and 160 kph!

The next rallysprint in Queensland will be the first for the 1996 series, and will be held on Sunday 4 February.

AUSTOIL LUBRICANTS RALLYSPRINT 5 NOVEMBER 1995
 Provisional Results - Published at 12 noon 5 November 1995



| CAR | At/Ent | DRIVER | ENTRANT | CO-DRIVER | VEHICLE | CLAS | SS1 | SS2 | SS3 | SS4 | TOTAL | O/R | Clas |
|-----|--------|---------|-------------|------------------|--------------------|------|--------|---------|--------|--------|---------|-----|------|
| 1 | | Peter | Mapstone | Cameron Thompso | Commodore | R4 | 3.03.6 | 2.36.2 | 3.03.8 | 2.35.0 | 11.18.6 | 1 | 1 |
| 27 | | Leigh | Achterberg | Tania Lynch | Mitsubishi Starion | R4 | 3.07.8 | 2.42.8 | 3.07.5 | 2.39.3 | 11.37.4 | 2 | 2 |
| 2 | | Garry | Marshall | Jo Nott | Datsun | R4 | 3.13.0 | 2.37.0 | 3.09.5 | 2.38.8 | 11.38.3 | 3 | 3 |
| 3 | | Barry | Cook | Wes Depper | Mazda | R5 | 3.09.1 | 2.47.8 | 3.08.6 | 2.41.5 | 11.47.0 | 4 | 1 |
| 4 | | Bill | Wilson | Peter Lettice | Datsun | R6 | 3.16.3 | 2.43.0 | 3.13.5 | 2.42.7 | 11.55.5 | 5 | 1 |
| 5 | | Spencer | Yarrow | Derek Yarrow | Commodore | R4 | 3.16.5 | 2.52.5 | 3.19.1 | 2.45.8 | 12.13.9 | 6 | 4 |
| 7 | | Craig | Mole | Adrian Goodfield | Datsun | R6 | 3.18.4 | 2.51.7 | 3.20.9 | 2.48.2 | 12.19.2 | 7 | 2 |
| 6 | | Bruce | Dawson | Alan Stean | Datsun Z | R4 | 3.23.9 | 2.46.9 | 3.17.0 | 2.48.8 | 12.26.5 | 8 | 5 |
| 11 | | Jim | Guest | Brad Fowler | Torana | R4 | 3.22.1 | 2.51.9 | 3.30.4 | 2.51.4 | 12.35.8 | 9 | 6 |
| 9 | | Robin | Berardo | Paul Pyyvaara | Datsun | R6 | 3.23.7 | 2.57.1 | 3.21.4 | 2.53.9 | 12.36.1 | 10 | 3 |
| 13 | | Bruce | Hodgson | Rodney Walk | Ford Falcon | R6 | 3.26.2 | 3.01.4 | 3.25.5 | 2.54.7 | 12.47.8 | 11 | 4 |
| 12 | | Gordon | Bishop | Paul Bishop | Commodore | R4 | 3.27.0 | 3.00.1 | 3.25.3 | 2.56.9 | 12.49.3 | 12 | 7 |
| 10 | | Rodney | Reid | Belinda Russel | Commodore | R4 | 3.32.8 | 2.56.0 | 3.34.9 | 2.55.9 | 12.49.6 | 13 | 8 |
| 17 | | Darren | Walk | Jason Delaney | Toyota Corolla | R2 | 3.39.5 | 3.00.1 | 3.28.7 | 2.59.3 | 13.07.6 | 14 | 1 |
| 14 | | Mick | Barry | Megan Barry | Gemini | R2 | 3.35.0 | 3.01.5 | 3.35.9 | 2.59.9 | 13.12.3 | 15 | 2 |
| 19 | GCTMS | Robert | Brochie | Jeff Winston | Triumph | R4 | 3.33.2 | 3.02.3 | 3.35.7 | 3.04.6 | 13.15.8 | 16 | 9 |
| 16 | | Ken | McWha | Debbie Dillion | Gemini | R2 | 3.40.9 | 3.00.7 | 3.31.8 | 3.03.8 | 13.17.2 | 17 | 3 |
| 18 | | Tony | Paton | Lisa Jones | Daihatsu Charade | R1 | 3.36.3 | 3.01.9 | 3.36.9 | 3.10.1 | 13.25.2 | 18 | 1 |
| 20 | | Tony | Howard | David Lapworth | Datsun | R6 | 3.38.8 | 3.05.4 | 3.39.1 | 3.04.0 | 13.27.3 | 19 | 5 |
| 25 | | Graeme | Anderson | David Duignan | Ford Escort | R3 | 3.59.2 | 3.22.4 | 3.45.0 | 3.13.8 | 14.20.4 | 20 | 1 |
| 22 | | Henry | Ryman | Rodney Biggar | Honda | R1 | 3.56.4 | 3.17.2 | 3.56.6 | 3.19.1 | 14.29.3 | 21 | 2 |
| 24 | | Ed | Freudenberg | Fiona McNaughton | Mazda Capella | R2 | 3.56.8 | 3.24.4 | 4.06.2 | 3.22.9 | 14.50.3 | 22 | 4 |
| 26 | | Tom | Stibe | Campbell Smith | Gemini | R2 | 4.14.9 | 4.09.9 | 5.11.5 | 4.35.0 | 18.11.3 | 23 | 5 |
| 23 | | Anne | Malcolm | James Meldrum | Datsun 180B | R3 | 3.53.9 | 10.02.3 | 4.03.6 | 3.34.5 | 21.44.3 | 24 | 2 |
| 8 | | Kevin | Taylor | Tony Taylor | Ford Escort | R6 | DNS | Accide | | | | | |
| 15 | BSCC | Jim | Pilgrim | John Rogers | Torana | R4 | 3.41.0 | 2.58.9 | DNF | Mecha | | | |
| 21 | | Wayne | Macchion | Scott Griffin | Gemini | R2 | 3.39.4 | 3.11.7 | DNF | Accide | | | |

*Includes 10 sec penalty

Provisional Results in Class Order

| CAR | At/Ent | DRIVER | ENTRANT | CO-DRIVER | VEHICLE | CLAS | SS1 | SS2 | SS3 | SS4 | TOTAL | O/R | Clas |
|-----|--------|---------|-------------|------------------|--------------------|------|--------|---------|--------|--------|---------|-----|------|
| 18 | | Tony | Paton | Lisa Jones | Daihatsu Charade | R1 | 3.36.3 | 3.01.9 | 3.36.9 | 3.10.1 | 13.25.2 | 18 | 1 |
| 22 | | Henry | Ryman | Rodney Biggar | Honda | R1 | 3.56.4 | 3.17.2 | 3.56.6 | 3.19.1 | 14.29.3 | 21 | 2 |
| 17 | | Darren | Walk | Jason Delaney | Toyota Corolla | R2 | 3.39.5 | 3.00.1 | 3.28.7 | 2.59.3 | 13.07.6 | 14 | 1 |
| 14 | | Mick | Barry | Megan Barry | Gemini | R2 | 3.35.0 | 3.01.5 | 3.35.9 | 2.59.9 | 13.12.3 | 15 | 2 |
| 16 | | Ken | McWha | Debbie Dillion | Gemini | R2 | 3.40.9 | 3.00.7 | 3.31.8 | 3.03.8 | 13.17.2 | 17 | 3 |
| 24 | | Ed | Freudenberg | Fiona McNaughton | Mazda Capella | R2 | 3.56.8 | 3.24.4 | 4.06.2 | 3.22.9 | 14.50.3 | 22 | 4 |
| 26 | | Tom | Stibe | Campbell Smith | Gemini | R2 | 4.14.9 | 4.09.9 | 5.11.5 | 4.35.0 | 18.11.3 | 23 | 5 |
| 25 | | Graeme | Anderson | David Duignan | Ford Escort | R3 | 3.59.2 | 3.22.4 | 3.45.0 | 3.13.8 | 14.20.4 | 20 | 1 |
| 23 | | Anne | Malcolm | James Meldrum | Datsun 180B | R3 | 3.53.9 | 10.02.3 | 4.03.6 | 3.34.5 | 21.44.3 | 24 | 2 |
| 1 | | Peter | Mapstone | Cameron Thompso | Commodore | R4 | 3.03.6 | 2.36.2 | 3.03.8 | 2.35.0 | 11.18.6 | 1 | 1 |
| 27 | | Leigh | Achterberg | Tania Lynch | Mitsubishi Starion | R4 | 3.07.8 | 2.42.8 | 3.07.5 | 2.39.3 | 11.37.4 | 2 | 2 |
| 2 | | Garry | Marshall | Jo Nott | Datsun | R4 | 3.13.0 | 2.37.0 | 3.09.5 | 2.38.8 | 11.38.3 | 3 | 3 |
| 5 | | Spencer | Yarrow | Derek Yarrow | Commodore | R4 | 3.16.5 | 2.52.5 | 3.19.1 | 2.45.8 | 12.13.9 | 6 | 4 |
| 6 | | Bruce | Dawson | Alan Stean | Datsun Z | R4 | 3.23.9 | 2.46.9 | 3.17.0 | 2.48.8 | 12.26.5 | 8 | 5 |
| 11 | | Jim | Guest | Brad Fowler | Torana | R4 | 3.22.1 | 2.51.9 | 3.30.4 | 2.51.4 | 12.35.8 | 9 | 6 |
| 12 | | Gordon | Bishop | Paul Bishop | Commodore | R4 | 3.27.0 | 3.00.1 | 3.25.3 | 2.56.9 | 12.49.3 | 12 | 7 |
| 10 | | Rodney | Reid | Belinda Russel | Commodore | R4 | 3.32.8 | 2.56.0 | 3.34.9 | 2.55.9 | 12.49.6 | 13 | 8 |
| 19 | GCTMS | Robert | Brochie | Jeff Winston | Triumph | R4 | 3.33.2 | 3.02.3 | 3.35.7 | 3.04.6 | 13.15.8 | 16 | 9 |
| 3 | | Barry | Cook | Wes Depper | Mazda | R5 | 3.09.1 | 2.47.8 | 3.08.6 | 2.41.5 | 11.47.0 | 4 | 1 |
| 4 | | Bill | Wilson | Peter Lettice | Datsun | R6 | 3.16.3 | 2.43.0 | 3.13.5 | 2.42.7 | 11.55.5 | 5 | 1 |
| 7 | | Craig | Mole | Adrian Goodreid | Datsun | R6 | 3.18.4 | 2.51.7 | 3.20.9 | 2.48.2 | 12.19.2 | 7 | 2 |
| 9 | | Robin | Berardo | Paul Pyyvaara | Datsun | R6 | 3.23.7 | 2.57.1 | 3.21.4 | 2.53.9 | 12.36.1 | 10 | 3 |
| 13 | | Bruce | Hodgson | Rodney Walk | Ford Falcon | R6 | 3.26.2 | 3.01.4 | 3.25.5 | 2.54.7 | 12.47.8 | 11 | 4 |
| 20 | | Tony | Howard | David Lapworth | Datsun | R6 | 3.38.8 | 3.05.4 | 3.39.1 | 3.04.0 | 13.27.3 | 19 | 5 |

Historic Rally NEWS

Norm Singleton's Rally Connection

1995 Historic Rally Series
Pointscore - Top 10 - Best 4 results

| | |
|---------------|----|
| Tony Best | 49 |
| Peter Smith | 44 |
| Peter Whalley | 44 |
| Ken Philp | 42 |
| Andrew Owen | 42 |
| Glenda Owen | 42 |
| Tony Slattery | 41 |
| Debbie Davies | 41 |
| Brian Krieger | 38 |
| Don Biggar | 38 |
| Malcolm Gibb | 38 |
| Graham Brown | 37 |
| Ray Wallin | 37 |
| Ian Ferguson | 36 |
| Dave Burnett | 36 |
| Dave Gilbert | 36 |

(final results)

Thank you to our supporters.

House of MG

Parts and Service Co.

GP Cars

Sports Cars Services

Refrigeration Parts (Qld)

BP Australia

The Rally Connection Ph/Fax: 3289 1082 or 019 482 750

Historic Rally Group MEETING

WEDNESDAY December 20th, 1995
(8.00pm)

Historic Rally Series

Norm Singleton's Rally Connection, Historic Rally Series is certainly been another successful series in 1995. Congratulations to Tony Best for his win in the Series on 49 points. Tony has won a driving school day with The Rally Connection.

Peter Smith and Peter Whalley were second place on 44 points. Fourth place went to Ken Philp and Andrew and Glenda Owen.

The list of competitors has grown somewhat from last year and I'm sure this trend will continue in 1996. A big THANK YOU to Norm Singleton through his Rally Connection Driving School for supporting the Series so well.

OTHER NEWS - AROUND THE MAPS

The BP Range Rally Classic was round 6 of the Norm Singleton's Rally Connection Historic Rally Series and was convincingly won by Tony Slattery and Debbie Davies in a MG 1100. Second home with another excellent result was Ken Philp and Glen Battershill in Glen's rapid 1974 BMW 520 while third went to the consistent Peter Smith and Peter Whalley team in the Datsun 1600. Without a doubt the event was one of the best one day events put on and all credit goes to Director Alan Stean and his band of helpers, especially Richard Collingwood and Esme. The event was held on good roads along a route which previous rallies had missed. The event showed a good variation and again impressed the southern crews who made the trip north. A big thank you to BP Australia for their continued support of the event.

A new BSCC Table Top Rally Series will commence in 1996. To be known as the *Nash Glass and Aluminium Table Top Series*, it will be run over 8 rounds on the third Wednesday of each month, from February to September. The cost to enter will be \$2 per night for BSCC members only.

The Competitor Kit is packed with information about Road Rallying including info about the historic rally group and its objectives, info for other car clubs, answers to common questions about the sport, where to get advice, the Rally Series structure (events, pointscore, etc), Vehicle Eligibility, Competitor Paperwork, Navigation Needs, Vehicle check list and identity form and much more. If you haven't got your copy yet - come along to the next meeting.

COMING EVENTS

| | |
|-----------------|---|
| January 25-27 | VIC - <u>Le Bordeaux Rallye</u> [Albury - Bendigo with lots of navigation and special tests including some closed road section in Bendigo. See Tony Galletly for details. |
| March 2 (Sat) | QLD #1 - Mountain Challenge |
| June 1 (Sat) | QLD #2 - CACA Pine Rivers Classic |
| June 29 | QLD #3 - BP Economy Classic |
| July 20 - 26 | <u>Mountain Rally and NSW#1 - Mini Mountain Rally</u> |
| August 24 | CACA Leyburn Classic |
| September 21 | QLD #4 - GP Cars Classic |
| November 2(Sat) | QLD #5 - Twilight Rally |

.....Tony Galletly

WANTED - 34mm chokes for Weber 40DCOE carbies. Ph. Tony Galletly (07) 3848 5130 (a/h)

The BP Range Rally

The BP Range Rally was the final round of the 1995 Queensland Historic Rally Series and was held on Saturday 28 October. It was run by the Brisbane Sporting Car Club and the Clerk of Course was Alan Stean with the Assistant Clerk of Course Richard Collingwood.

The whole of the event was held in New South Wales with the start and finish at BP Murwillumbah. A total of 28 entries were received from both Queenslanders and New South Wales.

The event was reasonably difficult for navigators but there were no real tricks, just a large number of via points which had to be plotted on the maps. Some were grid references and some were mapped locations.

Instructions were handed out at the End of Section controls, so it was not possible to plot ahead. Questions had to be answered along the route, and there were also a number of information boards.

The end of the first section was at the small village of Federal. Fourteen crews completed this section on time and only four competitors had wrong or missing answers to questions. The next section was a bit more difficult and took competitors to the lunch break at Lismore.

Eleven crews completed this section on time but a number of these missed a loop off the main road only a few kilometres from the end of the section.

Three crews had not lost any points at the lunch break, but two of these did not go any

further. Ian Ferguson's SAAB had a broken engine mount and Ross Colledge's Purvis Eureka had a damaged front wheel bearing. Both crews attributed their problems to plain bad luck and not to any dangerous road conditions.

The remaining competitors started the afternoon sections which were slightly more difficult than those in the morning. Only six crews did not lose points in the first section which finished near Wardell and all crews lost points into the control at Bangalow at the end of the second section.

After a short refuel break at bangalow there was an average speed section to Mullumbimby which eight crews completed without loss of points, then a short run back to the finish at Murwillumbah.

Winners were Debbie Davies and Tony Slattery (MG 1100) with a loss of 9 points from Glen Battershill and Ken Philp (BMW) on 24 points and Peter Whalley and Peter Smith (Datsun 1600) on 28 points. In last place with 807 points lost were Roger White and Denise Shuttlewood on their first event in an Austin 1800.

Andrew and Glenda Owen (Sprite) had another consistent run for fourth outright place and a class win, losing 38 points. The other class winners were Davies/Slattery, Battershill/Philp, Lisa and Tony Galletly (Lotus Elan) and Peter and Laraine Ganderton (MGB).

Tony Best.

CAMS LICENCE RENEWAL REMINDER

REMEMBER

Renew your licence for 1996 before your state CAMS office closes in December for Christmas as they will not re-open until January 8th 1996.

1996 will see the introduction of a new Off Road Licence which you will be able to use for all off road events, however to do STADIUM events you will need a MEDICAL and your licence must be endorsed for STADIUM events.

Check with your state CAMS Office regarding Christmas closing dates.

1995 BP Range Rally *Classic*

After several years directing the event, Tony Galletly stepped aside to allow Alan Stein the opportunity to organise the 1995, BP Range Rally *Classic*. For his previous efforts, Tony was awarded first car on the road for this year. Tony still occupied the left side of the Lotus, with wife Lisa driving. Bob Williams / Gary Phillips in the Mk 4 Jaguar and Geoff Bott / John Pearson in the E Type Jaguar represented the southern contingent with Lawson Abbot / J France in the Gold Ford.

Car 1 departed at 9.00 am for section 1; a 70 Km stage in 70 minutes. Route chart took the cars through Stokers Siding, onto the highway south of Murwillumbah, then into Billinudgel. The shortest mapped route then looped west through Main Arm, east to Mullumbimby then south west to end of section at Federal. Roads were twisting but flat to Mullumbimby, then tightened as the coastal ranges were climbed. Half the field had incurred penalties (either time or missed route checks) by the end of section control. Section 2; 82 Km in 80 minutes, headed south west from Federal to Clunes, then generally north west through Dunoon, The Channon and onto the Nimbin Road. The route was twisting and steep for the first half, opening to flat roads with sweeping corners towards the end of section. All but 10 crews shortcut a 20 Km loop to the north of Rose Hill. Two VRCs were included on this loop. Combined with the VRC on the shortcut (to confirm direction of entry to one via), 60 penalty points were "scored" by the shortcutting crews.

Results at the division break at Lismore had Peter Stringfellow / Ross Colledge, Ian Ferguson / Tony Best and Debbie Davies / Tony Slattery (MG 1385) clean with a loss of no points. Unfortunately the pace had been too great for the first two cars, with Ferguson retiring with a holed radiator in the SAAB and Stringfellow's Eureka suffering a collapsed wheel bearing. Peter Whalley / Peter Smith (Datsun 1600) 2 points and John McKeon / Glen Davis (BMW) 10 points inherited 2nd and 3rd.

Division 2 headed south east from Lismore through Tregagle (smooth twisting roads), a passage at Tucki Tucki Creek (tight, undulating roads, rough in places), Rouse Mill (long undulating straights with 90° corners), Wardell and the Richmond River Road (long straights through cane fields), to end of section south of Alstonville. Only six crews cleaned this 70 Km stage (70 minutes) including the Morris Minor of Mark Feurer / Greg Flynn and Toyota Corona 1600S of Dick, Gail and Chook Groves. Section two was the Director's revenge (36 Km in 30 minutes) with no cars arriving at Bangalow within the target time. Glen Battershill / Ken Philp in the BMW and Bott / Pearson both dropped one minute. Dick Owen and Lorraine Best, in the ex Mobile Trial Peugeot 504 dropped 2 minutes but incurred route check penalties. Sadly, the MG 1100 of Ian and June Dunkley (a rally replacement for their immaculate MGB GT) suffered Hydrolastic failure on this section and cut and ran to the finish at Murwillumbah.

Section three; 76 Km in 85 minutes, included an average speed section and headed west from Bangalow to Federal where a "lane named after a bird" was the route check. This caused major problems for the Whalley / Smith crew, as Peter thought Rosella was a type of jam and the other Peter thought they were looking for a "Bert". From Federal, the route headed east over several creeks and ridges, to drop to the flat and open roads of the coastal plain. The end of the average speed section was at the Mullumbimby Golf Club and saw only 10 crews not incur penalties. From Mullumbimby the route

wound it's way to Ocean Shores, then followed "road works" back to Billinudgel. The section continued up the highway to the finish at BP Marwillumbah.

First outright was the MG of Debbie Davies / Tony Slattery with a loss of 9 penalties. Glen Battershill and Ken Philp (24 points) were second with the Peters, Whalley and Smith(28) third.

| | | | |
|----------------|-----------------------------|----------------|---------|
| <u>Class 1</u> | Andrew and Glenda Owen | Sprite Mk 1 | 38 Pts |
| <u>Class 2</u> | Lisa and Tony Galletly | Lotus Elan +2 | 88 Pts |
| <u>Class 3</u> | Grant and Roy Harvey | MG Midget Mk 1 | 347 Pts |
| <u>Class 4</u> | Debbie Davies/Tony Slattery | MG 1100 | 9 Pts |
| <u>Class 5</u> | Glen Battershill/Ken Philp | BMW 3500+ | 24 Pts |

The team trophy was won by "BMC's finest" team of Austins; the A35 of Don Biggar / Malcolm Gibb; Lea Medhurst / Clair Swallow, Cooper Mk 3 and A & G Owen, Sprite Mk 1. This result reinforces the theory that bulk horsepower is not necessary to excel in historic events, as two of these vehicles have engine capacity of less than one litre.

Thanks to BP for sponsoring the event, Alan Stean, Richard Collingwood, scorers Esme Gibson and Helen Best and all control officials (including the Summerland Historic Motor Club members) for a most enjoyable and demanding event.

A.L.O.
8-11-95

| No | Driver/Entrant | Navigator | Vehicle | L/Tim | Cl | Total | |
|----|-------------------|----------------------|---------------------|-------|-------|-------|--------|
| | | | | | | | |
| | | OUTRIGHT | | | | | |
| | | | | | DIV 2 | | |
| 23 | Debbie Davies | Tony Slattery | MG "1100" | 9 | 4 | 9 | 1st |
| 16 | Glen Battershill | Ken Philp | BMW | 1 | 5 | 24 | 2nd |
| 27 | Peter Whalley | Peter Smith | Datsun | 6 | 5 | 28 | 3rd |
| 26 | Andrew Owen | Glenda Owen | Austin Healey Mk1 | 21 | 4 | 38 | 4th |
| 13 | Dave Burnett | David Gilbert | BMW | 15 | 5 | 77 | 5th |
| 1 | Lisa Galletly | Tony Galletly | Lotus Sports | 8 | 2 | 88 | 6th |
| 25 | Geoff Bott | John Pearson | Jaguar E Type | 17 | 2 | 97 | 7th |
| 17 | John McKeon | Glen Davis | BMW Coupe | 27 | 5 | 101 | 8th |
| 12 | Don Biggar | Malcolm Gibb | Austin | 22 | 1 | 145 | 9th |
| 11 | Murray Arundell | Rob Baylis | BGT-O8 | 20 | 5 | 164 | 10th |
| 2 | Jeff Sattler | Paul Fuller | MGB | 38 | 2 | 170 | 11th |
| 19 | Lea Medhurst | Claire Swallow | Austin Mini | 30 | 5 | 172 | 12th |
| 7 | Bob Williams | Gary Phillips | Jaguar MKIV | 78 | 1 | 198 | 13th |
| 8 | Peter Ganderton | Laraine Ganderton | MG Roadster | 57 | 3 | 199 | 14th |
| 21 | Mark Feurer | Greg Flynn | Morris Minor | 19 | 1 | 211 | 15th |
| 14 | Richard Owen | Lorraine Best | Peugeot 504 | 25 | 5 | 215 | 16th |
| 9 | Lawson Abbott | J France | Ford | 55 | 4 | 259 | 17th |
| 5 | Carol Horner | Austen Horner | Lotus Europa 52 | 74 | 2 | 278 | 18th |
| 15 | Glen Carpenter | Stephen Bishell | Morris Clubman | 54 | 5 | 291 | 19th |
| 18 | Antony Perrott | Kerry Anne Beardmore | Morris Cooper S | 55 | 5 | 307 | 20th |
| 22 | Grant Harvey | Roy Harvey | MG Midget MkII | 50 | 3 | 347 | 21st |
| 20 | Dick Groves | Gail Groves | Toyota Corona | 27 | 4 | #410 | 22nd |
| 3 | Trudie Mansfield | Brock Sherman | Austin Healy Mk II | 67 | 2 | #550 | 23rd |
| 6 | Neville Mansfield | Peter Carney | Austin Healy Sprite | 69 | 1 | #567 | 24th |
| 10 | Ian Dunkley | Jane Dunkley | MG | 175 | 4 | #690 | c/time |
| 4 | Roger White | Denise Shuttlewood | Austin 1800 | 121 | 5 | #777 | c/time |

Based on 60 minutes per Division Late Time and 30 mins per section
 Nobody ran out of late time in Div I
 #Inadvertently 100 pts scored re Average Speed
 corrected to 70 pts - no change in placings occur

| POSITION | NAME | H | M | N | O | R | S | TOTAL |
|----------|-------------------|----|----|----|----|----|----|-------|
| 01 | TONY BEST | 09 | | 08 | | | 06 | 29 |
| 02 | TONY SLATTERY | 11 | | 11 | | | | 22 |
| | DEBBIE DAVIES | 11 | | 11 | | | | 22 |
| | TONY PATON | | 09 | 08 | | 01 | 04 | 22 |
| 05 | GEOFF STANAWAY | 01 | 11 | 04 | | 01 | 01 | 18 |
| 06 | PETER MAPSTONE | | | | | 10 | 07 | 17 |
| 07 | ALAN STEAN | 01 | | | | 11 | | 12 |
| | ANDREW PEARCE | | 10 | | | 01 | 01 | 12 |
| 09 | GREG POOLE | | | | | | 11 | 11 |
| | TROY CRANE | | | | 11 | | | 11 |
| | SCOTT GARDINER | | | | 11 | | | 11 |
| 12 | MICHAEL HOCKING | 01 | 08 | | | | 01 | 10 |
| | ALAN CLUNES | | | 09 | | | 01 | 10 |
| | BARRY COOK | | | | | | 10 | 10 |
| | DAVID LAPWORTH | | | | | 10 | | 10 |
| | ALAN BATES | 01 | | 01 | | 08 | | 10 |
| 17 | MICHAEL VENTZ | | | | 09 | | | 09 |
| | GARY WYATT | | | | 09 | | | 09 |
| | BILL WILSON | | | | | 09 | | 09 |
| | BRUCE DAWSON | | | | | 01 | 08 | 09 |
| 21 | RICHARD ANDERSON | | | | | 08 | | 08 |
| | PETER SMITH | 08 | | | | | | 08 |
| | PETER WHALLEY | 08 | | | | | | 08 |
| | PAUL VAN SLOBBE | | 08 | | | | | 08 |
| 25 | GREG NICOL | | | | 07 | | | 07 |
| | ALAN NICOL | | | | 07 | | | 07 |
| | IAN FERGLISON | 06 | | 01 | | | | 07 |
| | LISA JONES | | | 06 | | 01 | | 07 |
| 29 | RICHARD GALLEY | | | 01 | | 01 | 04 | 06 |
| | MARK CARBINE | | | 05 | | | | 06 |
| | MARK PEARCE | | 06 | | | | | 06 |
| | DAVID HOOD | | | | | 06 | | 06 |
| | PAUL GOODWIN | | | | | 06 | | 06 |
| | ANDREW OWEN | 05 | | 01 | | | | 06 |
| 35 | ANDREW VAN SLOBBE | | 05 | | | | | 05 |
| | JOHN DARE | | | | 05 | | | 05 |
| | DARYL COLE | | | | 05 | | | 05 |
| | KEN WARREN | | 04 | 01 | | | | 05 |
| | ED FREUDENBERG | | 01 | 03 | | | 01 | 05 |
| | GLENDA OWEN | 04 | | 01 | | | | 05 |
| | TONY HOWARD | | | | | 05 | | 05 |
| 42 | GARY MARSHALL | | | | | 03 | 01 | 04 |
| | ROB BEKKER | | | | | | 04 | 04 |
| | LEE EVANS | 01 | 03 | | | | | 04 |
| 45 | MALCOLM GIBB | 03 | | | | | | 03 |
| | GRANT HARVEY | 01 | | 02 | | | | 03 |
| | BRUCE DUMMETT | | | | | 03 | | 03 |
| | JOE FERRIER | | | | | 03 | | 03 |
| | CRAIG PORTER | | | | | 03 | | 03 |
| | ERROL BAILEY | | | | | 03 | | 03 |
| | DAVID BURHETT | 03 | | | | | | 03 |
| | DAVID GILBERT | 03 | | | | | | 03 |
| | RAY EVANS | | 02 | 01 | | | | 03 |
| | TRICH EVANS | 01 | 01 | 01 | | | | 03 |
| | DAVID NASH | | | | 03 | | | 03 |
| 45 | DAVID OWEN | 01 | | 01 | | | 01 | 03 |
| 57 | LORRAINE BEST | 01 | | 01 | | | | 02 |
| | DARREN GARDINER | | | | | 01 | 01 | 02 |
| | RANDALL BRYSON | | | | | 01 | 01 | 02 |
| | CHRIS MICHEL | 01 | | | | | 01 | 02 |
| | KELVIN TAYLOR | | 01 | 01 | | | | 02 |
| | RICHARD GROVES | 01 | | 01 | | | | 02 |
| | JOHN ROGERS | | | 01 | | | 01 | 02 |
| | IAN VAN DE STRATT | | | | 01 | 01 | 02 | 02 |
| | CHRIS CORBEE | | | | 01 | 01 | | 02 |
| | STEVEN GALLEY | | | | 01 | | | 02 |
| | ROGER WHITE | 01 | | 01 | | | | 02 |
| 68 | BOB CRASE | | | | | | 01 | 01 |
| | JOHN MCPHAIL | | | 01 | | | | 01 |
| | RON VAN OPSTAL | | 01 | | | | | 01 |
| | NEIL THYER | | | 01 | | | | 01 |
| | KEN PHILP | 01 | | | | | | 01 |
| | TONY GALLETTLY | 01 | | | | | | 01 |
| | MURRAY COX | 01 | | | | | | 01 |
| | TONY PERRET | 01 | | | | | | 01 |
| | BARRY GOODWIN | 01 | | | | | | 01 |
| | TERRY BOARDMAN | | | | | 01 | | 01 |
| | BRUCE FULLERTON | | | | | 01 | | 01 |
| | ROB REDDIE | | | | | 01 | | 01 |
| | ALAN LAX | 01 | | | | | | 01 |
| | SUSAN LAX | 01 | | | | | | 01 |
| | IAN FERGLISON | | | 01 | | | | 01 |
| | ANDREW JOHNSTONE | | | | | 01 | | 01 |
| | GERARD MCCONKEY | | | | | 01 | | 01 |
| | TONY KABEL | | | | | 01 | | 01 |
| | GREG TEBBLE | | | | | 01 | | 01 |
| | COLLEEN SMITH | | | | | 01 | | 01 |
| | ADRIAN BURKHANIS | | | | | 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 |
| | MARK NEARY | | | | | 01 | | 01 |
| | JIM REDDIE | 01 | | | | | | 01 |
| | PETER MARSHALL | 01 | | | | | | 01 |
| | NEIL MICHEL | 01 | | | | | | 01 |
| | ROY HARVEY | 01 | | | | | | 01 |
| | DEAN FIGHE | 01 | | | | | | 01 |
| | LYNDALL TIGHE | 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 DUTHEE | | | | | | | 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 |
| | KEVIN GREVELL | | | | | | | 01 | 01 |
| | R. COLLINGWOOD | | | | | 01 | | | 01 |
| | RICHARD OWEN | | | | | 01 | | | 01 |
| | GAIL GROVES | | | | | 01 | | | 01 |
| | GARY WORRALL | | | | | | | 01 | 01 |
| | IAN DUNKLEY | | | | | | | 01 | 01 |

SPEED EVENT C/SHEPS

| POSITION | NAME | JUNE | JULY | SEPT | NOV | TOTAL |
|----------|-------------------|------|------|------|-----|-------|
| 01 | GREG POOLE | 11 | 11 | 08 | | 30 |
| 02 | BARRY COOK | | 10 | 09 | 09 | 28 |
| 03 | BILL WILSON | 10 | | 07 | 08 | 25 |
| 04 | BRUCE DAWSON | | 09 | 06 | 07 | 22 |
| 05 | PETER MAPSTONE | | | 10 | 11 | 21 |
| 06 | TONY BEST | 09 | 09 | | | 18 |
| 07 | TONY HOWARD | 06 | 01 | 01 | 05 | 13 |
| 08 | RICHARD GALLEY | 08 | 03 | | | 11 |
| | ROB BEKKER | | | 11 | | 11 |
| | ANTHONY PATON | 03 | 01 | 01 | 06 | 11 |
| | BOB CRASE | 09 | 01 | | | 10 |
| | CHRIS CORBEE | | 05 | 05 | | 10 |
| | GARRY MARSHALL | | | | 10 | 10 |
| 14 | ALAN CLUNES | | | 09 | | 09 |
| 15 | TERRY BOARDMAN | | 08 | | | 08 |
| | PAUL BERGMAN | | 04 | 04 | | 08 |
| 17 | CHRIS MICHEL | 07 | | | | 07 |
| | GEOFF STANAWAY | | 07 | | | 07 |
| 19 | RON OLIVER | | 06 | | | 06 |
| 20 | MICHAEL HOCKING | 05 | | | | 05 |
| | IAN VAN DE STRATT | 04 | 01 | | | 05 |
| | ED FREUDENBERG | 01 | 01 | | 03 | 05 |
| | GRAEME ANDERSON | | | 01 | 04 | 05 |
| 24 | ANNE MALCOLM | 01 | 01 | | 01 | 04 |
| 25 | LARRY LITTLEWOOD | | | 02 | | 03 |
| | JOHN ROGERS | 01 | 01 | 01 | | 03 |
| | TOM STIBE | | | 01 | 02 | 03 |
| 28 | COLLEEN SMITH | 02 | | | | 02 |
| | DARREN GARDINER | | 02 | | | 02 |
| | JIM PILGRIM | | | 02 | | 02 |
| 31 | ADRIAN BURKHANIS | 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 |

LADIES C/SHEPS

| POSITION | NAME | H | M | N | O | R | S | TOTAL |
|----------|------------------|----|----|----|---|----|----|-------|
| 01 | DEBBIE DAVIES | 40 | | 76 | | | | 116 |
| 02 | LISA JONES | | | 76 | | 10 | | 86 |
| 03 | ANNE MALCOLM | | | | | | 43 | 43 |
| | GLENDA OWEN | 32 | | 11 | | | | 43 |
| 05 | TRICH EVANS | 07 | 11 | 10 | | | | 28 |
| 06 | LORRAINE BEST | 19 | | 08 | | | | 27 |
| 07 | FIONA MCNAUGHTON | | | 20 | | | | 20 |
| 08 | KAREN SOXSMITH | | | | | | 11 | 11 |
| | COLLEEN SMITH | | | | | | 11 | 11 |
| 10 | ANITA WHYATT | 10 | | | | | | 10 |
| | SUSAN LAX | 10 | | | | | | 10 |
| 12 | MICHELLE GATTON | | | | | 09 | | 09 |
| 13 | MERYL ROGERS | 08 | | | | | | 08 |
| | LYNDALL TIGHE | 08 | | | | | | 08 |
| | GAIL GROVES | 08 | | | | | | 08 |

NIGHT RUN C/SHIPS

at 12/11/95

| POS | NAME | MAR | APR | MAY | JUNE | JULY | AUG | SEPT | OCT | NOV | TOTAL |
|-----|------------------|-----|-----|-----|------|------|-----|------|-----|-----|-------|
| 01 | DEBBIE DAVIES | 09 | 11 | 10 | 11 | 10 | 09 | 11 | 11 | 10 | 92 |
| | TONY SLATTERY | 09 | 11 | 10 | 11 | 10 | 09 | 11 | 11 | 10 | 92 |
| 03 | ALAN CLURES | 11 | 11 | | 10 | 11 | 09 | 10 | 08 | 10 | 80 |
| 04 | TONY BATON | 06 | 11 | 09 | 07 | 08 | 10 | 09 | 06 | 05 | 71 |
| | TONY BEST | 11 | 11 | | 10 | 11 | | 10 | 08 | 10 | 71 |
| 06 | MARK CARBINE | | 05 | 08 | 09 | 09 | 11 | 09 | 05 | 04 | 60 |
| | LISA JONES | 06 | 11 | 09 | 07 | 08 | 10 | 09 | 06 | 05 | 71 |
| 08 | GEOFF STANAWAY | 09 | | 11 | 09 | | | 09 | | | 38 |
| 09 | ED FREUDENBERG | 11 | | | | | | 07 | 11 | | 29 |
| 10 | GRANT HARVEY | 09 | 11 | | | | | | | | 20 |
| 11 | KEN WARREN | 09 | 09 | | | | | | | | 18 |
| | FIONA MCNAUGHTON | | | | | | | 07 | 11 | | 18 |
| 13 | DICK GROVES | | | | | | 08 | | 04 | | 12 |
| 14 | JOHN MCPHALL | 11 | | | | | | | | | 11 |
| | DAVID OWEN | | | | | | | | 11 | | 11 |
| | ANDREW OWEN | | | | | | | | | 11 | 11 |
| | GLENDIA OWEN | | | | | | | | | 11 | 11 |
| 18 | RICHARD GALLEY | | | | | | | | | 10 | 10 |
| | STEVEN GALLEY | | | | | | | | | 10 | 10 |
| | ALAN BATES | | | | | | | | | 10 | 10 |
| 21 | NEIL THYER | 09 | | | | | | | | | 09 |
| | RAY EVANS | | | 09 | | | | | | | 09 |
| | TRICH EVANS | | | 09 | | | | | | | 09 |
| | JOHN ROGERS | | | | | | 09 | | | | 09 |
| 25 | KELVIN TAYLOR | 04 | 04 | | | | | | | | 08 |
| 26 | GARY WORRALL | | | | | | | | 07 | | 07 |
| 27 | IAN DUNKLEY | | | | | | | | | 06 | 06 |
| 28 | IAN FERGUSON | 05 | | | | | | | | | 05 |
| | LORRAINE BEST | 05 | | | | | | | | | 05 |
| 30 | ROGER WHITE | | | | | | | | | 04 | 04 |

HISTORIC

| POSITION | NAME | MAR | APRIL | JUNE | SEPT | OCT | TOTAL |
|----------|---------------------|-----|-------|------|------|-----|-------|
| 01 | TONY SLATTERY | 09 | 08 | 05 | 07 | 11 | 40 |
| | DEBBIE DAVIES | 09 | 08 | 05 | 07 | 11 | 40 |
| 03 | TONY BEST | 09 | 11 | 09 | 10 | | 38 |
| 04 | PETER SMITH | 10 | 09 | | 09 | 09 | 37 |
| | PETER WHALLEY | 10 | 09 | | 09 | 09 | 37 |
| | IAN FERGUSON | 11 | 06 | | 08 | | 34 |
| 06 | ANDREW OWEN | 03 | | 10 | 11 | 08 | 32 |
| 07 | GLENDIA OWEN | | | 10 | 11 | 08 | 29 |
| 08 | MALCOLM GIBBS | 07 | 04 | 08 | 04 | 05 | 28 |
| 09 | DAVE BURNETT | | 10 | 11 | | 07 | 28 |
| | DAVID GILBERT | | 10 | 11 | | 07 | 28 |
| | KEN PHILIP | 05 | 07 | | 03 | 10 | 25 |
| 12 | BARRY GOODWIN | 06 | 05 | 09 | | | 20 |
| 13 | ALAN STEAN | 11 | | | | | 20 |
| | RICHARD GROVES | 08 | | 04 | 06 | 01 | 19 |
| | TONY PERRET | 06 | | 09 | | 03 | 18 |
| 16 | TONY GALLETLY | 05 | 07 | | | 06 | 18 |
| | DONALD BIGGAR | | | 08 | 04 | 05 | 17 |
| 18 | LORRAINE BEST | | | | 08 | 04 | 12 |
| | GRANT HARVEY | | | 07 | 02 | 02 | 11 |
| | MURRAY COX | 08 | | | | | 09 |
| | JIM REDDIE | | | | 09 | | 09 |
| | PETER MARSHALL | | | | 08 | | 09 |
| | RICHARD COLLINGWOOD | | | | | 09 | 09 |
| 25 | ALAN BATES | | 06 | | | | 06 |
| | MICHAEL HOCKING | | | 06 | | | 06 |
| | AMITA WHYATT | | | 06 | | | 06 |
| 28 | NEIL MICHEL | | | | 05 | | 05 |
| | CHRIS MICHEL | | | | 05 | | 05 |
| | ALAN LAX | 04 | | | | | 04 |
| 30 | SUSAN LAX | 04 | | | | | 04 |
| | RICHARD OWEN | | | | | 04 | 04 |
| | ROY HARVEY | | | | 02 | 02 | 04 |
| | DAVID OWEN | 03 | | | | | 03 |
| | GEOFF STANAWAY | | | 03 | | | 03 |
| | MERYL ROGERS | | | 03 | | | 03 |
| 37 | LEE EVANS | | | 02 | | | 02 |
| | PATRICIA EVANS | | | 02 | | | 02 |
| 39 | DEAN TIGHE | | | | 01 | | 01 |
| | LYNDALL TIGHE | | | | 01 | | 01 |
| | GAIL GROVES | | | | | 01 | 01 |
| | ROGER WHITE | | | | | 01 | 01 |

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Pay Back Weekend to Control Officials for Eating Dust

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Well What a Weekend!!!!

The 6 Lucky BSCC Club Members who were fortunate to WIN the Weekend organised by Brian Everett in appreciation of what Controlies do for Competitors rolled up on Saturday 21st October along with 2 Hyundai Owners with some apprehensions, Keith's was what could he learn, mine was fear of the Wet Skid Pan and I am sure the others also had there own apprehensions.

A purchaser of a new Hyundai is given a 1 day course at Roadcraft as part of the purchase deal, so this is how Peter & Charmaine are with us. They paid extra to do the 2 day course.

A Cup of Coffee and then into the 'Class Room' to meet Graham & Barry our Instructors for the weekend and a general discussion of what was to happen over the next 2 days. The first was a little paperwork, with one particular page on Roundabouts and how do you correctly exit them - 12 questions on different situations - nobody got them all correct - so a short discussion of the correct procedures of exiting Roundabouts, then off to do the practical work.

Into our cars with Barry & Graham in 2 Roadcraft Hyundai Lantras and down to the back area of Roadcraft where their Skid Pan area is situated:

Tony - Commodore Station Wagon
Ian - Up & coming Gemeni Rally
Car
Stuart & Kerri - Celica
Peter - Hyundai Sonata
Charmaine - Using Roadcraft
Hyundai Lantra
Keith & Myself - Wolseley 6/110

Before each of the practical exercises we divided into groups of 4 and hopped into with Graham & Barry in the 2 Roadcraft Hyundai's for a demo & explanation of how & how NOT to do each exercise. They tried to scare the wits out of us & also tried to turn us into sardines in the back.

One of Roadcraft's car was spare so Stuart, Kerri, Keith & Myself shared it around.

The first for the weekend was a **Figure of 8**, followed by the **Slalom** where we all tried "NOT" to destroy the 'Witches' who kept getting in the way, then to smooth cornering - correct braking into corner & accelerating out of the corner and also looking where you want the car to go.

Now to **Controlled Braking**.

The first exercise was **Straight Line Braking** using manual ABS Braking - thus not locking up and skidding to a stop with an out of control car.

It was nice to see some of our Rally Competitors using this technique on the last Rally Sprint and not getting themselves locked up and all over the road.

Then to the **Wet Skid Pan** - Oh my Gosh - I wasn't the only one nervous about this - Charmaine was as nervous if not worse than me - we were always the last the attach the exercises.

First Exercise On the Wet Road - Braking, turning to the right and keeping within 2 rows of the dreaded 'Witches'.

This is where my courage ran out and the nerves started to take over. The little Hyundai made it seem easy so into the Wolseley with Keith as passenger. First time down the **BRAIN** was in neutral - Brain fade not brake fade - so straight ahead I went. Keith bailed out and left me to it - achieved it the next time around.

I wasn't the only one having trouble Ian and his Gemeni made friends with the 'Witches' more than once - Tony, Stuart, Kerri, Peter & Charmaine all spoke sternly to the 'Witches'.

Then on to **2 Lanes of traffic with a Semi-stopped in the middle lane and a Caravan stopped some 80 mtrs in the 2nd lane.**

This exercise was for the day dreamer travelling at 75km p/h who didn't see the

semi until about 15 mtr from it. You had to break and turn into the left hand lane and stop before the Caravan or veer in front of the Semi where the road was clear again.

We all started doing this at 60km p/h and gradually worked up to 75km p/h - The Hyundi to my rescue - Some strong talking to myself - "The Wolseley is our car get in it & dot it" - Yeah I did it - but not poor Ian the Gemeni just didn't want to behave itself, Try & Try again.

Dinner Saturday Night - A Chinese Restaurant in town. Kevin Walsh who was host to Tony & Ian joined us for dinner. A great night.

Back at Roadcraft 8.30 Sunday and back down to the Wet Skid Pan to try our braking again. The Semi was still there to haunt us. Down the hill at 75km p/h - hit the brakes and YES we missed the semi & stopped. Ian achieved this with the biggest grin on his face & said I'm going back to do it again - so easy - then he had a run in the Hyundi & couldn't believe the difference between vehicles -Oh so easy.

Sundays main exercise was **Car Control on the Wet Oval Skid Pan.**

All into the Hyundi's with Graham & Barry for the Demo & a hand brake turn - "Scary"- but very controlled.

Now our turn 2 cars at a time. Round & round as fast as you can go - smoothly & without loosing it. We all had our turn by ourselves then again this time with one of the Instructors in with us. The last practical exercise was to drive 3 laps of the Oval from standing start - time - One way then in reverse.

During the morning Kevin turn up in his NEW 200ZX. During our lunch break Graham offered him a go on the Skid pan and had all the Guys "DROOLING". Then Kevin offered Graham & Barry a run in his 200ZX - but not to be outdone - Stuart hopped in as a passenger then had a couple of laps behind the wheel. He was on the Phone ordering a New ONE before finishing the last lap - but Kerri was quick to cancel order - poor Stuart.

Our final session was in the 'Class Room' again, this time about driving defensively on the road. **Protect yourself on the Road** - this will prevent accidents. Then into Gympie for an Observation drive through town - observing Traffic Lights & Roundabouts.

We finished around 4.00pm & headed home. A great weekend - well worth doing the course. A special thanks to Barry & Graham for putting up with the Rally Re-heads and a Very Special Thanks to Brian Everett for organising the Weekend. Thank you Brian from Tony Best, Ian Gorske, Stuart & Kerri Ferguson Keith & Margaret Mackay.

Margaret Mackay



Errol Stewarts

IAN DUNKLEY

Manager

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****Astute readers will recall that last year a competition was held for officials at events, with the winners receiving a driver-training course at the Raodcraft Centre in Gympie.**

The lucky winners were Margaret Mackay (Wolseley), Ian Gorski (Gemini) and Stuart Ferguson (Celica) and they had a ball in the hands of instructor Brian Everitt. The photos below show some of the skills (??) they picked up.



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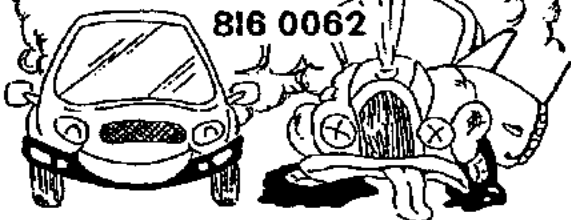
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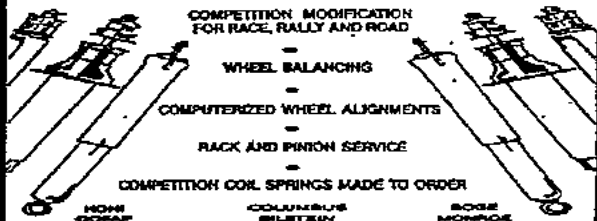
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COMING EVENTS

Club Christmas Party

By now, everybody should know about the Club Christmas Party as it has been mentioned for the past three months.

It is to be held at the Spice Market Restaurant, which is on the ground floor of the Carlton Crest Hotel.

The date is Saturday 9 December and the starting time is 6.30 pm.

It may still be possible to get tickets if you are very quick.

Last Club Night for 1995

The Clubrooms will be open on Wednesday 20 December but will be closed on Wednesday 27 December.

First Club Night for 1996

The clubrooms will be closed on the first two Wednesdays in January but will re-open on Wednesday 17 January.

Come along and celebrate the new year and meet with other club members and start planning your activities for the 1996 season.

First Rallysprint for 1996

The date of Sunday 4 February has been selected for the first rallysprint next year.

Further information should be available in the next issue of 'Brisport', but at this stage keep the date free.

The Cooloola Rally

This event will be the first round of the 1996 Queensland Rally Championship and the 1996 GP CARS Queensland Clubman Rally Series. It will be held on Saturday 24 February and will again be using roads in the Gympie area.

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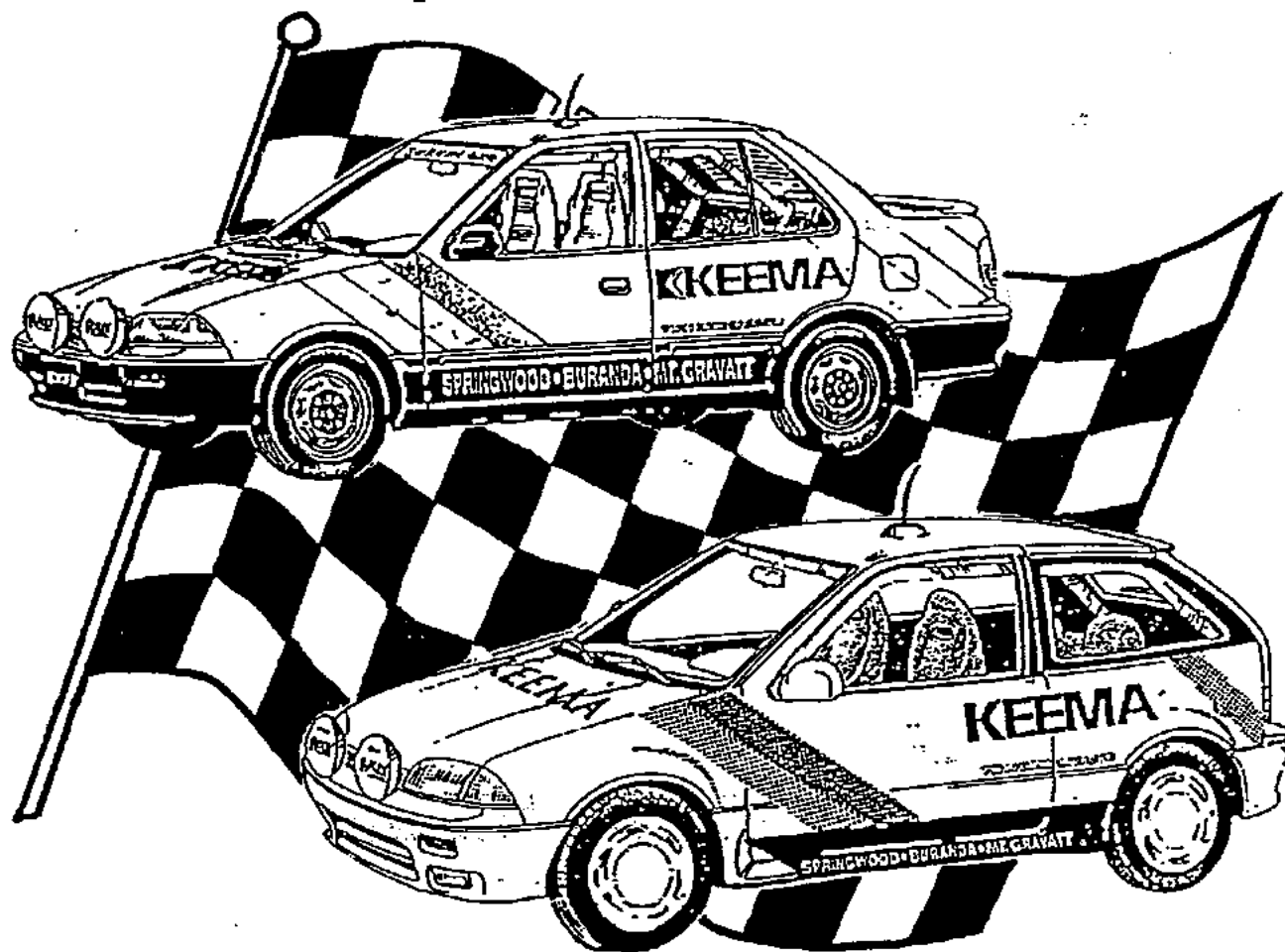
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